

Submission

Design and Access Statement

Context & Planning Policy | 125 Highgrove Street, Reading.

RG1 5EJ

Author / Prepared by	Approved for issue by	Issue date	Issue to	Version	Particular comments
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1. Introduction

- 1.1. The property address of this proposed minor development is 125 Highgrove Street, Reading. RG1 5EJ
- 1.2. This Design and Access Statement has been prepared by al3d to provide the local planning authority and others interested in the proposals an explanation of how the various constraints and opportunities, both physical and planning, have steered the design process. The principle, objectives and criteria on which the design is based are described within this document.
- 1.3. As can be seen from the adjacent plan the site is in a residential area. It is an existing area of light industrial use in a large area located between the gardens to Kendrick Road and Highgrove Street, RG1 5EJ. It is a 10-minute bus ride from the site to the centre of Reading.
- 1.4. The proposed works to the site comprise:
 - demolition of the existing structures and clearance of the site;
 - erection of 8 new dwellings ranging in size from 39 m² to 92 m² (6No. 2-bed and 2 No. 1-bed); and
 - landscaping the entire plot.

2. Proposal

- 2.1. The plot of land is currently used for a variety of light industrial uses and is totally incongruous with the surrounding residential area. This proposal is an opportunity to replace the current use with a residential use, which delivering a much more sympathetic environment. Environmental conditions would be greatly enhanced with the delivery of this scheme.
- 2.2. High quality housing will be delivered in a very creative and innovative way on an existing brownfield site located close to the centre of Reading town.
- 2.3. Each of the new individual dwellings will be a bespoke design responding to the unusual site dynamics and contributing to a very creative solution overall.
- 2.4. The approach to developing the proposed layout has focused on sensitively addressing the issues of amenity and the fact that the site is located adjacent to the end of existing residential gardens.
- 2.5. Reference is made later to similar design solutions which have been delivered and show how these types of sites can be successfully designed and delivered.
- 2.6. The proposal has been previously presented to the Reading Borough Council, Planning, Development & Regulatory Services team; Enquiry Reference: 170126. This has allowed many fundamentals to be agreed

and the proposal has been enhanced to incorporate their recommendations.

- 2.7. The site was built as part of the development of the empty plot between Highgrove St. and Kendrick Road and was formerly a builder's yard purposely carved out when building the houses to Highgrove St. The subject site was created as a separate area by cutting back previous gardens – it has existed in its own right possibly from 1880.
- 2.8. Buildings have been on the site since c.1958. These have been used for a Builder's Yard (1972-1990) and for vehicle repair activities

3. Pre-Planning Application Enquiry

3.1. The proposal submitted for Pre-application advice was for a residential development for 7 individual 2-storey units and 2 single storey units on the existing light industrial site.

3.2. The Pre-application provided the following advice highlighted in italics in the next section and explains how this advice has been incorporated.

3.2.1. *There are clear benefits in regenerating the site and removing the existing poor-quality buildings within the setting of the Christchurch Conservation Area and the row of listed buildings fronting Christchurch Road.*

3.2.2. *Any development will therefore need to remain subservient to the surrounding housing and visually discreet.* The proposal remains subservient and has been custom-designed to make it visually discreet to enhance views into the site.

3.2.3. *Although the ground levels would be lower within the site compared to that of surrounding housing, it is considered that the two-storey scale would nevertheless result in excessive overlooking, including a perception of overlooking, particularly to the rear of numbers 107 to 123 Highgrove Street.* To address the concerns over the density and juxtaposition of the open spaces, the revised proposal has reduced the number of individual units by one and reduced the number of two

storeys units by 3. The proposal is now for 4 individual 2-storey units and 4 single storey units.

1.1. *The Council's Transport section have agreed that because of the sustainable location and the fact that the Council is able to control and regulate the parking in the area via the Residents Parking Scheme we could accept a 'car free' development.*

1.2. *Future applications to develop the site will need to demonstrate a sustainable relationship between the offsite trees and the new dwellings.* A detailed section is given over to the subject within this document.

3.3. Other advice received related to defensible space, waste storage and collection, daylight and sunlight, trees and landscape, contamination, archaeology and affordable housing, all of which have been integrated into this proposal.

4. The Site

- 4.1. The site is a large irregularly shaped area which houses a variety of light industrial businesses including car repair and maintenance, tyre replacement workshops, personalised hand wash of cars as well as some smaller less noisy activities.
- 4.2. As can be seen from the adjacent photographs this type of activity does not normally take place so close to the gardens of residential units and it is highly probable that the use is not considered favourably by the neighbours.
- 4.3. The site is L-shaped in plan, as shown outlined in red in the adjacent plan. It is accessed through a wide entrance between 123 Highgrove Street and Whitley Villa Surgery at 1 Christchurch Rd, (purple arrow).
- 4.4. The boundaries to the site are all adjacent to the gardens of the surrounding properties, in fact it abuts 26 separate properties.
- 4.5. On the south side, the boundary is shared with the gardens of the houses on Christchurch Road, some of which are listed, and the north boundary of this section of site is shared with the garden of 123 Highgrove St.
- 4.6. The remainder of the plot is bounded by the gardens to Kendrick Road and Highgrove Street. There is a distinct fall across the site following the gradient of the adjacent gardens.



- 4.7. The context of the site is best explained through examining its boundary relationship with other properties as it is a contained plot of land.



5. Site boundaries

- 5.1. The entrance to the yard is partly shared with the entrance to the adjacent doctors' surgery car park. As can be seen from the photograph top left, except for the doctors' surgery, the rear of the other houses along Christchurch Road are set well back with deep gardens.
- 5.2. A brick 2 m high wall forms the boundary along the garden of 123 Highgrove St separating its garden from the yard. Photograph middle left.
- 5.3. At the corner of the L-shape the yard is separated from the gardens to the rear of the Christchurch Road houses by a 2.5m high fence. See photograph bottom left. Within that area is the garage to which access must be maintained. The nature of the access is described in an easement.
- 5.4. The existing car wash facility is bounded by a 2.59 m high concrete and timber fence which backs onto the gardens of 122 and 124 Kendrick Rd. Those gardens are very long and the ridge tops of the houses are just visible from this point. See photograph top right.
- 5.5. Along the rear of the gardens to the remainder of the houses on Kendrick Road there is a high block wall and many of the occupiers of the houses have added fences which project above the height of the wall possibly to create some isolation from the yard. In some cases, out buildings have been located at the bottom of gardens along the boundary. See photograph middle and bottom right.





Site Boundaries continued

- 5.6. As can be seen in the photograph, top right, the site slopes down to the lowest point at the boundary with the garden of 112 Kendrick Rd. A 1.8 m high block wall separates the plots as shown in the photograph middle left.
- 5.7. The boundary then wraps round onto the rear of the gardens along Highgrove Street with mainly blockwork some to a height of 2.13 m. See photographs bottom right and top left. Despite the separation there is a very immediate adjacency to the current activities within the yard.
- 5.8. A section of the site projects further towards the property at 111 Highgrove St and is filled with a collection of light industrial units housing a car mechanic's garage. See photograph middle right.
- 5.9. Along the upper section of Highgrove Street various lock-ups and garages form a barrier along the gardens as seen in the photograph bottom right. These are brick built with flat roofs at least 2.7m high.
- 5.10. The average height of the building on the site is 2.7 m and the highest building is 3.98 m. As will be shown in the design section the new buildings have been designed to be a similar height.

6.



Wider Site Relationship

- 6.1. The site is surrounded by dwellings set at different distances and various levels from the boundary with distinct restricted views onto the site. There are different treatments within those gardens which also influence the restriction of the views into the site.
- 6.2. The houses along Kendrick Road are quite substantial - at least 5-bedroom 2-storey properties. Each plot along the road has an individual style of house reflecting the differing architectural styles of the era in which they were built. There is between 20 and 26 metres of separation between the rear of those properties and the site boundary occupied by a very substantial garden. A significant high block boundary wall, ranging in height from 2.15 m to 2.58 m has been extended by the occupants of the adjoining properties to isolate the yard. At the bottom of many of these gardens are mature trees and shrubs which reduce visibility in and out of the site.
- 6.3. 2-storey houses with sharply pitched hipped roofs line the Highgrove Street side, generally set 16.5 m from the boundary with the yard except for 111 Highgrove St where a finger of land protrudes closer to the rear of the house. From their first-floor there will be limited views into the site as these will be greatly reduced by the length of the garden and height of the boundary treatment.
- 6.4. Along Christchurch Road the dwellings are in between 2 and 3 stories in height. Nos 9 to 19

Christchurch Rd are generally 3-storey high dwellings which will have very clear views out over the existing untidy industrial yard. At garden level, their views will be very limited due to the at least 2 m high boundary and the existing long single-storey building separating the yard from the gardens.

- 6.5. Christchurch Road Conservation Area lies to the south and east of the site, (image middle top), and the Kendrick Road Conservation area lies to the north and east, (image middle bottom).
- 6.6. Along Christchurch Road there are several listed buildings; Whitley Villa, 1, Christchurch Road, 3-9 (odd), 11-25 (odd) and 27-33 (odd) Circa 1840.
- 6.7. All those buildings are listed as Grade II and have been selected for their value historically and for the architectural qualities of the front façades dating from 1840, built as part of Whitley Crescent. These buildings are valued for architectural elements such as the continuous trellis, verandahs and well-proportioned windows and doors. The listing is specific to the front elevations not the rear which face the site.
- 6.8. As the photograph shows, bottom right, the rear of these buildings is a mixture of architectural styles of no significant architectural importance.
- 6.9. The current use and shoddy visual appearance of the yard is just not in keeping with the surrounding area. The nature of the work activities within the yard



results in troublesome noise creation through the day and on the weekends.

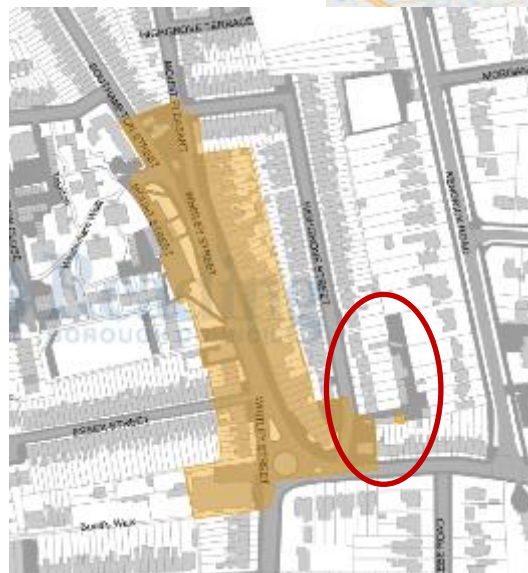
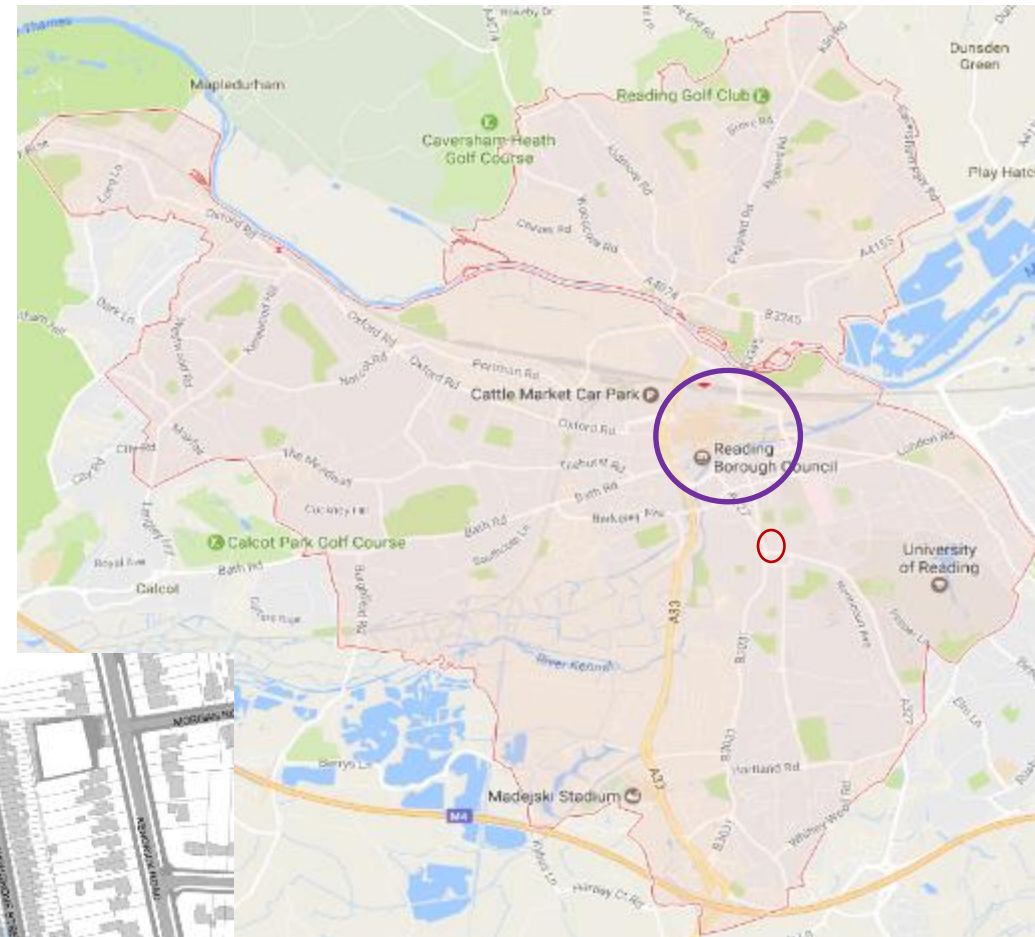
- 6.10. As can be seen from the aerial photograph the light industrial yard is in the centre of a residential area with very sizable private gardens and a large amount of mature vegetation. This completely prevents any view of the plot from the surrounding ground floor windows and reduces the views from any high-level windows.
- 6.11. The houses along Christchurch Road are taller terraced houses and due to their elevation, many are looking across the entire length of the yard towards the north. The new proposal will significantly improve the quality of their visual amenity from their upper level windows and will make their occupation more desirable.
- 6.12. The larger more substantial houses on Kendrick Road do benefit from longer gardens which vastly reduces any view into the yard. As the photograph, bottom middle, shows, many have extended the fences or built outbuildings along the boundary to the yard. However, their visual and sound amenity will significantly improve thus increasing their desirability.



7. Sustainability of the location

- 7.1. The site (small oval on the map) is very central to Reading town centre circled in purple.
- 7.2. It is a 10-minute bus ride from the site to the centre of Reading and there are at least 3 different bus services available. The train station at Station Hill is a 23 min walk or 15 min bus ride. It is a 13 minute walk to the Oracle shopping centre.
- 7.3. The site entrance connects the yard to the major local centre of Whitley Street which is designated as one of the largest local centres in Reading. The site is indicated in the red oval on the black-and-white insert map. The introduction of additional local housing will benefit the local major centre and further promote sustainable development supporting local services and facilities.
- 7.4. Paragraph 14 of the NPPF states, *"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."*
- 7.5. The Reading Core Spatial Strategy notes the importance of local centres in achieving sustainable development.
- 7.6. The proposed scheme promotes a car free development due to the adjacency of the town centre and local facilities, as agreed in the pre-application

advice – as discussed later in the transport assessment.



8. Vision, design objectives and layout

8.1. The principle aims of the design are set out below.

- 8.1.1. Make creative use of the existing irregular boundary to integrate 8 residential units onto the site, carefully considering the impact on the surrounding neighbours;
- 8.1.2. Design a contemporary scheme based on the concept of the popular traditional single-sided Mews with a clear sense to the public passer-by that it is private space while making it feel a shared space for the residents;
- 8.1.3. Replace the incongruous noisy light industrial activity, which promotes an environmentally unfriendly living environment that is intrusive to the general grain of the area, with a tranquil residential scheme. It is unquestionable that the proposal will deliver a much more suitable neighbouring activity in comparison to the current activities;
- 8.1.4. Locate the new development massing equidistant between the rear walls of the surrounding housing;
- 8.1.5. Deliver an innovative urban design to address the views in and out of the site and the amenities of both the surrounding neighbours and future occupiers. The rooms within the new units will be arranged within to maximise the views out and to

capture as much light as possible while protecting the privacy of existing neighbours.

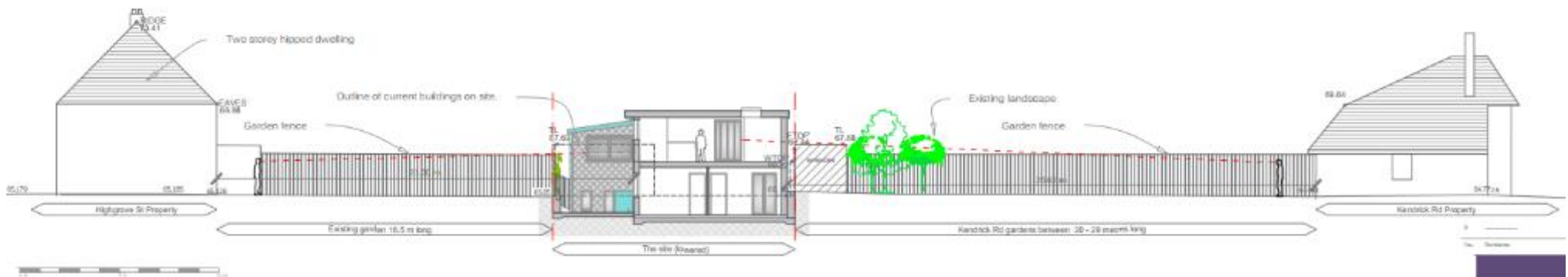
- 8.1.6. Make sensible use of the requirement to excavate and remove potentially over 1 m of contaminated soil from the site to lower the new buildings reducing their visual impact;
- 8.1.7. Incorporate a structural design which allows the lowering of the site and facilitates a lower cost build methodology;
- 8.1.8. Use where possible timber frame technology to deliver a highly environmental sustainable solution which can be delivered quickly to reduce the amount of time on site and any short-term intrusion that the construction will bring;
- 8.1.9. Carefully position the blocks to reduce any significant increase in their visibility and where practical reduce the visibility from around the site;
- 8.1.10. Replace the car littered unkempt space with a softly landscaped area with simple roof forms; and
- 8.1.11. Use the profile of the buildings to create a sense of openness in the plot.



9. Layout

- 9.1. The existing building on the South boundary of the site will be substantially retained and extended, keeping the same visual impact to the adjoining dwellings along Christchurch Road. This will contain units 7 and 8.
- 9.2. The adjacent block representation demonstrates the extensive space that will be created throughout the development both between the blocks of new dwellings and the relationship with the West boundary. It also demonstrates how well the scheme will blend in with the grain and character of the surrounding area. In this representation, the open areas have been shown as an off-white colour offset against the building forms to show just how much open space will be created.
- 9.3. The representation also demonstrates how the massing of units 1 to 6 has been located closer to the longer gardens on the Kendrick Road side to increase the distance between the rear of the Highgrove Street dwellings and the new dwellings.
- 9.4. This also has the advantage of opening-up the site to daylight and sunlight as the site is shaded by the tall trees along the east boundary until around 10:30 AM each morning. The dwellings are located towards the east end of the site allowing the evening sun to penetrate the private areas between the plots.





- 9.5. As the detailed site cross section above shows, the development will be lowered into the ground to reduce the impact on sightlines from the rear of the existing neighbouring properties.
- 9.6. The section is taken through the highest proposed new dwelling so demonstrates the worst-case scenario which is still very limited. The height of the new development will be similar to the existing buildings on the site. The general principle of lowering the dwelling will relate to the six proposed dwellings that will be built adjacent to the boundary to the gardens of Kendrick Road.
- 9.7. The individually designed dwellings will have windows orientated to provide long sightlines and reduce any overlooking onto the neighbouring gardens. Extensive use of high-level glazing will allow light to flood into the dwellings as an alternative to the normal windows in the wall.

- 9.8. Rooflights will be placed to introduce light in some rooms and to promote the feeling of airiness throughout the dwellings.
- 9.9. The dwellings along this section of the site will also be separated to introduce amenity space and large pockets of open space to respond to the existing major trees close to the boundary in the neighbouring gardens. That space will be private gardens.

- 9.10. A structural wall will be introduced around most of the site with a recessed feature on the top of sections of the wall to allow vegetation to be grown along the boundary fences and walls to soften the entire environment and 'green it' into the existing environment.



- 9.11. The preliminary plan shown adjacent indicates the 5 proposed units which will be along the Kendrick Road boundary.
- 9.12. The existing single-storey unit along the boundary to the gardens of Christchurch Road will be replaced with the new single storey 2-bedroom unit and the block will be extended to include a further 1- bed unit. The layout of those 2 dwellings will be designed so that the accommodation faces onto the site and the walls along the boundary will not have any openings.
- 9.13. To reduce the intrusion on 111 Highgrove St the finger of land will be given over to landscaping and used as a turning circle, if required, for the emergency services.
- 9.14. The access from Highgrove Street would remain largely unchanged and can accommodate the turning circle for a fire engine. A full tracking study has been undertaken for both fire engines and refuse trucks and demonstrate that all parts of site are accessible.
- 9.15. However, it would be much more desirable if a centralised rubbish collection point could be operationally accepted by RBC as this will reduce the need for more robust landscaping to accommodate the load trucks. This will allow more residential styled open space to be created within the development. (It has not been possible to secure that agreement pre planning.)

- 9.16. Further areas of open space will be included between the blocks, mainly to allow more light into the units without introducing further windows overlooking the gardens adjacent. The initial design studies have confirmed that it will be possible to introduce very few windows which will have a direct overlooking of the adjacent properties.
- 9.17. The current policy DM4: Safeguarding Amenity states *"A back-to-back distance of 20 metres between dwellings is usually appropriate, although the circumstances on individual sites may enable dwellings to be closer without a detrimental effect on privacy"*. As mentioned earlier there is already a 16 m deep garden to most of the properties on Highgrove Street and the proposal will respect the 20 m recommendation in the majority of cases.
- 9.18. The recommended back-to-back distance is already achieved for all the properties along Kendrick Road.

10. Construction methodology

- 10.1. Details of the 'phase I contamination inspection' (in a separate document), confirmed the high probability that there will be hydrocarbon contamination on site from leaching of fuels into the ground. The design will take advantage of the requirement to lower the ground to reduce the visual height of the new dwellings. It is envisaged that a concrete raft will be created with structural upstands to frame the perimeter of the site and retain the adjoining ground levels.



- 10.2. The new buildings will be constructed using timber frame technology which will promote the use of more sustainable materials and reduce the construction period on site. A Considerate Constructors Scheme will be adopted.

11. Visual and noise quality

- 11.1. This section examines the visual improvement and noise quality improvements that the scheme will introduce.
- 11.2. The benefits of the removal of the noisier activities of the site have been discussed at length and cannot be questioned. Residential activities will be introduced in keeping with the area. As the site will be car free, noise intrusion from cars visiting the site will be greatly reduced.
- 11.3. As discussed earlier, the new dwellings have been generally lowered into the ground to reduce their visual impact when viewed from the surrounding buildings. There are 3 principle directions for the



views into and out of the site which are now discussed individually.



12. The dwellings along Christchurch Rd.

- 12.1. Currently, their view is over the entire length of the industrial yard running towards the north. That view is influenced and somewhat lessened by the fall on the existing site which will reduce the impact. However, it is a view across existing roofs, randomly parked cars and a generally unpleasing aspect. It is not an appropriate view from the windows at upper levels within these listed buildings.
- 12.2. The new development will vastly improve their views as they will be looking across a more suitably landscaped residential environment. The roof space has also been carefully articulated into a series of planes sloping away from the view to reduce their visual appearance as the high parts of the roofs are further from the viewer.
- 12.3. None of the buildings adjacent to the garden boundaries on this boundary will have windows looking back into those gardens so their privacy will be protected and day time amenity greatly enhanced.
- 12.4. It is therefore concluded that the development would be a major improvement for their visual amenity, as the views out of their property will be decidedly enhanced.

13. The dwellings along Kendrick Rd.

- 13.1. It is presumed that there is no direct view into the development from the ground floor of the dwellings along Kendrick Road and probably no direct view into the development from the first-floor windows due to the 26 m long gardens and extensive mature landscaping in the gardens. It was not possible to enter into those properties to record the views.
- 13.2. All the properties backing onto the development along Kendrick Road are only 2 storeys. Several of the properties have erected outhouses along the rear boundaries. Others have extended their fences significantly along the boundary.
- 13.3. In the cross section below only the major trees and shrubs are shown as well as the line of top of the existing fences which have been surveyed. It is

obvious that very little of the proposed development can be seen. From the south end of the site to the horse chestnut tree in the garden of 118 Kendrick Road the new development barely protrudes above the existing fence line.

- 13.4. The highest building on the site is in the centre of the elevation and there is a boundary outbuilding running the entire width of the garden to 116 Kendrick Road. The height of the new proposed development only exceeds that existing building height slightly and there are no windows looking onto the gardens except for one which will have opaque glazing. Part of that slightly higher new build is also shielded by the Willow tree.
- 13.5. The section from the Willow tree to the north end of the site will be visible from the single dwelling which has a very wide garden that is heavily landscaped

along the boundary. The proposed new dwellings will only project above the line of the fence slightly and this will be disguised by the existing planting.

- 13.6. So, for the buildings along Kendrick Street, there will be a minor alteration to the views over the boundary fence but these are quite insignificant. There will be no windows facing into those gardens to impact on the existing privacy within the gardens or dwellings.
- 13.7. In summary, the views out of the dwellings along the street will be barely altered and the overall effect of the development will be a significant improvement to those neighbours.



14. The dwellings along Highgrove Street

- 14.1. Along the Highgrove St boundary there are 9 adjoining properties and existing boundary is either the rear elevation of a flat roofed lock-up at 2.5 m or a 2 m high wall or timber fence. The average length of the adjoining property gardens is 16 m. In the new proposal, the lock-ups will be demolished and the boundary wall will be replaced with a solid brick wall engineered to accommodate the level difference.
- 14.2. The proposed massing will be set further away from those boundaries so that the visual separation is improved. The distance between the rear of the existing and new on average will be 21 metres which exceeds the distance between buildings noted in DM4: Safeguarding Amenity.

- 14.3. The separation of the new blocks creates clear gaps in the views out across to the tall trees in the background. The new dwellings to the southern side of the site will be lower than the existing lock-ups, reducing any visual impact from the massing and will be much more visually acceptable compared to the existing lock-ups with deteriorating flat roofs.
- 14.4. The tallest existing building on the site is at the foot of the garden to 117 Highgrove Street. Within the proposal a similar block of massing will be created – see dotted line below. To the left some new massing is introduced which is slightly higher.
- 14.5. The removal of the building currently situated in the finger land backing onto the garden of 111 Highgrove Street will be a significant visual gain. Therefore, the overall impact of the development as seen from the

adjoining dwelling is in keeping with the current massing scenario.

- 14.6. The side elevation of the Unit one will be visible but is masked by the existing conifer trees at the bottom of the garden to 107 Highgrove Street.
- 14.7. There will only be windows at the upper level in the central block and these have been kept to a minimum and treated with visual techniques to reduce the views directly into the gardens even though the back to back distance is policy compliant.
- 14.8. The overall effect of the development will have a minimal impact on the privacy and amenity of the adjoining properties along Highgrove Street. In fact, the introduction of a new residential development will vastly increase the private environments at the rear of the properties.



15. Local amenity and private space

- The many facilities of the Cintra Park are within 230 m of the entrance to the site, as shown by the red line on the adjacent aerial view, which include the following facilities
- Bowling
- Children's play area
- Picnic area
- Cricket
- Football
- Basketball
- Hard-surfaced pitch

15.1. As noted earlier there are also all the facilities in the major local centre of Whitley Street which include a wide variety of shops and a national supermarket outlet.

15.2. The detailed plans indicate the private amenity space for each of the units setting out worthy refuse storage, bicycle storage, sitting out areas and drying areas.



16. Architectural treatment

- 16.1. Mono-pitch roofs will be the common architectural treatment binding together the individual blocks. The use of mono pitched also reduces the height in comparison to dual pitch roofs. The intention is that the internal ceilings will also follow the slope of the roof to enhance the internal spaciousness.
- 16.2. The roofs are sloped to reduce their visual impact from the highest viewpoints from the Christchurch Rd



second floor windows. The articulation of the slopes will introduce shadows and shading to avoid the feeling of a larger roof expanse.



- 16.3. The product will be similar to a Met seam zinc product but has the same visual effect as aged standing seam copper, shown above on a site in Birmingham. The roofs will be metal profiled with inbuilt insulation.

- 16.4. The wall treatments will vary between the units to introduce texture. Timber cladding will be used because of its warm tonal properties.
- 16.5. A mixture of vertical and horizontal cladding will be used as a rainscreen with a darker separation between planks.

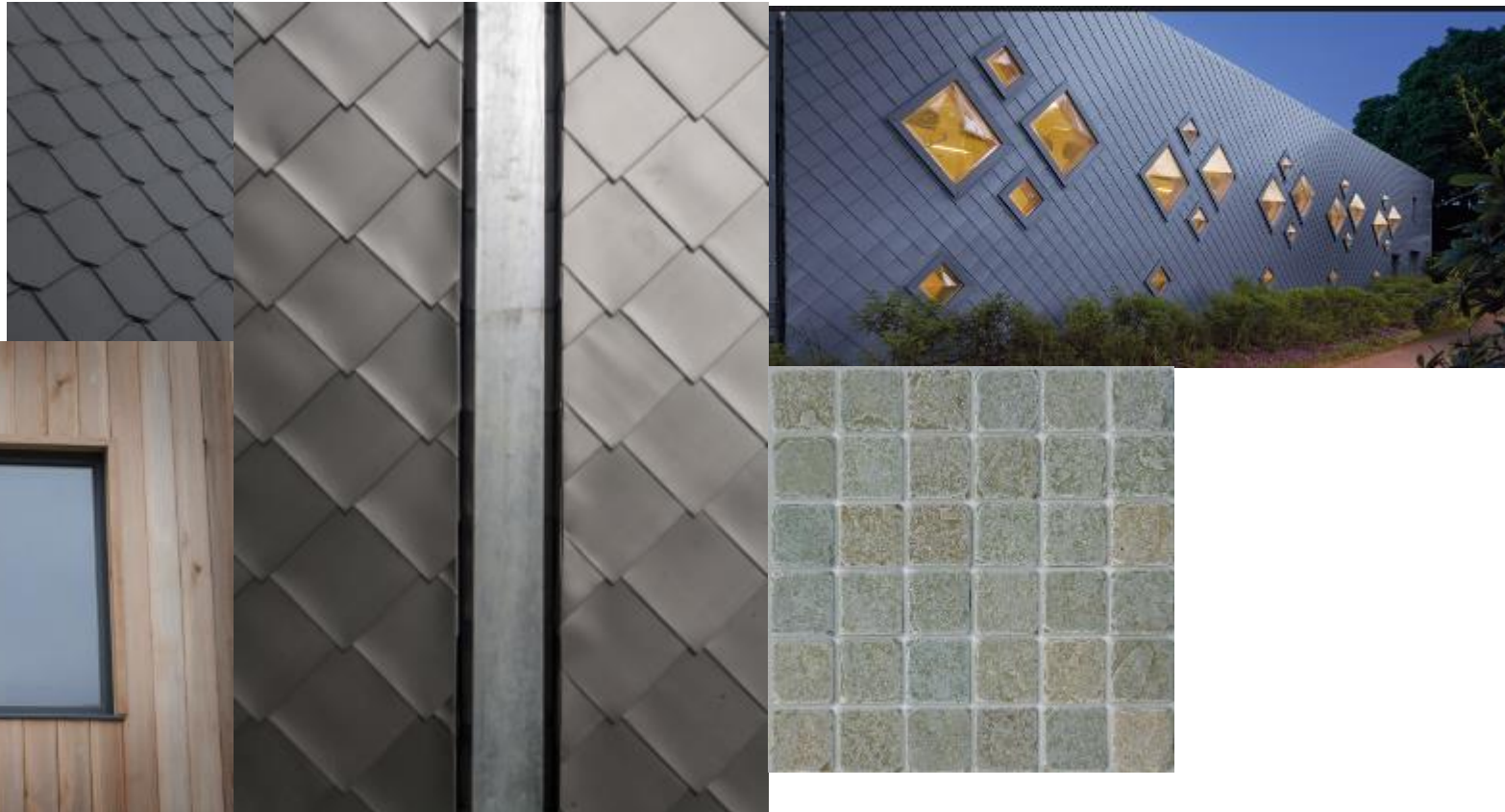


- 16.6. Exposed concrete will highlight the retaining wall hinting slightly of the previous industrial use and because of its wearing and weathering resistance at lower levels.



- 16.7. Zinc tile will be used on some elevations to give a maintenance free finish which is softened by the articulation of the light on the tile.
- 16.8. There will also be elements of brickwork and render.
- 16.9. All the windows and doors will be aluminium and in many cases, they will be inward opening.
- 16.10. The dominant external surface will be cobbled to draw upon sense of a traditional Mews with a

contemporary twist. This will be applied using a permeable construction process to prevent rain water runoff.



17. Daylight, sunlight and visual amenity treatment

- 17.1. Fortunately, there will be no impact on the sun, light and overlooking on the surrounding dwellings due to their distance from the proposed development.
- 17.2. It was noted by the tree officer in the pre-application period that there may be shade from the trees. This is not the case as the orientation of the site is such that the shade from the trees will be limited as they are to the east of the new dwellings and gardens. Therefore, the shading will only be during the early part of the morning and by midday the trees will have no impact on the light levels or sunlight levels to the gardens of the houses.
- 17.3. The internal layouts have been designed to maximise the light into the dwellings and it is obvious that there will be adequate light to the dwellings. Their layout, size of window is more that acceptable when compare to other housing schemes. Generally, WCs and bathrooms have ben arranged along flank walls.

18. External lighting

- 18.1. External lighting will be provided at low level to deliver a suitable safe environment without harming amenity of neighbours. Lamp fittings will be selected to create low level pools of light in all the common areas.
- 18.2. Residential style lights will be located on the individual dwellings and fitted with PIR detection as well as dawn to dusk controls to drive energy efficiency.
- 18.3. Care will be taken to locate the lights to promote safety and create a good sense of surveillance.

19. Trees and Landscaping

- 19.1. This section addresses matters relating to trees, their protection, boundary scenarios and the protection of tree root systems as well as recording the surveys and events.
- 19.2. As identified in the pre-application advice a BS:5837 survey of the trees adjacent to the site was undertaken as part of the overall arboricultural survey by PJC Consultancy 5 May 2017, and a copy has been submitted with the planning application.
- 19.3. On the 13 April 2017, the council made a tree preservation order, (TPO), on the section 198 of the Town & Country planning act and 1990. This was in relation to the horse chestnut tree located close to the boundary in the rear garden of 118 Kendrick Rd.
- 19.4. The Conservation Area designation affords a level of protection for the trees growing within them. However, it is noted that none of these trees are actually growing within the site itself, which does not fall within the conservation area.
- 19.5. There are several small trees/bushes generally close to the boundary within the surrounding gardens some of which overhang the existing buildings.
- 19.6. There are 2 significant trees, one being that referred to above in respect of the TPO and the other being a willow tree located in the garden of 114 Kendrick Rd.
- 19.7. The PJC report made professional assumptions regarding the extent of the tree root areas. As this is

so critical to the layout of the scheme investigations were undertaken by opening up to trial pits in full accordance with a methodology set by PJC which was verified and accepted by the tree officer, Sarah Hanson on 16 June 2017. (By email.)

- 19.8. These investigations were carried out on 10 July 2017 and revealed that there were no tree roots in these areas probably due to the depth of the foundation to the boundary walls and the fact that these areas are covered in concrete so would have been inhospitable to the tree roots.
- 19.9. Photographs of the inspection pits are attached at appendix 02 for information.
- 19.10. As a result of the investigations minor alterations were made to the layout of the scheme so that the buildings do appear to extend into the area of the root spread which is not the case as they do not extend that far.
- 19.11. All the matters raised in the pre-application advice regarding the trees are now addressed below.
 - 19.11.1. Ground works and excavation - as can be seen from the tree survey and as a result of the trial pits there is no impact on the tree roots of any significant tree as a result of the works.
 - 19.11.2. Access for window cleaning, leaf removal – the scheme has been designed so that the main building blocks are set away from the canopy of the trees. Windows have been located so that they can be cleaned in a normal fashion whether

internally or externally. Where required windows will be specified which allow the glass to be turned through 180° to facilitate cleaning. All gaps and gutters will be fitted with a gauze to prevent blocking by tree leaves. As such there should be no impact beyond that of a normal experience in a domestic scenario where trees are close to dwellings.

- 19.11.3. Shade from the trees – see notes in previous section
- 19.11.4. Residents rights – a point was raised that the occupiers of the neighbouring properties could allow their existing trees and hedges to grow up and screen the properties. This point is equally applicable to any development, and design of the scheme has considered it as reflected in the revised layouts.

20. Landscaping

- 20.1. Landscape areas have been created throughout the scheme and designed to break up the massing to create a feeling of spaciousness and relaxation.
- 20.2. Ideally, it would be desirable to have the space from Unit 5 to Unit 1 at the lowest level as vehicle free but the design reflects the need for both fire and rubbish collection access in particular the ability to turn vehicles.
- 20.3. As the scheme has not received planning application it has not been possible to seek the definite advice of the local fire authority regarding the potential for a hydrant at the lower part of the site. It also has not been possible to agree the travel distances with the local waste collector. This limits the landscaping approach as those areas required for access have to have certain loading capacities.
- 20.4. The overall approach to landscaping is to create a fully landscaped wall along the west boundary to the Highgrove properties. Evergreen specimens suitable for wall climbing will be used and a purpose made planting trough will be created in the top of the low retention wall.
- 20.5. The concept of the landscaping of the development is like that shown in the adjacent picture in which sections of the wall are completely greened out on the left-hand side and the cobbled treatment creates a softening effect.



20.6. A mixture of evergreen wall climbers will be selected to green the new west boundary such as Cotoneaster horizontalis, Hedera helix 'Glacier', Pyracantha Saphyr Orange ('Cadange'), and Akebia quinata. The final selection will be addressed as part of the landscaping contract.

20.7. This will introduce colour and texture and also provides a suitable habitat for various garden birds to nest in.

20.8. The gardens will be given over to tenants' own gardening preferences. The gardens will be separated by low level separations.



21. Transport assessment

- 21.1. As noted earlier, this site is in a highly sustainable location very close to many facilities that are within walking distance. The town centre of Reading and the mainline train station are all within a short walk. It is therefore proposed that the scheme would be car free particularly as the size of the units will be aimed at couples and young professionals rather than families who may require a car.
- 21.2. It is a 10-minute bus ride from the site to the centre of Reading and there are at least 3 different bus services available. The train station at Station Hill is a 23 min walk or 15 min bus ride. It is a 13-minute walk to the Oracle shopping centre.
- 21.3. The site falls within Zone 2, Primary Core Area which surrounds the Central Core Area and is well served by public transport. (Site indicated as red dot within Zone 2.). The area is well served with bus routes and it is a very short cycle ride to the centre.
- 21.4. Pedestrian access to the town centre can be achieved without crossing the A 33 via several different routes through residential streets, other areas or parks.
- 21.5. To reduce road congestion and pollution the scheme will be a car free scheme and the benefits that arise from this decision are:
- improved local air quality;



- freeing up land within the development to provide more open space;
- less noise for residents; and most importantly
- it allows most of the development space which would normally be given over to cars to be treated as a semi-private environment which is the extension of the private land to each house.

- 21.6. There is an exceptional bus service to the centre of town and to the railway station which will be much easier and cheaper to use rather than travel by car which would require finding and paying for car parking. This should dissuade people from using the car.

- 21.6.1. The Emerald route bus No 5, 6 and 6a run 24 hours a day at 5 to 15 minute intervals taking 10 minutes to the train station and 5 minutes to reach the major local employment area of Basingstoke Rd.
- 21.6.2. The Claret route bus No 21, and 21a run 24 hours a day at 5 to 15 minute intervals taking 10 minutes to the train station.
- 21.6.3. It is a short walk to the nearest bus stop to catch one of the hourly Nineteens, (19a, b and c), which serve the University, Earley and Woodley areas.
- 21.7. The closest hospital is the royal Berkshire, 13 minutes' walk away; there are 5 educational facilities within 10 minutes' walk; and several community facilities also within 10 minutes' walk. The University is also just 10 minutes' walk via A327
- 21.8. The Council is able to control and regulate the parking in the area via the Residents Parking Scheme.
- 21.9. The properties will be sold clearly stating that there is no provision for car parking on the site and that future occupiers will not be entitled to a residents' parking permit.
- 21.10. With the rise of supermarket deliveries, the need for a car has also been reduced and there are several major supermarkets providing delivery service within the area.
- 21.11. The change of use to residential will improve the quality of the environment for the neighbouring

properties from the resulting reduction in car movements on and off the site.

- 21.12. The current use of the yard generates multiple vehicle movements with between 40 and 60 vehicle movements a day at the site which includes the current employees who travel by car, customers who arrive to have a car serviced and who often have a second car collect or drop them at the location as well as the various service vehicles making daily deliveries.
- 21.13. The combined change of use and a car free development will make a reduction on the load on the local infrastructure and supports the position that the scheme should be car free.
- 21.14. The provision has been made in each of the dwellings for the storage of at least 2 bicycles to promote the sustainable qualities sought on the development. The site is only 100 m from the recognised cycle route up Kendrick Road, along Christchurch Rd onto Glebe Rd.
- 21.15. The principle of a car free development was discussed in the pre-application advice enquiry and it was confirmed that various factors influencing the site will allow the council to accept it as a car free development.
- 21.16. Vehicle tracking has been prepared for the largest vehicles onto the site and those are the 8.75m Dennis Eagle Elite 6 (6x 2RS) with Olympus OL16N body

rubbish truck and the 7.7m Dennis Sabre (LWB) fire tender.

- 21.17. The scheme has been designed to facilitate those vehicles entering, turning on the site with minimal reversing and exiting the site. As mentioned earlier the preference would be that the access into the site would be restricted but that is subject to agreements which can only be sought when the scheme is subject of planning.
- 21.18. There will be no change to the pedestrian or vehicular access onto the site from 125 Highgrove St.
- 21.19. There is an easement across the site which permits access to the garage opening on the South boundary 15 Christchurch Road. The plan is designed to maintain that easement which is the subject of an independent legal agreement.
- 21.20. There will be ample room for the parking of bicycles in each of the properties.

22. Heritage Statement

- 22.1. Earlier in this document the relationship of the site to the adjacent conservation areas was discussed. Now, the improvements this development will bring to the adjoining conservation areas will be examined in more detail below.
- 22.2. The surrounding area is primarily residential and the current land use of the site is not in keeping with a residential environment. Furthermore, the nature of the activities carried out on site are not enhancing the local area whether from a conservation or listed building aspect.
- 22.3. It can be argued that the current condition of the site does not promote self-improvements to surrounding properties nor entice freeholders or leaseholders to invest in their existing properties. The visual improvement that the scheme will bring should hopefully trigger a higher level of surrounding investment and improvement in many of the surrounding building fabrics.
- 22.4. A historic review of maps of the site shows that it was a vacant plot on the Berkshire XXXVII.NE, Revised: 1898, Published: 1900 (top right). The later OS 25 inch, 1892 – 1905 map, (bottom right) shows a more detailed layout suggesting that there was an access route from 112 Kendrick Rd back onto Highgrove Street.
- 22.5. The Ordnance Survey Plan, Published 1958, Source map scale - 1:1,250 indicates further development



along both Highgrove and Kendrick Road and it appears that the open plot was made available for housing potentially as a series of plots. The wider road and grass verges suggest that Kendrick Road was a more affluent road resulting in the private one-off houses being built along the road. (Map above.)

- 22.6. Christchurch Road Conservation Area lies to the south and east of the site and the Kendrick Road Conservation area lies to the north and east. (Policy CS 33, SDPD paragraph 9.1.12 – 9.1.14).
- 22.7. There are no scheduled ancient monuments close to the site. (Policy CS 33, SDPD paragraph 9.1.15 – 9.1.20). There are no Historic Parks and Gardens close to the site. (Policy CS33, SDPD paragraph 9.1.21).

22.8. Within the Christchurch Road Conservation Area there are several listed buildings; Whitley Villa, 1, Christchurch Road, 3-9 (odd), 11-25 (odd) and 27-33 (odd) Circa 1840. The gardens of these buildings back onto the site.

22.9. All those buildings are listed as Grade II and have been selected for their value historically and for the architectural qualities of the front façades dating from 1840, built as part of Whitley Crescent. These buildings are valued for architectural elements such as the continuous trellis verandahs and well-proportioned windows and doors – all features on the front elevations. They are not listed because of the quality of their rear elevations or their treatments.

22.10. Listing data from the National Heritage List for England (NHLE) includes the following protected elements:

- Listed buildings
- Scheduled monuments
- Protected wreck sites
- Registered parks and gardens
- Registered battlefields
- World Heritage Sites
- Buildings with Building Preservation Notices (BPNS)
- Buildings with a Certificate of Immunity (COI)

22.11. Interrogation of the NHLE identifies that there are only 4 listed buildings in the immediate surrounding area and the details of each of those is set out individually below.

22.11.1. Whitley Villa - Listing Grade: II, List UID: 1113437.

The listing states:

CHRISTCHURCH ROAD 1. 5128 (North Side) No 1 (Whitley Villa) SU 7272 9/431 II GV 2. Early C19. 2 storeys red brick with grey brick headers. Slate roof with brick end chimneys, gable ends treated with parapets between chimneys. 2 left hand bays original - glazing bar sashes, lengthened on 1st floor to left for balcony, marginal glazing. Wide segmental headed door surround with channelled quoins and reeded surround, radiating fanlight, 4 panel door. Mid-late C19 canted bay to right (this part plain red brick) with modern casements. Contemporary staircase. Fleur-de-lys railings and gates.

22.11.2. 3-9, Christchurch Road Designation Type: Listing Grade: II List UID: 1154854. The listing states:

CHRISTCHURCH ROAD 5128 (North Side) Nos 3 to 9 (odd) SU 7272 9/432 II GV 2. Before 1840. Built as part of Whitley Crescent. Altered. Stucco 3 storey and basement terrace, Nos 7 and 9 with band over ground floor. 1 range of glazing bar sashes each originally. Now altered, No 5 and No 3. Segmental headed doorways with recessed doors. Slate roofs with brick chimneys, No 3 hipped to left. Included for group value.

22.11.3. 11-25, Christchurch Road – Listing Grade: II. List UID: 1321966. The listing states:

CHRISTCHURCH ROAD 1. 5128 (North Side) (Nos 11 to 25 odd) SU 7272 9/85 II GV 2. Before 1840, built as part of Whitley Crescent. 2 storeys. Brick with slate roof. Glazing bar sash windows. Each house has 1 range of windows and a door, only Nos 21 and 23 retain their 6-gimmed doors, rest altered. Small quadrant surrounds with radiating fanlights over. The continuous trellis verandah now retained only before Nos 15 and 17 and Nos 23 and 25. Nos 15-25 retain low arrow head rails with panel standards.

22.11.4. 27-33, Christchurch Road – Listing Grade: II. List UID: 1154859. The listing states:

CHRISTCHURCH ROAD 1. 5128 (North Side) Nos 27 to 33 (odd) SU 7272 9/84 II GV 2. Circa 1840. Built as part of Whitley Crescent. A good stucco terrace of 2 bay 3 storeys and basement houses. String at 1st floor level, eaves, hipped slate roof. Glazing bar sashes except on 2nd floors and upper sashes of No 27. Ground floor windows in segmental-headed recesses. Doors in deep recesses with fluted quadrant jambs, key-pattern frieze and radiating fanlights. Excellent panelled doors with large central rosette all similar (except for No 27 now replaced by poor modern door). Nos 27-31 (odd) retain fleur-de-lys rails.

22.12. No reference is made in any of those listing texts to the rear of the elevations as would be expected if there was anything of importance on those elevations.

22.13. A further search was taken of the data within the Heritage Gateway

- A Church Heritage Record (Non-Statutory Data) was identified in relation to the Methodist Church

on Whitely Street and the church on Christchurch Road both buildings are some distance from the site. Neither building is visible from within the site nor is the site visible from those locations.

- 22.14. Finally, there are 9 sites which received local protection as identified on the RBC List of Locally Important Buildings and Structures. Only one of those 9 locations is close to the proposal site and that is referenced as LL1 114 Kendrick Road Reading RG1 5DP and the reason for listing is given as:

The building is very distinctive and therefore considered to be of exceptional local significance. It is at present wholly complete and unaffected by inappropriate changes. 114 Kendrick Road is considered to meet a number of criteria in that it has a noteworthy quality of workmanship and materials as manifested in the 'eye-brow' dormers, which are understood to be challenging to construct. It has townscape value as it is considered to have prominence and a landmark quality that is fundamental to the sense of place of the locality.



- 22.15. The garden to 114 Kendrick Road backs onto the development site and the rear of the building is 29 m from the boundary. As can be seen from the photograph, bottom left, the dwelling is 1 ½ storey. From the site that building cannot be seen and as the photograph bottom right shows it is only possible to see the very end of the long rear extension to the neighbouring building 112 a Kendrick Road. That photograph also indicates the 2.2 m high masonry block wall at that location and the ample landscape screening. The image top right shows the relationship of 114 Kendrick Road to the subject site at the bottom of its garden

- 22.16. Therefore, it can be concluded that the improvement to the site will have no visual impact on any of the buildings of heritage interest around the site.

- 22.17. In fact, the proposed improvement that the development will bring may lead to owners investing further in the upkeep of those buildings, some of which have become very seriously dilapidated both

on the rear and along the listed elevations to Christchurch Road.



23. Environmental Sustainability

- 23.1. The proposed works will require Building Regulations approval and will be carried out in accordance with those regulations to achieve a very high level of thermal insulation and energy efficiency.
- 23.2. The proposals do not require any change to the current drainage from the site which will be maintained and remain unaltered outside the curtilage. There will be some alterations on site and these will be the subject of the building control approval and the statutory provider.
- 23.3. The existing provision for water supply to the site will remain unchanged and the provision of metering will be a matter of contract with the statutory provider.
- 23.4. The only increase in roof area will be that over the ground floor extension and rainfall will be discharged to the existing system.

24. Biodiversity survey and report

- 24.1. Within the area of the proposed works, there are no external indications of any variety of plant and animal life of a high level of interest which is usually considered to be important in this particular habitat. It is considered that there is not sufficient reasonable likelihood of any protected species to trigger a survey due to the industrial use of the site and complete lack of any vegetation within the site.
- 24.2. The site is surrounded by gardens and it is likely that there will be common forms of bird and other wild life. The introduction of new landscaping will promote that wild life as the current environment is not conducive to its promotion. The matter of trees and shrubs has been addressed earlier in the document.

25. Contamination

- 25.1. As the current site uses emanate from the car maintenance and repair industry. A Contaminated Land Risk Assessment Phase 1 desk top study and site walkover survey – preliminary risk assessment has been undertaken by
- 25.2. The report concludes that

Plausible pollutant linkages and significant uncertainties are considered to exist from on-site sources. A moderate risk is evident and therefore an intrusive investigation is needed.

- 25.3. The investigation will be a post planning approval condition requiring that the necessary mitigation is agreed at the preliminary stages of the development.
- 25.4. There are no hazardous pipelines adjacent to the site nor is the site noted as a major hazard site (policy DM 20).

26. Employment use

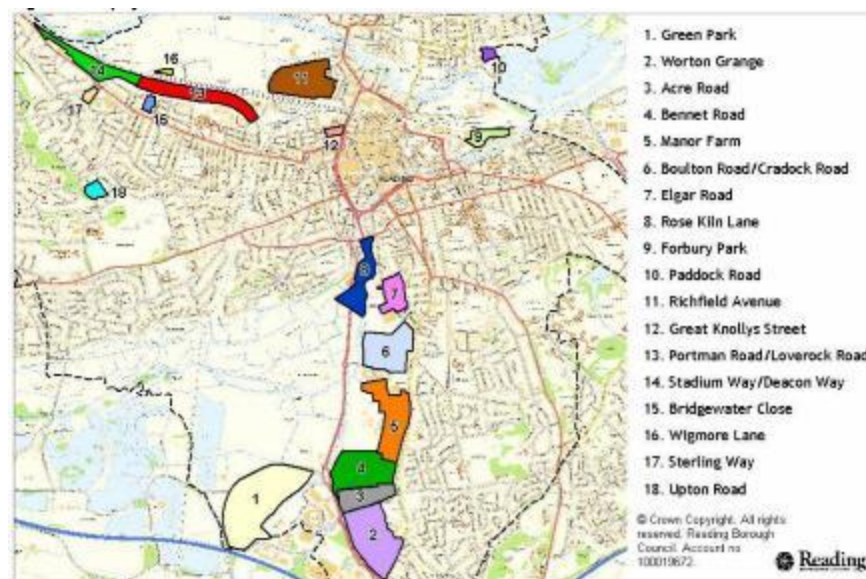
- 26.1. There are only a few individual businesses on the site and while the precise employment figures are not known it is assumed that there are less than 5 people permanently employed on the site with further occasional staff employed at the site. All the business would fall into the category of light industrial or storage and there is a major focus on vehicle servicing.
- 26.2. The site is not within one of the Core Employment Areas which are generally located along the A 33 to make good use of the transport links.
- 26.3. The site has grown organically as a light industrial site and if an application was made to formally create a new light industrial site in this area it would be considered alien to the surrounding environment. It would have a detrimental impact on the surrounding area and would not be in keeping with the current policies for the regeneration and development of the centre of Reading.
- 26.4. Reading is a net importer of labour and its long-term economic prospects continue to be strong. It is recognised within the Sites and Detailed

Policies, adopted October 2012 (Revised January 2015) that "there is some scope for land in employment use to be considered for alternative uses. Some large sites have already become available, particularly in South Reading".

- 26.5. The Berkshire Brewery site, Worton Grange and land to the north of Manor Farm Road. have previously served as important employment land, and it is recognised that at least two of these sites now no longer need to remain wholly in employment use and potential alternative uses for these sites have been assessed as part of the SDPD.
- 26.6. This reflects a change in the structure of the Reading infrastructure and the release of other more suited employment sites and the role which the major town

makes in the wider employment activities of the area including serving Heathrow Airport.

- 26.7. With CS10: Location of Employment Development other employment uses, including industrial, storage and distribution are targeted for locations in the A33 corridor or in the Core Employment Areas.
- 26.8. It is considered that the nature of the businesses on the site is such that they would migrate to more suitable locations potentially within the core employment areas and that there would be no net loss of employment, simply a migration to a more suitable location.



27. Flooding

27.1. The site does not fall into a flood area as shown on the attached Environmental Agency Flood map extract and which is also identified on the RBC interactive map as the boundary of flood risk zone 2.



Local Plan policies

28.1. The various national and local policies in relation to the proposed new development which are considered relevant are the:

- 28.1.1. National Planning Policy Framework, March 2012 and associated guidance;
- 28.1.2. Reading Borough Local Development Framework Core Strategy, Adopted January 2008 with Alteration Adopted 27th January 2015;
- 28.1.3. Sites and detailed Policies Document, adopted October 2012 with alteration adopted 27 January 2015; and
- 28.1.4. Revised Parking Standards and Design Supplementary Planning Document: Final Adopted 31st October 2011.

28.1.5. A review of the Reading Council Local development framework interactive proposals map reveals that there are only two specific policies affecting the site and those are:

- Policy DM19 Air Quality Management Area; and
- CS6, SA11 Settlement Boundary

28.2. There are other planning policies of a more district wide nature which the scheme must satisfy which have already been reviewed and these include:

- Policy DM4 Safeguarding Amenity
- Policy DM5 Housing Mix

- Policy DM6 Affordable Housing
- DM10 Private and Communal Outdoor Space
- Policy DM12 Access, Traffic and Highway- Related Matters
- Policy DM19 - Air Quality Management Area;
- Policy SA14 Cycle Routes;
- Policies CS26, CS27, DM13, SA15) District and Local Centres; and
- Policy CS6, SA11 Settlement Boundary.
- Policy CS33: Protection and Enhancement of the Historic Environment

29. Previous planning applications.

- 29.1. Only two previous planning applications are recorded on the RBC website, in relation to the existing property as follows:
- 29.2. App. No.: 050756 Description: Use of part of the site at 125 Highgrove Street for A1 (retail) use. Decision Date: 18/08/2005 Refused
- 29.3. App. No.: 041385 Description: Demolition of existing building and erection of four one-bedroom and two two-bedroom flats. Decision Date: 22/11/2004 Refused Appeal Dismissed

Summary of benefits

1. The main benefit of this vision is the transformation of an unsightly, unfriendly and unneighbourly environment on a brownfield site into an exceptional residential scheme which will seamlessly integrate itself within the distinctive residential fabric of the residential area lying between two conservation areas.
2. It is hoped that even at this early stage it can be seen that such an innovative architectural approach will deliver an exceptional solution which it is anticipated will be welcomed by the surrounding neighbours as it will greatly enhance the quality of their environment.
3. The scheme will deliver a huge level of enhancement to the area. Visually it will be an integrated residential scheme in keeping with conservation around it while marking that it is from this era.
4. The noise and to and froing of vehicle and lorry movements of current day to day industrial activities will be vastly reduced.
5. The quality of the neighbours' visual amenity which can be seen over the current activities from their upper level windows will be significantly improved which will make their enjoyment of their dwelling more desirable.
6. The aesthetic of the form and surroundings has been carefully considered to ensure that a welcoming sense of place is celebrated within the built fabric and architectural composition, replacing the unattractive badly located industrial activities.

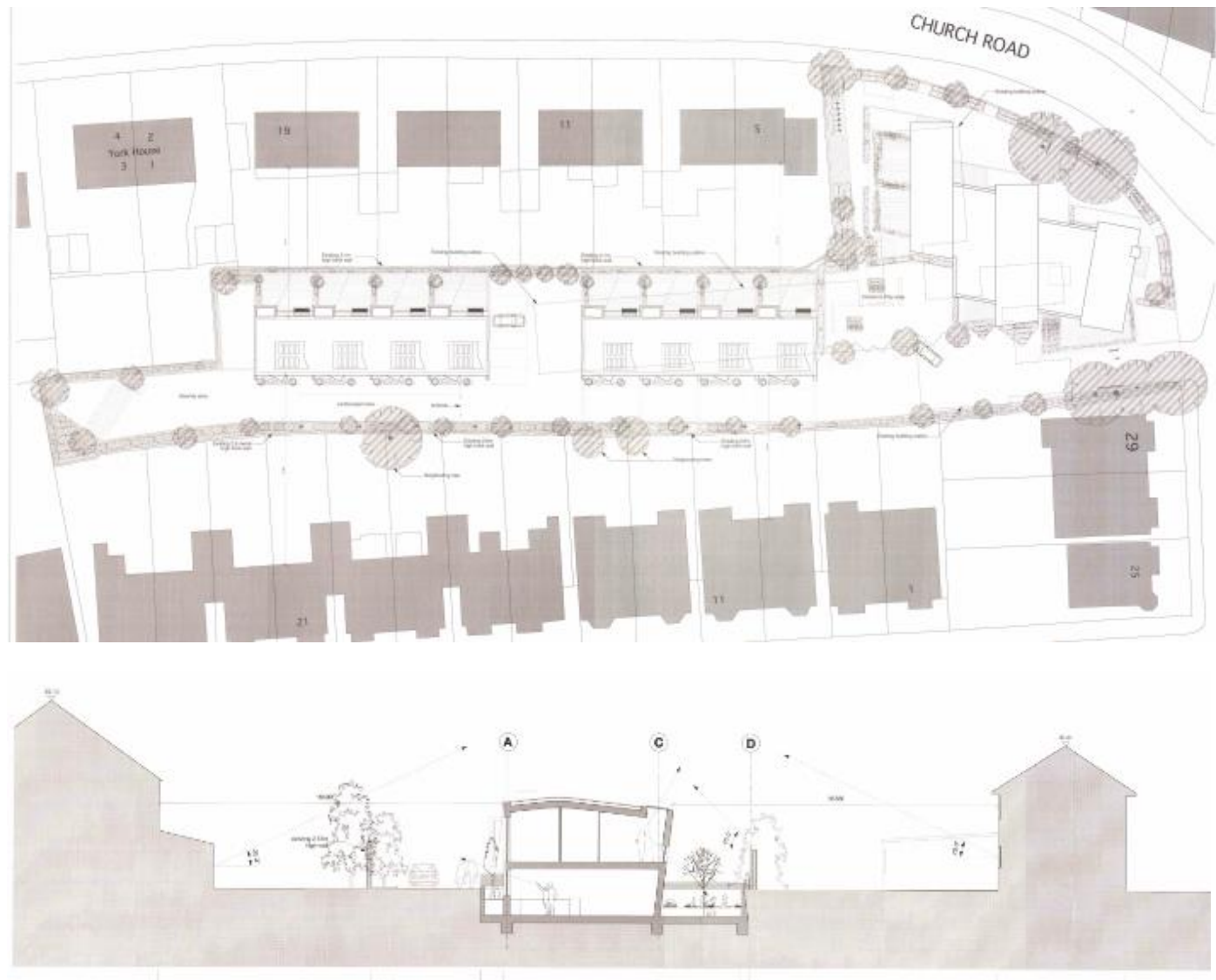


7. The master planning, architecture and interior design for the site will be of the highest level of quality, innovation and totally bespoke to the site.
8. It is an exceptional one-off opportunity to redevelop a brown field site and provide a high-quality housing solution close to Reading town centre, thus delivering a highly long term sustainable solution.
9. The scheme will deliver interesting external spaces as well as desirable interiors as the adjacent image demonstrates.



Appendix 1 - Examples of other similar schemes.

1. A recent scheme, Halford Place in Hanwell, addresses a very similar site delivering 9 residential units in a slender plot backing onto the gardens of 2 rows of houses. The back-to-back distance is significantly smaller on that site, closer to 8 to 10 metres, and the site has not been lowered to reduce the impact on the adjacent amenity and sightlines.
2. As the section shows, the new dwellings were built to maximise the site and the dwellings are much closer to the boundary lines than those proposed on the Reading site.
3. On the next page, there are photographs of the site demonstrating how effectively this scheme has been designed to accommodate the narrow width of the site.
4. The scheme was shortlisted for the housing design awards 2012 for its intelligent use of a complex site and innovative urban design.





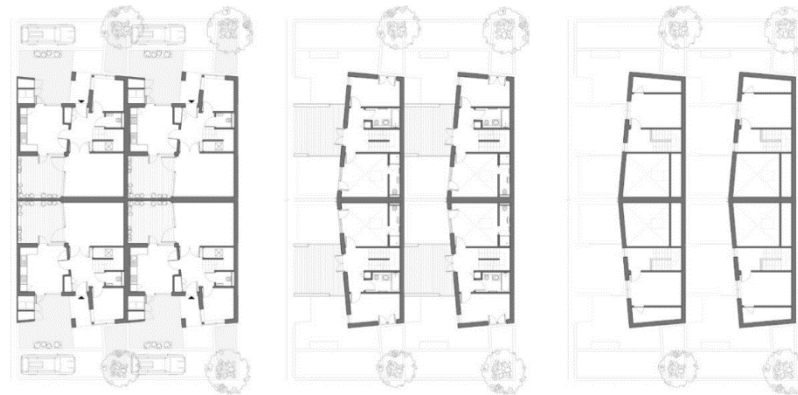
5. Another similar scheme maximising a tightly restrained site is the Foundry Mews development that replaced a series of dilapidated car repair workshops, creating a mix of workspaces and homes that are hidden behind a row of high-street shopfronts in West London.
6. The project comprises a contemporary new build development of seven one and two bed apartments and nine small business office suites. The site is in a quiet and secluded position, but just yards from the vibrant Barnes High Street.
7. As can be seen from the adjacent photographs highly creative design and attention to detail has allowed new urban spaces to be created which are bright and attractive adding an interesting texture to the grain of the local area.



8. A further example of good architectural design addressing the site constraints is the Newhall Be, Harlow May 2015. The RIBA Stirling Prize judges stated
9. *"Newhall Be demonstrates the added value that good architects can bring to the thorny problem of housing people outside our major cities. By halving the size of the gardens – creating roof terraces in total equalling the land 'lost' – the architects fitted an extra eight houses on to the development. This paid for extras such as full-height windows, dedicated studies and convertible roof spaces.*

The overall scheme raises the bar for suburban housing so that, if emulated, could and should have a significant impact on development across the country.

This is a fine achievement in its own right. In the context of much of the UK's new house building it is truly exceptional"

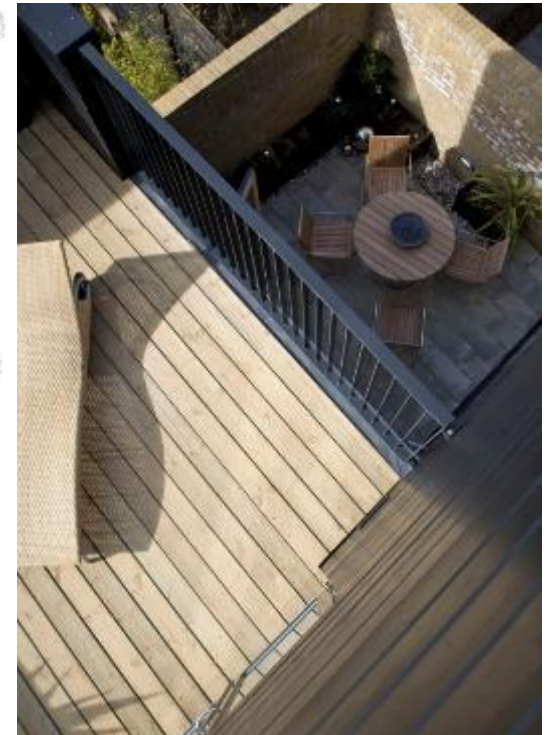


Shortlisted:

RIBA Stirling Prize 2013

Housing Design Awards 2013: Supreme Winner 2013

RIBA National Award 2013



Appendix 2 – Tree root trials.

10. Photographic evidence taken when undertaking the trial trenches to identify the potential root ball of the major trees.

