

Peveril Securities Limited

Planning and Affordable Housing Statement

Napier Court
Napier Road
Reading

by CarneySweeney

Date: June 2024



CARNEYSWEENEY
PLANNING

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Appendix 1: Site Location Plan

Appendix 2: Site Allocation CR11i extract from Reading Local Plan 2019

Prepared by:	HT/KRS/PC/AC		
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1.0 Introduction

- 1.0.1 This Planning Statement has been prepared by CarneySweeney Ltd on behalf of Peveril Securities Ltd, to accompany a full planning application for the redevelopment of Napier Court, Napier Road, Reading (hereinafter referred to as “Napier Court” or the “Site”). A Site Location Plan is attached at Appendix 1.
- 1.0.2 In summary, this application seeks permission for the demolition of the existing three no. two storey office buildings (Class E) on the Site, and the construction of new 11 storey buildings, with amenity space at roof level (part indoor and set back), to provide 576 residential dwellings (Class C3) consisting of, 1, 2 and 3-bedroom apartments. The development will include ancillary facilities for residents, such as residents’ lounge, gym and communal workspace. The buildings will be set in landscaping to the front and between the buildings together with roof terraces. Parking is proposed for 39 cars and 6 motorbikes. Three internal storage spaces are proposed at ground floor for 289 bicycles and an additional 20 cycle spaces are provided externally for visitors. Hereinafter, this is called the ‘Proposed Development’.
- 1.0.3 The Site is 1.26 ha in size and stretches east to west along Napier Road, bound by the railway line to the south, Napier Road and Kings Meadow to the north, Thames Quarter to the west and a Network Rail site to the east. The Site is located within the administrative boundary of Reading Borough Council and is very well connected to the train station, bus services and town centre facilities.

Purpose and Structure of this Statement

- 1.0.4 The purpose of this Planning Statement is to assess the Proposed Development within the context of relevant national and local planning policy guidance. It is structured as follows:
- **Chapter 2** describes the existing Site and its surroundings;
 - **Chapter 3** provides a detailed description of the Proposed Development including the range of proposed uses and quanta of floorspace;
 - **Chapter 4** reviews the planning history of the Site, and provides a summary of the pre- application consultation undertaken;
 - **Chapter 5** comprises an Affordable Housing Statement;
 - **Chapter 6** sets out the relevant planning policy at local and national level;



- **Chapter 7** assesses the Proposed Development against relevant planning policy at local and national level, includes a statement on deliverability prepared by the Applicant and sets out the planning benefits;
- **Chapter 8** provides a planning balance assessment of the Proposed Development.
- **Chapter 9** sets out proposed items to be secured by Section 106 Agreement
- **Chapter 10** provides a summary of the report.

1.0.5 The Planning Application is accompanied by a set of detailed drawings together with the following technical reports:

- An Accommodation Schedule
- Design and Access Statement
- Planning Statement, including Affordable Housing Statement
- Air Quality Assessment
- Acoustics Report
- Arboricultural Assessment and Method Statement
- Archaeological Desk Based Assessment
- Contamination - Phase 1 Preliminary Risk Assessment and Phase 2 Ground Investigation Report
- Daylight and Sunlight Report – Assessment of Proposed Development
- Daylight and Sunlight Report – Assessment of Impact on Neighbours
- Ecological Appraisal and Biodiversity Net Gain Metric
- Energy and Sustainability Statement
- Fire Statement
- Flood Risk Assessment, SuDS and Drainage Strategy
- Heritage Impact Assessment



- Statement of Community Involvement
- Transport Assessment
- Framework Travel Plan
- Townscape and Visual Appraisal
- Utilities Statement
- Wind Microclimate

1.0.6 Prior to the submission of this planning application, a request for an EIA Screening Opinion was made and on 4 October 2023 Reading Borough Council (hereinafter referred to as 'the Council' or RBC') confirmed that it did not consider the Proposed Development an EIA development (Ref: 231263). As a result, an Environmental Statement has not been submitted with this planning application.



2.0 The Site and its Surroundings

2.1.1 The following chapter provides a description of the Site and the immediate surrounding area.

2.1 Site Description

2.1.1 The Site is 1.26ha in size and is located within the administrative boundary of Reading Borough Council. The Site is bound by the railway line to the south, Napier Road and Kings Meadow to the north, Thames Quarter to the west and a Network Rail site to the east.

2.1.2 The Site currently comprises of three no. two-storey office buildings fronting Napier Road, providing a total gross internal area of 5,006 sq m, with associated car parking to the rear. The Site is largely level. There is limited soft landscaping in the car park area, but it does contain five protected trees, located on the Site's north-western boundary. A Tree Survey has been conducted, the results of which have informed the Proposed Development and are included within the submitted Arboricultural Assessment.

2.1.3 Vehicular access to the Site can be gained via a one way road from the west off Napier Road. Vehicles then travel through the car park and exit to the east back onto Napier Road. There are currently 230 car parking spaces to serve the office accommodation and 20 cycle spaces on Site.

2.1.4 The Site is located within a Flood Zone 2 and has a medium risk of flooding from Rivers and the Sea. A Flood Risk Assessment has been submitted with the planning application.

2.1.5 The Site contains no listed buildings and is not located in a Conservation Area.

2.2 Site Surroundings

2.2.1 The Site is located centrally to Reading. It is in a highly accessible and sustainable location. Reading Train Station is approximately 500m to the south-west of the Site. Adjacent to the Train Station is a Bus Interchange providing regular services to the surrounding area and further afield such as Oxford.

2.2.2 Adjoining the Train Station is Reading Town Centre which acts as a regional retail centre providing an extensive retail offer alongside food and beverage destinations.

2.2.3 To the immediate west of the Site is the Thames Quarter development which is a build to rent scheme comprising a 23-storey tower and 12-storey podium. Thames Quarter fronts the junction of Napier Street and Vastern Road. To the south of the Site, beyond the railway lines is Forbury Place, an office development comprising three large buildings of up to 10-storeys



in height.

- 2.2.4 To the north of the Site is Kings Meadow, a green open space. The Grade II Listed Thames Lido Building lies within Kings Meadow. The impact of the Proposed Development on the Lido has been assessed in the Heritage Impact Assessment submitted with this planning application.
- 2.2.5 To the east is a Network Rail Site. This Site together with the Planning Application Site is allocated for residential development in the adopted Reading Local Plan. This is discussed further in later chapters of this report.
- 2.2.6 Central Reading is the subject of ongoing regeneration with several large and tall buildings planned or being developed in the designated 'Major Opportunities Area', some of which have now been completed, including, but not limited to the following:

- **Plot E, Station Hill, Friar Street and Garrard Street:**

"Application for the approval of reserved matters (access, scale, appearance, layout and landscaping) and submission of details (Conditions 12, 13, 15, 16, 17, 18, 30, 34 and 62(i)) for Plot E within development site known as Station Hill, submitted pursuant to the Outline Planning Application ref. 201532/VAR. The proposals comprise the construction of a 12 storey building, plus basement storey, comprising 415 Build to Rent residential units, 722 sqm (GEA) of flexible commercial and leisure (Use Class E (a),(b) (c),(d),(e), (f), (g)(i), and (g)(ii), Use Class F.1 and Use Class F.2); the following sui generis uses: Drinking establishments; Hot food."

Planning permission granted on 23 July 2021 (planning ref: 201537). The development is currently under construction.

- **Plot F, Garrard Street/Friar Street:**

"Application for the approval of reserved matters (access, scale, appearance, layout and landscaping) and submission of details (Conditions 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, and 52) for Plot F within the development site known as Station Hill, submitted pursuant to the Outline Planning Application ref. 201536/VAR. The proposals comprise the construction of a ground plus 12 storey building comprising 184 Build to Rent residential units, 762 sqm (GEA) of flexible retail, leisure and business floorspace (Use Class E, Sui Generis)."

Planning permission granted 23/07/2021 (planning ref: 201533). The development is under construction.



- **55 Vastern Road:**

“Demolition of existing structures and erection of a series of buildings ranging in height from 1 to 11 storeys, including residential dwellings (C3 use class) and retail floorspace (A3 use class), together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road.”

Planning permission granted on 17/03/2022 (planning ref: 200188). The development has not yet been implemented.

- **45 Caversham Road:**

“Demolition of existing buildings and construction of 40 flats including provision of 30% of units as affordable housing with associated landscaping and parking.”

Planning permission was granted on 24/02/2021 (planning ref: 201420). Development is currently under construction.

- **Kenavon Drive:**

“Demolition of the two existing retail (Homebase and former Toys R Us) structures and the erection of new buildings ranging between 2 and 11 storeys in height, providing 765 (18 x studio, 302x1, 409x2 and 36x3- bed) residential units (Class C3), 5 commercial units (1x flexible Class A1-A4, B1 or D1-D2, 1x flexible D1 or D2, 1x flexible Class A1- A5, 1x flexible Class A3 or A4, 1x flexible A1-A5 or D1-D2 uses), various works to the public realm, including a new riverside square, landscaping, accesses, parking and associated works. This application is accompanied by an Environmental Statement. (amended description).”

Planning permission was granted on 10/10/2018 (planning ref:170509). The development is under construction.



3.0 The Proposed Development

3.0.1 In summary, this application seeks permission for the demolition of the existing three two storey office buildings (Class E) on the Site, and the construction of new 11 storey buildings, with amenity space at roof level (part indoor and set back), to provide 576 residential dwellings (Class C3) consisting of, 1, 2 and 3-bedroom apartments. The development will include ancillary facilities for residents, such as residents' lounge, gym and communal workspace. The buildings will be set in landscaping to the front and between the buildings together with roof terraces. Parking is proposed for 39 cars and 6 motorbikes. Three internal storage spaces are proposed at ground floor for 289 bicycles and an additional 20 cycle spaces are provided externally for visitors.

3.0.2 The proposed description of development is:

“Demolition of existing buildings and erection of new 11 storey buildings, with amenity space at roof level (part indoor and set back), to provide 576 residential dwellings (Class C3) with residential amenity space, parking, landscaping and associated engineering works”

3.0.3 A further detailed description of the proposals is set out below. Additional details can be found on the planning drawings and within the Design and Access Statement submitted with this planning application.

3.1 Residential Mix and Tenure

3.1.1 The Proposed Development provides a total of 576 units arranged within four blocks of 11-storeys. The four blocks are proposed to be delivered in two phases, with Blocks A and B ~~are~~ completed first and Blocks C and D completed 6 months later

3.1.2 The units are proposed to be for rent, managed by an experienced build to rent operator. The proposed residential mix is set out in the table below:



	Block A	Block B	Block C	Block D	Total
1-Bedroom 1 bedroom / 2 person	79	30	50	52	211 (36.6%)
2-Bedroom 2 bedroom / 4 person	88	91	65	65	309 (53.7%)
3-Bedroom 3 bedroom / 5-person	10	20	26		56 (9.7%)
Total per Block	177	141	141	117	576
Total per Building (Phase)	318		258		

- 3.1.3 The Proposed Development will incorporate affordable housing so that 30% of the units are provided at a 20% discount to market rent. These units will be located throughout the Proposed Development so there will be no differentiation between units. Further information is included in the Affordable Housing Statement (Chapter 5 of this Statement).
- 3.1.4 The Proposed Development includes ancillary facilities for residents, including a residents' lounge, gym and communal workspace.

3.2 Design and Appearance

- 3.2.1 The buildings will be set back from Napier Road, and a strong verdant edge will be created to the Site's northern boundary.
- 3.2.2 The Proposed Development comprises mansion style buildings with lower links, all with a coherent architectural language, articulated through the use of subtle contrasting patterns. The mansion block elements of the scheme will be 11-storeys in height, with a glazed multi-functional amenity space setback at roof level on Blocks A and B for residents to share. The linked building elements vary in height between 7 and 11 storeys and have been stepped back from the building line articulating the massing.
- 3.2.3 The buildings are proposed to be constructed from a mixture of light grey, dark grey, red and buff brick, complementary to the surrounding context, with ridged metal cladding providing a visual contrast on the façade of each building in addition to the use of both stretcher and soldier brick- bonding patterns to provide further articulation.

3.3 Parking and Access



- 3.3.1 External parking is provided for 39 cars and 6 motorcycle spaces, with 39 electric vehicle charging points available for residents and visitors. Secure cycle parking facilities are also provided for up to 289 bicycles, in the form of three cycle stores within the buildings. These have been positioned to be accessed from the south side of each building, enabling bikes to be taken directly into the stores from the outside. Additional cycle parking for visitors in the form of 10 Sheffield bike stands will provide 20 spaces externally.
- 3.3.2 Vehicles will access the car park to the rear of the Site from the east, travel through the rear of the Site in a one-way arrangement and egress to the west, adjacent to the Thames Quarter development. Access for pedestrians is both from the rear and from Napier Road, the latter through the building entrances directly from Napier Road.
- 3.3.3 Access for servicing and delivery vehicles is from Napier Road with refuse and servicing taking place from the internal access road. The on-site management team will coordinate the waste collection. Full details are provided within the submitted Design and Access Statement and Transport Assessment.

3.4 Landscaping and Open Space

- 3.4.1 The landscaping proposals make a significant enhancement to Napier Road with the introduction of hedges and multi-stem shrubs to soften the relationship with Napier Road and Kings Meadow. A pocket park is also proposed, between the two buildings. This creates a focal space at the heart of the Proposed Development which also provides a visual link to Kings Meadow. The proposals for the pocket park include incidental play for young children, a variety of seating areas and a large lawn to provide flexible outdoor space.
- 3.4.2 Amenity space is also provided on the roof top of Blocks A and B for the residents comprising a glazed enclosed multifunctional space, which could be used for private dining, working or lounging. External terraces will surround the enclosed space at roof level and will provide year-round amenity for residents.
- 3.4.3 The proposed hard landscaping helps define the entrances to the buildings and key routes around the buildings. Materials have been selected to ensure that they are hard wearing, fit-for-purpose and can be readily replaced and maintained if required. The materials include permeable block paving, tactile paving, resin bound gravel and maintenance access flag paving.
- 3.4.4 The soft landscaping around the car park includes ornamental planting, flowing lawn, native mixed species hedges and meadow planting to enhance the biodiversity on the Site.



- 3.4.5 The Proposed Development will retain all five on site Category B Norway Maples which are protected with a Tree Preservation Order. Several of the existing unprotected trees and landscaping will be replaced by the comprehensive new landscaping scheme that seeks to introduce more than 30 trees onto the Site.
- 3.4.6 The proposed landscaping scheme provides a clear definition between primary and secondary spaces and routes as well as co-ordination to ensure that they harmonise with each other and the surrounding architecture.
- 3.4.7 Overall, the Proposed Development has been designed to include a high-quality landscaping scheme that seeks to maximise amenity provision for future residents as well as enhance the Site's visual and physical connectivity to Kings Meadow and the Site's wider vicinity.



4.0 Planning History and Pre-Application Consultation

4.1 Site Planning History

- 4.1.1 There is no record of the original planning permission for Napier Court. The Council's planning register shows various minor planning applications for the Site relating to the operation of Napier Court, none of which are relevant to the determination of this application.

4.2 Pre-Application Consultation

- 4.2.1 Numerous pre-application meetings over many months have been held with the Council's planning officers prior to the submission of this planning application.
- 4.2.2 The emerging scheme was also presented to the Design South-East Review Panel in July 2023, with the feedback informing the design approach.
- 4.2.3 Public consultation including via an exhibition and an on-line portal was held in early November 2023.
- 4.2.4 Set out below is a summary of the feedback received.

Pre-Application Meetings with Officers

- 4.2.5 The Proposed Development has been the subject of lengthy pre-application discussions with planning and other officers from RBC. The initial request for advice was submitted in August 2022 and subsequently many meetings have been held to address various aspects of the scheme. These have ranged from discussions on massing, height, landscaping and architectural treatment to waste, trees and links with Kings Meadow

Design South-East Review Panel

- 4.2.6 The emerging scheme was presented to the Design South-East Review Panel in July 2023. A summary of the written advice from the Panel is set out below:
- The proposed height forms an appropriate edge to Kings Meadow. It was recommended that the height remains consistent with no stepping down along Napier Road;
 - Encouragement was given to continue to develop the architectural treatment of the building by exploring colour, texture, materials and detailing;



- The Panel considered the proposed green corridor along Napier Road to be a positive design approach. It was advised that the landscape strategy should place greater focus on this space;
- The Panel suggested maximising the roof terraces as amenity spaces;
- All issues relating to daylight, aspect, overlooking and privacy should be addressed in the application material;
- The proposed basement should be reviewed given the high carbon load associated with its construction, and the scheme should target the highest possible sustainability outcomes; and
- The Panel supported the proposal to forego on-site play provision in favour of improving the existing Kings Meadow playground.

Public Consultation and Exhibition held in November 2023

- 4.2.7 A public exhibition was held on 6 November 2023 at the Thames Lido on Napier Road. The exhibition provided an opportunity to discuss the emerging proposals with the public, councillors and key stakeholders.
- 4.2.8 The public exhibition was advertised in local and regional media. A leaflet was also distributed to all local residents and businesses with details of the event, together with information on a website including a dedicated email address where feedback could be submitted. Targeted advertisement was also launched on social media to maximise coverage.
- 4.2.9 The public exhibition was attended by approximately 50 people. Comments were recorded at the event and a total of 5 feedback forms were received. Key feedback from the consultation exercise included:
- Positive comments on the principle of redevelopment and the physical improvements to the Site;
 - Positive comments on the setting back of the building from Napier Road;
 - Support for the materiality and brick colours of the proposed buildings;
 - Mixed comments on the height and scale of the proposals with some support and some concern;
 - Concern regarding the limited number of car parking spaces to be provided;



- Concerns from the residents of Thames Quarter regarding disturbance during the construction phase; and
- Concerns regarding railway noise impacts, and how the impact on future residents will be managed.

4.2.10 The feedback from these meetings and presentations has been used to inform the evolution of the design of the scheme. This is explored in more detail in the submitted Design and Access Statement.

4.2.11 The Statement of Community Involvement submitted with this application provides full details of all pre-application consultation undertaken in the lead up to this planning application submission.



5.0 Affordable Housing Statement

- 5.1.1 This chapter comprises an Affordable Housing Statement (AHS) and describes the affordable housing content of the proposals. It should be read in conjunction with a number of other planning application documents, including but not limited to, the Design and Access Statement and Application Drawings.

5.2 Affordable Housing Policy

- 5.2.1 The National Planning Policy Framework (2023) confirms the Government's objective of significantly boosting the supply of homes and addressing the needs of groups with specific housing requirements.
- 5.2.2 Policy H3 (Affordable Housing) of the adopted Reading Local Plan 2019 requires sites of 10 or more dwellings to provide a 30% affordable housing contribution. In the first instance on-site provision should be sought, however if this cannot be met, financial contributions can be discussed and negotiated as appropriate. It states that the Council will determine the tenure and size requirement based on the most recent identified need.
- 5.2.3 Adopted Reading Local Plan Policy H4 (Build to Rent Schemes), outlines that build to rent schemes should provide affordable housing in accordance with Policy H3 and any relevant SPDs. This includes RBC's Affordable Housing SPD (adopted 2021), which states that within a Build to Rent building, affordable accommodation will be provided at a discount of at least 20% to open market rent and include service charges. This type of affordable is known as Affordable Private Rent and is required to be provided for a minimum of 20 years.

5.3 Affordable Housing Provision

- 5.3.1 In accordance with the aforementioned planning policy, the Proposed Development will provide 30% of the units as affordable. These will be located throughout each of the Buildings, providing a variety of sizes. The rent payable will be 20% below market rent.
- 5.3.2 It is proposed that this is secured within a S106 legal agreement to the planning permission.
- 5.3.3 All affordable homes will meet minimum nationally described space standards, have access to external amenity space and all residents' communal amenity areas. All the proposed buildings and the units within them across the Proposed Development will be 'tenure blind'.



6.0 Planning Policy Context

- 6.1.1 This section of the Planning Statement sets out the planning policy and material considerations which are relevant to the Proposed Development.
- 6.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, in the determination of planning applications, decisions are made in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.1.3 This section will first note the national policies of relevance before focusing on the local policies considered of most relevance to the Proposed Development. Section 7 will then assess the Proposed Development against the relevant policies and consider all material considerations including public benefits.

6.2 The Decision-Making Framework and Material Considerations

- 6.2.1 The Statutory Development Plan for the purposes of assessing this Proposed Development comprises:
- The National Planning Policy Framework (2023)
 - The Reading Borough Local Plan (2019)
- 6.2.2 The Council is currently preparing a partial update of the Reading Local Plan after a review carried out in March 2023 identified a need to do so. The partial update will include policies that identify the level of development for housing, employment and some site allocation policies.
- 6.2.3 The National Planning Policy Framework (2023) (NPPF) is a material consideration as set out below:

6.3 National Planning Policy Framework (2023)

- 6.3.1 The NPPF was revised in December 2023 and sets out the Government's planning policies for England and how these are to be applied. It establishes a presumption in favour of sustainable development.
- 6.3.2 Paragraph 11 (parts c and d) of the NPPF requires that development be approved where it is in accordance with an up to date development plan; or, where policies are out of date or there are no relevant development plan policies, development should be approved provided it complies with the relevant NPPF policies which protect areas or assets of importance, and



where any adverse impacts of granting permission are significantly outweighed by the benefits of the development.

- 6.3.3 Paragraph 38 states that it is a requirement for Local Planning Authorities to approach decisions in a positive and creative way. Planning Authorities should also work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area, whilst seeking to approve applications for sustainable development where possible.
- 6.3.4 Paragraph 47 sets out that applications for planning permission should be determined in accordance with the relevant development plan unless material considerations indicate otherwise.
- 6.3.5 Paragraphs 55 and 56 outline that conditions can be used to make a development acceptable where it might otherwise be unacceptable. However, these should be kept to a minimum and only imposed if necessary.
- 6.3.6 Paragraph 57 explains that planning obligations must only be sought where they meet all of the following tests:
 - a) they are necessary to make the development acceptable in planning terms;
 - b) they are directly related to the development; and
 - c) they are fairly and reasonably related in scale and kind to the development.
- 6.3.7 Section 5 sets out the Government's commitment to significantly boosting the supply of homes in order to meet the needs of groups with specific housing requirements.
- 6.3.8 Paragraph 60 explains that the overall aim should be to meet as much of an area's identified housing need as possible, and in doing so, support the Government's objective of significantly boosting the supply of homes. It goes on to say that it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 6.3.9 Section 8 relates to creating healthy, inclusive and safe places, and beautiful buildings that promote social interaction, are safe and accessible, and enable and support healthy lifestyles.
- 6.3.10 Section 9 relates to the promotion of sustainable transport. Paragraph 115 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be



severe.

- 6.3.11 Paragraph 117 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 6.3.12 Section 11 relates to making the most efficient use of land in meeting the need for housing whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 6.3.13 Paragraph 123 furthers the support for the re-use of brownfield land, stating that the effective use of land for meeting the needs for homes and other uses should be promoted by planning policies and decisions, and that policies should aim to make as much use as possible of previously developed or 'brownfield' land within the strategy for accommodating objectively assessed need.
- 6.3.14 Paragraph 124 (part c) sets out that planning policies and decisions should give substantial weight to the value of using brownfield land for homes or other identified needs and should support opportunities to remediate such land where required.
- 6.3.15 Design is covered in Section 12, where the Government attaches great importance to the creation of high quality, beautiful and sustainable buildings and places. Paragraph 131 explains that good design is a key aspect of sustainable development, creates better places in which to live and work, and helps make development acceptable to communities.
- 6.3.16 Paragraph 135 states planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, establish a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development, and create places that are safe, inclusive and accessible.
- 6.3.17 Section 16 relates to conserving and enhancing the historic environment. It emphasises that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance.

6.4 Reading Borough Local Plan (2019)

- 6.4.1 The Reading Borough Local Plan (hereinafter referred to as 'Local Plan') was adopted in November 2019. The following policies within the adopted Local Plan are considered of most



relevance to this application as set out below.

6.4.2 The Site is situated within the Station/River Major Opportunity Area as defined by **Policy CR11**. Policy CR11 outlines 9 objectives, which development located within the identified opportunity area is required to meet. These are, in summary:

- Contributing towards providing a high-density mix of uses;
- Facilitating greater pedestrian and cycle permeability;
- Providing developments that front onto and provide visual interest to existing and future pedestrian routes and open spaces;
- Safeguarding land which is needed for mass rapid transit routes and stops;
- Providing additional areas of open space where possible;
- Careful consideration to the areas of transition to low and medium density;
- Careful consideration of the archaeological potential of the area and be supported by archaeological assessment;
- Providing development which does not prevent neighbouring sites from fulfilling the aspirations of this policy; and
- Giving consideration to potential impact on water and wastewater infrastructure.

6.4.3 The Site itself (together with the adjacent Network Rail site) is subject to Site Allocation **Policy CR11i**, which requires that the Site is developed for residential purposes. It states that building heights should reduce from west to east and that development is required to give careful consideration to the adjacent Thames Valley Major Landscape Feature (i.e. Kings Meadow), avoiding detrimental effects upon this. It also outlines that land on the Napier Road frontage should be safeguarded for Mass Rapid Transit.

6.4.4 **Policy CC1** establishes a presumption in favour of sustainable development. In doing so, it outlines that the Council will, where appropriate, work proactively with applicants to find solutions.

6.4.5 **Policy CC2** seeks to reinforce sustainable design and construction for new developments. It states that new development will be accepted where they are designed to use natural resources such as energy and water appropriately.



- 6.4.6 **Policy CC3** states that all new development will be expected to demonstrate how it has been designed to incorporate measures to adapt to climate change. It outlines several examples of these measures, including but not limited to building orientation, use of trees and planting, and structural features to aid resilience to climate change.
- 6.4.7 **Policy CC4** outlines that developments of more than 20 dwellings should consider the inclusion of decentralised energy provision within the site unless it can be demonstrated that this is not suitable, feasible or viable for this form of energy provision.
- 6.4.8 **Policy CC5** seeks to minimise the generation of waste in the construction, use and life of a building. It states that development will be expected to demonstrate measures taken to minimise waste including but not limited to the reuse and recycling of construction waste and well-designed space to facilitate waste storage, reuse, recycling and composting.
- 6.4.9 **Policy CC6** states that the Council will assess the scale, density and intensity of a scheme appropriate to the level of the site's accessibility with the largest and densest development taking place in the most accessible locations.
- 6.4.10 **Policy CC7** seeks to ensure that all new development is of high design quality. It states that development proposals will be expected to make a positive contribution to the following design objectives:
- Character;
 - Continuity and enclosure;
 - Quality of public realm and provision of green infrastructure and landscaping;
 - Ease of movement and permeability;
 - Legibility - clear image and easy to understand;
 - Adaptability – capable of adaptation over time; and
 - Diversity – meets a wide range of needs.
- 6.4.11 In addition to the above, development will also be expected to respond positively to its local context, be visually attractive, create safe and accessible environments and address the needs of all in society.
- 6.4.12 **Policy CC8** relates to safeguarding amenity and seeks to ensure that development will not cause a detrimental impact on the living environment of both existing and new residential development. In assessing impact upon amenity, the following will be considered:
- Privacy and overlooking;
 - Access to sunlight and daylight;



- Visual dominance and overbearing effects of a development;
- Harm to outlook;
- Noise and disturbance;
- Artificial lighting;
- Vibration;
- Dust and fumes;
- Smell;
- Crime and safety; or
- Wind, where the proposals involve new development of more than 8 storeys.

6.4.13 **Policy EN1** relates to protection and enhancement of the historic environment and states that all proposals will be expected to protect and where possible enhance the significance of heritage assets and their settings.

6.4.14 **Policy EN2** outlines that an archaeological impact assessment will be required to be submitted for sites within areas of archaeological significance.

6.4.15 **Policy EN4** requires that proposals that affect locally important heritage assets, including their setting, should demonstrate that their significance is conserved.

6.4.16 **Policy EN7** states that proposals that erode the quality of Local Green Space (i.e. Kings Meadow) through insensitive adjacent development will not be permitted.

6.4.17 **Policy EN9**, provision of open space, outlines that all new development should make provision for appropriate space based on the needs of development. It suggests that this provision will be decided case by case. New provision for developments of 50 dwellings or more will be sought, including through appropriate contributions and must ensure satisfactory provision of children's play areas.

6.4.18 **Policy EN12** requires that proposals should demonstrate that there is a biodiversity net gain.

6.4.19 **Policy EN13**, protection and enhancement of the historic environment, seeks to protect the character or/and appearance of Major Landscape Features. It states that planning permission will not be granted for any development which would detract from the character and appearance of a Major Landscape Feature. [Note: The Thames Valley is one of these Major Landscape Features and the Proposals Map shows that the indication of this designation is extended across Kings Meadow, which is separately identified as a Local Green Space.]

6.4.20 **Policy EN14**, trees, hedges and woodlands, seeks to protect trees and planting within the application site in order to improve the level of tree coverage within the Borough.



- 6.4.21 **Policy EN15**, air quality, states that development that would detrimentally affect air quality will not be permitted unless the effect is to be mitigated.
- 6.4.22 **Policy EN16**, outlines that proposals that are sensitive to the effects of noise and light pollution will only be permitted in areas where they will not be subject to high levels of such pollution unless mitigation measures are provided to minimise the impact. The policy goes also states that development will only be permitted on land affected by contamination where that contamination can be successfully managed.
- 6.4.23 **Policy EN18**, flooding and sustainable drainage systems, outlines that all major developments must incorporate sustainable urban drainage systems as appropriate. In addition to this, runoff rates should aim to reflect greenfield conditions and be no greater than the existing conditions of the site.
- 6.4.24 **Policy EM3 – Loss of Employment Land** – states that the loss of employment land will be permitted only in exceptional circumstances, including where the need for alternative uses is stronger than the need for the retention of employment land.
- 6.4.25 **Policy H1** relates to the provision of housing within RBC. It states that provision will be made for at least an additional 15,847 homes over the life of the Plan, averaging 689 homes per annum.
- 6.4.26 **Policy H2**, density and mix, seeks to create an appropriate density for residential development. In order to achieve this, development should be informed by the following:
- The character and mix of uses of the area in which it is located, including the housing mix, heritage assets or important landscape or townscape areas;
 - Current and future level of accessibility;
 - The need to achieve high quality design;
 - The need to maximise the efficiency of land use; and
 - The need to minimise environmental impacts, including detrimental impacts on the amenities of adjoining occupiers.
- 6.4.27 **Policy H3**, affordable housing, outlines that residential development of 10 or more dwellings, will be required to provide 30% of the total provision in the form of affordable housing. In addition to the above, the policy states that the Council will determine the tenure mix and unit size based on the most recently identified need.
- 6.4.28 **Policy H4**, specifically relates to build to rent schemes. The policy states that planning will be granted for self-contained, private rented homes which adhere to the following criteria:



- They are secured in single ownership providing solely for the rental market for a minimum 20 year term with provision clawback of affordable housing contributions should the covenant not be met;
- They provide tenancies for private renters for a minimum of three years with a six-month break clause;
- They provide a high standard of professional on-site management and control of the accommodation.
- They provide a commitment to high-quality rental arrangements through meeting Reading Brough Council's voluntary Rent with Confidence Standards or equivalent measures;
- They provide for a mix of unit sizes set out in Policy H2 or CR6;
- They meet the standards of design set out in policy H5; and
- They provide 30% on-site affordable housing in accordance with policy H3 and any relevant SPD. [Note: the SPD states that BtR schemes should provide affordable housing as Affordable Private Rent Housing at a minimum discount to open market rent of 20% – see below.]

6.4.29 **Policy H5**, standards for new housing, requires proposals to meet standards of design, including nationally described space standards, the higher water efficiency standard under Regulation 36(3) of the Building Regulations, zero carbon homes, a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the 2013 Building Regulations, and be accessible and adaptable in line with M4(2) of the Building Regulations, unless it is built in line with M4(3), where at least 5% will be wheelchair adapted or adaptable.

6.4.30 **Policy H10**, private and communal outdoor space, seeks to secure private and communal outdoor amenity space on all residential developments. The extent and type of which is to be guided by the site's proximity to quality public open space.

6.4.31 **Policy TR1**, achieving the transport strategy, outlines that planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities.

6.4.32 **Policy TR3**, access, traffic, and highways-related matters, seeks to ensure that development will not have a detrimental impact upon the highway network nor the safety of users of the transport network, including pedestrians and cyclists.

6.4.33 **Policy TR4** outlines that developments will be expected to make full use of opportunities to improve access for cyclist and to integrate cycling through the provision of new facilities.

6.4.34 **Policy TR5**, car and cycle parking and electric vehicle charging, requires that development



should provide car and cycle parking appropriate to the accessibility of locations and make provision for EV charging, so that within communal car parks of 10 spaces or more 10% of spaces should have active charging points.

- 6.4.35 The **Area Specific policies for Central Reading** seek to deliver key principles, including a broad range of different but complementary uses within an area easily accessed by foot; it will be an area in which to live, work, study and visit; design quality will be excellent, safe and sustainable; its waterside areas will be destination for leisure and recreation, and areas of designated open space and its wildlife habitats will be protected; development will benefit from and contribute towards forthcoming major transport improvements; and the unique and historic character of Central Reading will be protected.
- 6.4.36 **Policy CR2**, relates specifically to design within Central Reading and outlines several requirements including provision of continuity and enclosure through appropriate relationships between buildings and spaces, and frontages that engage with the street at lower levels, contributing to enhanced ease of movement through and around the central area; employment of high quality architectural details and materials; delivery of appropriate, well designed public spaces and other public realm utilising high quality and well maintained hard and soft landscaped areas and green infrastructure; and design with consideration of adjacent development sites.
- 6.4.37 **Policy CR3**, public realm in central Reading, requires, *inter alia*, that all proposals on sites of more than one hectare within Central Reading will need to provide new public open space or civic squares integrated with surrounding development, and conserve the historic environment and significance of historic assets.
- 6.4.38 **Policy CR6**, living in central Reading, outlines that all proposals for residential development within the central area will be required to contribute to a mix of different sized units. The policy states that ideally this will be a mixture of one-, two- and three-bedroom units, such that for developments of 15 dwellings or more a maximum of 40% of units should be 1-bed/studios and a minimum of 5% of units should be at least 3-bed, unless it can be clearly demonstrated that this would render a development unviable.
- 6.4.39 **Policy CR10**, advises that tall buildings are defined as 12 storeys or above for residential development. The Proposed Development comprises buildings of 11 storeys and therefore the policy is not applicable to this scheme. However, the Application materials demonstrate that the proposals respond to many of the requirements for tall buildings, including:
- a distinctive profile and careful design of the upper and middle sections of the buildings;



- contribute to a human scale street environment, through careful attention to the lower section and significant new landscaping;
- avoid bulky, over-dominant massing;
- conserve the setting of listed buildings;
- use high quality materials and finishes;
- create safe, pleasant and attractive spaces around them, and avoid detrimental impacts on the existing public realm;
- provide green infrastructure, such as green roofs and roof gardens;
- locate any car parking or vehicular servicing within the development;
- maximise energy efficiency;
- mitigate any wind speed or turbulence or overshadowing effects through design and siting;
- ensure adequate levels of daylight and sunlight are able to reach buildings and spaces within the development;
- avoid significant negative impacts on existing residential properties and the public realm in terms of outlook, privacy, daylight, sunlight, noise, light glare and night-time lighting; and
- incorporate appropriate maintenance arrangements at the design stage.

6.5 Supplementary Planning Documents and Other Guidance Documents

- 6.5.1 In support of the development plan, The Council have also adopted a number of Supplementary Planning Documents (SPDs) and wider planning guidance which is intended to provide additional guidance on how planning policy should be implemented. The following documents are a material consideration in the determination of the Planning Application:

Affordable Housing SPD (adopted March 2021)

- 6.5.2 The purpose of the SPD is to provide further information to supplement policies in the Local Plan in achieving affordable housing targets. In relation to Local Plan Policies H3 and H4 it is specified that 30% of the dwellings proposed should be affordable.
- 6.5.3 With regard to build-to-rent proposals the SPD anticipates that affordable dwellings will be Affordable Private Rented with a rent discounted to at least 20% below open market rents, including service charges.
- 6.5.4 Guidance in relation to the size and type of affordable housing is also provided. The SPD states that the mix and size of affordable housing to be provided will depend on the mix of sizes and types within the overall development whilst reflecting current needs.



Revised Parking Standards and Design SPD (October 2011)

- 6.5.5 This SPD provides further guidance in relation to parking and design. It identifies the Application Site as being located within the Zone 2 Primary Core Area, meaning that the area is well served by public transport. Detailed parking standards are set out within this guidance and states that where fewer spaces are proposed there needs to be clear evidence that there would be no detriment to highway safety as a result. This matter is addressed in the submitted Transport Assessment.

Sustainable Design and Construction SPD (adopted December 2019)

- 6.5.6 This SPD provides guidance towards the implementation of sustainability policies and provides practical advice on forms of sustainable construction and design as well as waste minimisation. As demonstrated within the submitted Energy and Sustainability Statement, the guidance contained within this SPD has been carefully considered and applied where possible and practicable.



7.0 Planning Considerations

7.1.1 This chapter of the Planning Statement considers the Proposed Development against the policies of the Development Plan, relevant policy guidance and other relevant material considerations. The Proposed Development is considered under the following headings:

- The Principle of Development and of Use
- Housing Mix and Tenure
- Density, Design and Appearance
- Landscaping, Trees and Open Space Provision
- Highways
- Energy and Sustainability
- Amenity – Noise, Air Quality, Wind Microclimate and Daylight, Sunlight and Solar Gain
- Ecology and Biodiversity
- Ground Contamination
- Flood Risk and Drainage
- Heritage Considerations

7.1.2 This chapter will be concluded with a section on the planning benefits of the scheme.

7.2 The Principle of Development and of Use

7.2.1 The Site constitutes brownfield land and is located within an urban area close to an extensive area of Local Green Space, Kings Meadow, which forms part of the Thames Valley Major Landscape Feature. It is proposed to redevelop the Site for a residential focussed development with associated landscaping and infrastructure.

7.2.2 The NPPF states that the overarching purpose of the planning system is to contribute towards the achievement of sustainable development. Paragraph 123 of the NPPF encourages both planning policy and decision makers to make effective use of brownfield land. Paragraph 124 states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs.

7.2.3 Further to this, Objective 2 of the Local Plan seeks to make the most efficient use of Reading's land, with a particular focus on brownfield land to *"ensure that as many new homes as possible are delivered to meet identified needs, particularly needs for affordable housing"*.



- 7.2.4 The Site is situated within the Station/River Major Opportunity Area as defined by policy CR11. The Council recognises this area as a suitable location for accommodating major development and growth. The Station/River Opportunity Area is identified as one of the most accessible locations with development capacity to contribute towards providing a high-density mix of uses, including residential.
- 7.2.5 Policy CR11i – Napier Court – states that *‘This area will be developed for residential.’*
- 7.2.6 The adopted Reading Local Plan sets out Site Allocations to assist in achieving the Plan’s spatial vision for Central Reading which includes the delivery of 7,600 homes.
- 7.2.7 The principle to deliver a comprehensive redevelopment of the Site, accommodating a high-density residential development is in accordance with the adopted Development Plan and NPPF.

7.3 Housing Mix and Tenure

- 7.3.1 The application proposes 576 build-to-rent, residential units of which, 30% will be Affordable Private Rent dwellings. A range of unit sizes is proposed as set out in Chapter 3 of this Statement and discussed further below.
- 7.3.2 The Local Plan designates the Site within the Station/River Major Opportunity Area, which highlights the priority to deliver a high density mix of uses capitalising on its role as one of the most accessible locations in the south east.
- 7.3.3 Policy H4 states that the Council will grant planning permission for build-to-rent schemes which demonstrate that they meet certain criteria as set out above.
- 7.3.4 Four of these criteria are matters to be addressed via a Section 106 Agreement, including single ownership of the units for a minimum of 20 years with provision for clawback of affordable housing contributions should the units be sold to individuals earlier; minimum tenancies for private renters of three years with a six-month break clause; a high standard of professional on-site management and control of the accommodation, and a commitment to high-quality rental arrangements through meeting Reading Borough Council’s voluntary Rent with Confidence Standards or equivalent measures.
- 7.3.5 In addition, a mix of unit sizes identified in Policy CR6 should be delivered. The latter policy sets out specific requirements for development within Central Reading. The unit mix should comprise one, two and three bedroomed units. As a guide, a maximum of 40% of units should be 1-bed dwellings or studios and a minimum of 5% of units should have at least 3-bedrooms.



7.3.6 The Proposed Development will deliver a range of unit types and sizes as set out in Section 3 above. The proposed mix responds to the policy targets and meets the requirements of Policy CR6 in that only 37% of units are 1-bed or studios, and 10% have 3-bedrooms.

7.3.7 The following table compares the proposed dwelling mix with the targets set by adopted policy:

Proposed Housing Mix by Size and Tenure				
Tenue		1-bedroom	2 bedroom	3 bedroom
Market Rent	Proposed Provision	211 units 36.6%	309 units 53.7%	56 units 9.7%
	Policy CR6 Target	Maximum of 40%	-	Minimum of 5%

7.3.8 In accordance with the requirements of policies H4 and H5, all residential units within the Proposed Development will be of high quality and will meet or exceed the national technically described space standards and the Council's Sustainable Design and Construction SPD. This includes provision of private external amenity areas, minimum internal storage, room dimensions, areas and layouts. All units would also benefit from a 2.45m floor to ceiling height.

7.3.9 Private amenity space is provided in the form of balconies, compliant with minimum standards and residents' communal spaces provided through roof terraces, gardens, communal workspaces/lounges, and gym. Overall, the Proposed Development will deliver a combined total of 1,123 sqm of amenity space.

7.3.10 30% of the units will comprise Affordable Private Rent dwellings and be let at a discount of 20% to open market rent in compliance with criterion 7 of Policy H4.

7.3.11 In conclusion, the Proposed Development will deliver a compliant scheme in accordance with the policies noted above.

7.4 Density, Design and Appearance

7.4.1 The Proposed Development comprises two mansion style buildings with lower link elements, articulated through the use of subtle contrasting patterns. The mansion block elements of the scheme would be 11-storeys in height, with setback winter gardens at the roof level of Blocks A and B. The linking elements vary in height between 7-11 storeys and have been stepped back from the building line, enhancing articulation. This design approach to massing, coupled with the multi-toned brick, creates a high-quality development complementing the locality.



- 7.4.2 The layout of the Proposed Development takes cues from the grain and pattern of the existing area. It creates a diversity of spaces which respond to the Site's immediate and wider context with a driving principle being creating connectivity between the Site and the adjacent Kings Meadow, creating permeability which is currently limited.
- 7.4.3 The proposed access points are provided east to west along the Site's frontage to Napier Road, and south to north from the Site towards Kings Meadow. The access points and routes within the Site are then informed by future desire lines and routes. The proposed wide 'green link' along the Napier Road frontage to the Site provides a human scale and verdant welcome to the Proposed Development.
- 7.4.4 The design approach has been discussed at length with Council officers and is supported in principle by the Design South East Review Panel.
- 7.4.5 The Design and Access Statement (DAS) prepared by 5Plus Architects sets out the evolution of the scheme and provides greater detail in terms of height, land use, layout, access and servicing.
- 7.4.6 In addition, the submitted Townscape and Visual Impact Appraisal (TVIA) provides an analysis of townscape character areas and considers the potential effects of the Proposed Development on townscape character and visual amenity. The TVIA identifies that the Proposed Development would result in some moderate effects on townscape character comprising both neutral and beneficial changes. This includes the notable enhancements to the built character of the Site and existing green infrastructure along Napier Road.
- 7.4.7 This Assessment concludes that the proposals are considered to assimilate well into the surrounding context, when viewed from the north. This is because the Proposed Development is considered comparable in scale to the lower 12 storey element of Thames Quarter to the immediate west of the Site.
- 7.4.8 When viewed from Kings Meadow, it is considered that although there would be some intensification of development to the edge of Kings Meadow, given the high quality of design, the Proposed Development will have a neutral effect on visual amenity. The Proposed Development will shield Kings Meadow from existing development of a lower architectural standard; providing a backdrop which will frame the Local Green Space, reinforcing its sense of place.
- 7.4.9 Overall, the TVIA assesses the Proposed Development as being acceptable with regard to impacts upon the townscape and visual amenity of the Site and its surroundings.



- 7.4.10 Policy CR11i in the Adopted Local Plan (2019) states that heights should reduce from west to east. The Application Site is only the first part of the new development to be delivered under this policy (the second being the eastern part of the allocated site, which is the Network Rail site). Following extensive analysis and consultation, including with the Design South East Review Panel and RBC officers, and taking into account the conclusions of the TVIA, it is considered that the optimal design led solution for the Application Site and the wider allocated site is to deliver the proposed uniform development on the Application Site, with undulation between block linkages, to create an attractive, high-quality scheme that responds positively to its local context. The Proposed Development steps down from the Thames Quarter development to the west and the future development on the Network Rail site will be able to step down again from the Proposed Development.
- 7.4.11 In addition to being in compliance with Policy CR11i, the supporting text to Policy CR11, states at paragraph 5.4.5 that development capacity can vary and *“Of greatest importance will be the creation of a high-quality, well-designed mixed-use destination, and there is potential for development figures to vary in order to achieve this aim”*.
- 7.4.12 Careful consideration has also been given to the choice of materials and detailing of the elevations to provide articulation to the Proposed Development and visual interest to the Site, whilst being respectful to the character and surrounding area in accordance with Policy CR2.
- 7.4.13 It is therefore concluded that the development meets the objectives of the NPPF that development proposals on previously developed land are supported in the interests of **optimising** development potential and increasing housing supply, as well as meeting the site specific and design policies of the adopted Reading Local Plan (2019).

7.5 Landscape and Open Space Provision

- 7.5.1 The provision of well-designed landscaping is a key aspect of the Proposed Development. Careful consideration has been given to the Site's layout to provide an integrated, high-quality environment through appropriate landscaping.
- 7.5.2 Policy EN14 (Trees, Hedges and Woodlands) seeks to protect against the removal of trees and secure appropriate mitigation measures within development proposals. The submitted Arboricultural Statement demonstrates the acceptability of the proposed tree strategy in support of this application. The Proposed Development has made provision for the retention of all TPO trees and where possible the retention of other trees. This includes the retention of 7 Category B trees and 2 Category C trees.



- 7.5.3 The Proposed Development optimises amenity provision for future residents as well as enhancing the Site's visual and physical connectivity to Kings Meadow. This is achieved through the proposed green corridor which creates an attractive verdant edge to the Site's northern boundary, coupled with the proposed pedestrian and cycle crossing at Napier Road, improving permeability to and from the Site. This encourages active transport through the creation of a safe, attractive built environment. This is in accordance with RBC local Plan Policy CC7 (Design and the Public Realm). The crossing to Kings Meadow also increases the potential for the new residents of the Proposed Development to use Kings Meadow for usable amenity space too, a fact noted by the DRP, who saw this as providing potential to reduce on site one space on the Napier Court site.
- 7.5.4 Additional open space is also provided throughout the Site through interconnected routes linking the pocket park with the wider scheme.
- 7.5.5 In response to Policy EN9 (provision of open space), the provision of open space on the Application Site has had regard to the Site's proximity to Kings Meadow and the open space it also provides. Full details of the landscaping proposals within the Site are set out in the Landscape section of the Design and Access Statement.
- 7.5.6 The Applicant has held initial discussions with RBC officers regarding improvements and enhancements to Kings Meadow with the intention being to conclude these following submission of this application.

7.6 Highways

- 7.6.1 A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. The analysis demonstrates that there would be an overall increase of 13 two-way trips during the AM peak hour and reduction of 4 two-way trips during the PM peak hour when comparing the Proposed Development with the existing office use. The impact of the Proposed Development on the highway network is therefore negligible and is unlikely to cause any changes to the current highway network. As these trips are already on the network, there is no requirement to model the surrounding junctions. The Proposed Development is therefore compliant with Local Plan Policy TR3.
- 7.6.2 The Site is accessible by sustainable modes of transport. The surrounding area has good levels of pedestrian and cycling infrastructure, and there are major public transport nodes within easy walking distance of the Site. Local amenities that can be accessed within a 2km walking distance of the site include King's Meadow, Thames Lido, Forbury Gardens, Caversham to the north and the majority of Reading town centre to the south which accommodates schools, offices, supermarkets, shopping centres, convenience stores, places of worship, public houses,



restaurants and hot food takeaways, medical practices and medical centres, Post Offices, and parks.

- 7.6.3 In addition, measures are proposed in the accompanying Framework Travel Plan to increase the level of walking, cycling and public transport use to and from the Site, and to reduce reliance on the private car. This includes the creation of a new pedestrian and cycle crossing from Napier Road to Kings Meadow, opposite the Site. This is compliant with Local Plan Policy TR1 which seeks to improve sustainable transport facilities.
- 7.6.4 The Proposed Development includes 39 car parking spaces, which based on the central location and high-quality public transport connections is deemed to be appropriate. All the parking spaces will have access to electric vehicle charging points available for residents and visitors.
- 7.6.5 In addition to the above, the Proposed Development makes full use of opportunities to improve access for cyclists through the provision of secure cycle parking facilities, provided for up to 289 bicycles, in the form of three cycle stores within Blocks A, B and C. This is compliant with the objectives of local plan policy TR4.
- 7.6.6 Further details can be found within the submitted Transport Assessment and Framework Travel Plan.

7.7 Sustainability and Energy Measures

- 7.7.1 An *exemplar* approach has been applied to the design of the Proposed Development. This approach has been based on low energy design principles and energy demand minimisation through building form, orientation, good envelope design and proficient use of services.
- 7.7.2 As demonstrated in further detail within the submitted Energy and Sustainability Statement, the best practice Energy Hierarchy has been adopted for reducing energy use and CO₂ emissions:
- Be Lean: The use of less energy and energy demand during operation
 - Be Clean: Exploit local energy resources and supply energy efficiency and cleanly.
 - Be Green: Maximise opportunities for renewable energy by producing, storing and using renewable energy on site.
 - Be Seen: Monitor, verify and report on energy performance.
- 7.7.3 The implementation of the above, coupled with active energy reduction measures, including but not limited to, heat recovery ventilation, direct electric heating, air source heat pumps, variable speed pumping and low energy LED lighting, creates a scheme which exceeds current Building Regulations Part L 2021 requirements to ensure sustainable development, in addition to the



required minimum 35% improvement over the 2013 Building Regulations Dwelling Emissions Rate.

7.7.4 The Proposed Development is therefore in accordance with Policy CC3, CC4 and CC5 of the Local Plan and the Sustainable Design and Construction SPD (2019).

7.7.5 Overall, the Proposed Development is therefore in line with Policy CC3, CC4 and CC5 of the Local Plan and the Sustainable Design and Construction SPD (2019).

7.8 Amenity

7.8.1 Careful consideration has been given towards the amenity of both future and current neighbouring residents of the Proposed Development.

Microclimate

7.8.2 A Wind Microclimate assessment has been submitted with this Planning Application and assesses the likely impact of the Proposed Development on the pedestrian level wind environment in and around the Site. It concludes that given the orientation of the scheme, the key wind effects will be largely limited to channelling winds along the south elevation of the Proposed Development and through the north-to-south passages between the buildings and between the Proposed Development and neighbouring buildings to the west and east. As a result, the Proposed Development is not expected to have any significant impact on pedestrian level wind conditions with regards to pedestrian safety, and conditions in and around the Site are expected to rate as safe for all users. Main entrances and recreational spaces are generally expected to enjoy suitable conditions for planned activities. The Proposed Development is therefore in accordance with Local Plan Policy CC8.

Air Quality

7.8.3 An Air Quality Assessment submitted with the Planning Application has considered the impacts of the Proposed Development on local air quality in terms of emissions from road traffic generated by the completed and occupied Proposed Development. It concludes that air quality conditions for occupants of the Proposed Development will be acceptable, with concentrations expected to be well below the air quality objectives at the Site.

7.8.4 The Proposed Development includes two life-safety diesel generators. Emissions generated during the testing of the life-safety diesel generators are unlikely to contribute significantly to annual mean concentrations at existing or proposed receptors, or to result in any exceedances of the short-term objectives. The overall operational air quality effects of the Proposed Development are therefore judged to be 'not significant'.



- 7.8.5 It is therefore considered that the Proposed Development is consistent with Paragraph 191 of the NPPF, being appropriate for its location both in terms of its effects on the local air quality environment and the air quality conditions for future residents and users. It is also consistent with Paragraph 192, as it will not affect compliance with relevant limit values or national objectives. The Proposed Development meets the criteria of Policy EN15 of the Local Plan, as it will not have a significant detrimental effect on air quality.

Noise

- 7.8.6 The Noise Assessment submitted with the planning application identifies two dominant sources of noise on the Site; Napier Road to the north, and the railway lines to the south. Accordingly, the Proposed Development has been designed to mitigate noise including the use of sound insulation, mechanically fixed brick slips and insulated SFS zones where appropriate. Ventilation to the buildings is supplemented by mechanical means. With this mitigation in place, the Proposed Development is in accordance with local plan policy. Further details are set out within the submitted Acoustics Planning Report.

Daylight and Sunlight

- 7.8.7 The Impact on Neighbours report submitted with the application demonstrates that when the BRE guidelines are applied to recognise the location of Thames Quarter on the site boundary, no harm is caused to the residential accommodation within Thames Quarter. No neighbouring amenity spaces are impacted by the Proposed Development.
- 7.8.8 The Assessment of the Proposed Development demonstrates that 80% of the rooms tested achieve acceptable levels of lux when the BRE guidelines are applied rigidly. The apartments experiencing shortfalls in the measures do so because of the open plan lounge, kitchen and dining room arrangement and where apartments are located within the corners surrounding the rear courtyard.
- 7.8.9 The design of the Proposed Development has evolved in balance with the need to satisfy Building Regulations Part L and Part O, to provide private amenity space and a high quality design. Also, the BRE guidelines are not intended to be applied rigidly. Overall, the proposals provide a good and acceptable level of quality accommodation affording future residents acceptable levels of access to sunlight and daylight within the apartments.
- 7.8.10 The analysis demonstrates that open space within the Proposed Development achieve good levels of sunlight.
- 7.8.11 Overall, the proposed layouts will maximise outlook and protect privacy between all buildings and residential units, as required by Policy CC8. Daylight and Sunlight



7.9 Ecology and Biodiversity Net Gain

- 7.9.1 The Ecological Appraisal has confirmed that the site, in its current form offers very low value habitats with limited connectivity to the wider landscape and designated sites. The value of on-site habitats is therefore considered negligible owing to their condition, lack of species diversity and current management.
- 7.9.2 The site proposals maximise the potential for the enhancement of wildlife opportunities through a comprehensive landscaping strategy, including, but not limited to, new landscape planting, integrated bird and bat boxes, the inclusion of green roofs and native plant species providing foraging and sheltering resources for birds, bats and other wildlife.
- 7.9.3 The BNG assessment demonstrates that there are several options that have been considered, and where possible, included within the design of the Proposed Development, leading to the delivery of a net gain in habitats and hedgerow units on site of 52% and 192% respectively.
- 7.9.4 This satisfies local plan policy EN12.

7.10 Ground Contamination

- 7.10.1 Phase 1 Preliminary Risk Assessment and Phase 2 Ground Investigation reports have been submitted with this Planning Application and consider the impacts to future site users with regard to potential on and off site sources of contamination associated with the historical use of the site.
- 7.10.2 The qualitative risk assessment (QRA) determined an overall Moderate Risk to future site users and controlled waters in respect of potential on and off-site sources of potential contamination associated with historical development and known pollution incidents. Whilst a Low to Moderate Risk was determined to end users of the site with regard to on and off-site sources of ground gasses.
- 7.10.3 The QRA concluded that further works are required to determine the potential contamination risk on-site in the form of a GQRA to determine risk to human health and controlled waters.
- 7.10.4 In summary, the following recommendations are made:
- *Undertake an intrusive ground investigation to support civil and structural design, and to further determine the potential risk posed by solution features on site within the underlying chalk bedrock.*
 - *As part of the ground investigation, undertake a GQRA to determine the contamination risk to human health, ground gases and controlled waters.*



7.10.5 The geo-environmental conclusions of the Phase 2 Ground Investigation confirmed that the risk to future site users is Low to Moderate and a number of design recommendations have been identified to limit the effects of any contamination. The risk to controlled waters is considered Moderate and a Detailed Quantitative Risk Assessment is recommended at the next stage. No ground gas protection measures are required for the site.

7.10.6 Further recommendations are made, as follows:

- *DQRA to further determine the risk of residual PCE concentrations in groundwater (far eastern area of the site) to the River Thames. The outcome of the DQRA would advise of any requirements of the Remediation Strategy in relation to the residual PCE in groundwater.*
- *Based on available and consistent stable PCE concentrations recorded surrounding the building, it is not envisaged that an ongoing source is present, however a ‘confirmatory check’ of soils underneath the building is recommended to ensure no unsaturated source of PCE in this area.*
- *Further investigation within existing building footprints post demolition including delineation (vertical and lateral) of hydrocarbon impact adjacent to WS09 to determine necessary remedial actions.*
- *The contamination risk assessment is to be updated to reflect final building layout (development plans are ongoing).*

7.10.7 The Proposed Development can therefore be brought forward in compliance with local plan policy EN16.

7.11 Flood Risk and Drainage

7.11.1 The Flood Risk Assessment has confirmed through the assessment of flood data levels from the Environment Agency (EA) against the site-specific topographical survey that the Site is located in Flood Zone 2.

7.11.2 The assessment has proved that the finished floor level of the Proposed Development will be 300mm above the peak flood levels and will provide a greater flood plain storage for the 1 in 100 year plus 35% allowance for climate change event.

7.11.3 The submitted Drainage Strategy confirms that surface water runoff from the Site can be managed sustainably achieving a significant betterment compared with the unrestricted discharge from the current undeveloped site by attenuating surface water run-off to achieve 5l/s thereby ensuring that no properties, either on or off Site, will be at risk of flooding and that



suitable means of surface water and foul drainage can be achieved for the Proposed Development. This satisfies the requirements of the NPPF, and Local Plan Policy EN18.

7.12 Heritage Considerations

7.12.1 A Heritage Impact Assessment has been submitted with this Planning Application. It identifies that there will be a change to the setting of the Grade II listed Thames Lido, and within the wider setting of the Reading Abbey scheduled monument. However, it is concluded that the proposed change will not reduce the significance of either heritage asset.

7.12.2 It is therefore reasonable to consider that the Proposed Development is acceptable in heritage terms.

7.13 Deliverability

7.13.1 The redevelopment of Napier Court has been in the making for over 3 years with Peveril Securities purchasing the site unconditionally in May 2021 recognising the excellent opportunity to bring forward a Build to Rent residential scheme in line with the planning allocation.

Funding and Operation

7.13.2 Peveril Securities is the property investment arm of Bowmer and Kirkland Group, one of the largest privately owned construction groups in the UK with group turnover in excess of £1.1bn and internal cash reserves in excess of £500m.

7.13.3 Peveril Securities has developed in partnership with Sladen Estates, development partner for Napier Court, over £1bn of schemes across all sectors. The majority of these schemes are sold to investors upon completion and due to the scale of the end investment value for Napier Court, Peveril Securities' preference has been from the purchase of the site to secure a fund/operator that would commit to purchase the scheme upon development completion.

7.13.4 The location together with the quality of the scheme has attracted much attention and Peveril Securities is working with a purchaser who is a leading BTR operator.

7.13.5 The purchaser will own and operate the completed development at Napier Court offering a secure and high quality management experience to all residents.

The Delivery Team

7.13.6 The construction works will be undertaken by Bowmer and Kirkland who have been involved with the design development process together with the key members of the design team which comprises:



5Plus architects – renowned architects who have been involved with the design of many award winning residential schemes including schemes developed by Peveril Securities such as Bankside, Guildford and West Bar in Sheffield;

Curtins – civil, structural and highways engineers;

Couch Perry Wilkes – mechanical and electrical engineers;

Design Fire Consultancy – Fire engineers which sit on one of the Government advisory panels related to the development of new fire regulations;

Ryders – Principal Designer (Building Safety Act and CDM) which sit on a Government advisory panel regarding the Building Safety Act.

7.13.7 The delivery team has considered carefully and as far as possible the impact of the Building Safety Act on the programme and concluded that to achieve a compliant Gateway 2 application the design must be taken to RIBA Stage 4.

7.13.8 However, some packages related to specialist design which would not be undertaken until Stage 5 will be brought forward to ensure that all key impacts are considered and designed prior to submission of the Gateway 2 application.

7.13.9 Peveril's intention is to progress the design to RIBA Stage 4 in order that the Gateway 2 submission can be made once planning approval is secured. Due to the strength of the team the aim is to submit an exemplar Gateway 2 application which will address key concerns regarding occupants' safety related to structural stability and fire protection.

Infrastructure

7.13.10 During due diligence relating to the site, the lack of available electricity within the Reading network became clear. This information was shared with Reading Council in January 2023 since when the council, Matt Rodda MP and Peveril Securities' electricity advisor have been working with SSE to resolve this major issue.

7.13.11 In December 2023 confirmation was received that the full electricity load required for Napier Court could be delivered in line with programming requirements.

Delivery Programme

7.13.12 As with all developments there has been much work in coordinating various strands to get to a point that the redevelopment proposals are deliverable. This work has been progressed such that Peveril Securities, in conjunction with the purchaser, is now in a position to submit the



planning application for a 576 apartment Build to Rent scheme in the knowledge that should Reading Borough Council grant planning permission, which could be by November, then the construction of the redevelopment proposals could start on site in June 2025 with a phased completion between June 2027 and December 2027.

7.13.13 This scheme would therefore deliver 318 apartments of which 95 would be affordable in June 2027 and 258 apartments of which 77 will be affordable in December 2027.

Other Delivery Factors

7.13.14 There are many other factors which will contribute to the delivery which are considered as part of this application but none of them will prevent delivery.

7.14 Planning Benefits of the Scheme

7.14.1 At the heart of the NPPF is a presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways. These are social, economic and environmental objectives.

7.14.2 The Proposed Development would result in social benefits through:

- The provision of 576 dwellings in a highly sustainable location with access to facilities and services, including Reading Town Centre and Reading Train Station;
- The provision of 30% of the dwellings as Affordable Private Rented accommodation with rents discounted by 20% to open market value;
- Public realm improvements to Napier Court Road, including improved accessibility to Kings Meadow via a pedestrian and cycle crossing; and
- Short term delivery certainty as a contractor, funder and operator are all identified.

7.14.3 The Proposed Development would bring about economic benefits through:

- Access to employment opportunities due to the Site's highly accessible location and proximity to Reading Town Centre and Reading Train Station;
- The generation of employment related to both the construction and occupation of the Proposed Development;
- Future residents contributing to the local economy; and



- Stimulating further investment in Reading.

7.14.4 The Proposed Development would create environmental benefits through:

- The optimal redevelopment of an underutilised, brownfield site within an identified Opportunity Area;
- Significantly improved visual amenity as a result of the high-quality design;
- The optimisation of a highly accessible location to provide future residents with safe active travel opportunities to and from the Site's immediate and wider vicinity;
- The retention of many existing trees and shrubs, (including all TPO trees) with those removed, replaced by new and appropriate planting;
- The provision of new landscaped features and other biodiversity enhancements which will result in ecological benefits; and
- The incorporation of sustainable design features to reduce energy demand.

7.14.5 The Proposed Development will bring about multiple benefits and it is considered that such benefits have substantial weight.



8.0 Planning Balance

8.1.1 This section of the Planning Statement provides an assessment of the planning balance having regard to the matters addressed within earlier sections of this statement.

8.1.2 The Planning Application Proposals are assessed in the following manner:

- Do the proposals comply with the Development Plan?
- Do the Proposals give rise to any harm to heritage assets, having applied a heritage balance?
- Do the proposals give rise to any other harm?
- Are there material considerations which should be weighed in the balance?
- Do the benefits of the Proposals outweigh any harm that has been identified?
- Considering the Development Plan and the NPPF as a whole, are there factors to bring about a different conclusion?

8.2 Do the Proposals Comply with the Development Plan?

8.2.1 The previous chapter of this Planning Statement assessed the Proposed Development against planning policy and concluded that it complied with planning policy.

8.2.2 It is therefore concluded that in the context of Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and Section 70 (2) of the Town and Country Planning Act 1990, the Proposed Development meets the requirements of the development plan unless material considerations dictate otherwise.

8.3 Do the Proposals give rise to any harm to heritage assets, having applied a heritage balance?

8.3.1 A Heritage Impact Assessment has been submitted with this Planning Application. It identifies that there will be a change to the setting of the Grade II listed Thames Lido, and that it sits within the wider setting of the Reading Abbey scheduled monument. However, it is concluded that the proposed change will not reduce the significance of either heritage asset.



8.4 Do the Proposals give rise to any other harm?

- 8.4.1 It is concluded that there is no harm or loss of the significance of Kings Meadow, the adjacent identified Local Green Space that forms part of the Thames Valley Major Landscape Feature. This is demonstrated within the submitted Townscape and Visual Impact Assessment.
- 8.4.2 The technical reports submitted with this Planning Application demonstrate that there will be no harm in relation to any matter as a result of the Proposed Development.

8.5 Are there material considerations which should be weighed in the balance?

- 8.5.1 The identified planning benefits of the Proposed Development, as outlined within the preceding section of this report, also need to be weighed in the balance and are considered to outweigh harm in this case.

8.6 Do the benefits of the Proposals outweigh any harm that has been identified?

- 8.6.1 No harm has been identified and the benefits that have been identified are significant.
- 8.6.2 The benefits therefore weigh heavily in the planning balance.

8.7 Considering the Development Plan and the NPPF as a whole, are there factors to bring about a different conclusion?

- 8.7.1 The Proposed Development meets the economic, environmental and social objectives of the NPPF, re-uses brownfield land, provides much needed housing, including affordable housing, and comprises good design. It also meets the policies of the Development Plan. The Proposed Development should therefore be permitted.



9.0 Draft S106 Head of Terms

9.1.1 Section 106 of the Town and Country Planning Act 1990, as amended, gives councils the power to enter into planning obligations in order to regulate or restrict the development or use of land.

9.1.2 Set out below are the matters which are suggested as Section 106 obligations, having regard to the Council's Planning Obligations SPD (2015).

- Transport and Access (or via S278)
 - Pedestrian crossing of Napier Road
 - Amendments to interface with Napier Road
 - Provisions of Travel Plan
- Build to Rent Housing Provisions
 - To be secured in single ownership providing solely for the rental market for a minimum 20-year term with provision for clawback of affordable housing contributions should the dwellings pass into individual ownership;
 - Provide tenancies for private renters for a minimum of three years with a six-month break clause;
 - Provide a high standard of professional on-site management and control of the accommodation; and
 - Provide a commitment to high-quality rental arrangements through meeting Reading Brough Council's voluntary Rent with Confidence Standards or equivalent measures.
- Affordable Housing
 - 30% of housing to be provided at discount of 20% market rent
- Contribution to construction skills training, if demonstrated
- Open Space and Green Infrastructure
 - Contribution to improvements to Kings Meadow to enhance and manage access to local outdoor recreation and open space



10.0 Summary and Conclusion

- 10.1.1 This Planning Statement has been prepared in support of a full Planning Application on behalf of Peveril Securities Ltd for the comprehensive redevelopment of Napier Court, Napier Road, Reading.
- 10.1.2 The site is 1.26 ha in size and stretches east to west along Napier Road, bound by the railway line to the south, Napier Road and Kings Meadow to the north, Thames Quarter to the west and a Network Rail site to the east. The site is very well connected to the train station, bus services and town centre facilities.
- 10.1.3 In summary, this application seeks permission for the demolition of the existing three two storey office buildings (Class E) on the Site, and the construction of new 11 storey buildings, with amenity space at roof level (part indoor and set back), to provide 576 residential dwellings (Class C3) consisting of, 1, 2 and 3-bedroom apartments. The development will include ancillary facilities for residents, such as residents' lounge, gym and communal workspace. The buildings will be set in landscaping to the front and between the buildings together with roof terraces. Parking is proposed for 39 cars and 6 motorbikes. Three internal storage spaces are proposed at ground floor for 289 bicycles and an additional 20 cycle spaces are provided externally for visitors.
- 10.1.4 The Proposed Development is on an existing brownfield site, within the Station/River Major Opportunity Area and is allocated for residential development within the adopted Local Plan.
- 10.1.5 The proposals have evolved through extensive pre-application discussions with officers and the Design South-East Review Panel, as well as with residents and other stakeholders.
- 10.1.6 The proposed density of housing and mix of proposed units have been specifically designed to enable the delivery of the optimum scheme, which responds to the existing and emerging character of the Site's immediate and wider vicinity.
- 10.1.7 Overall, this Planning Statement has demonstrated that the principle of the Proposed Development in this location is acceptable within the policy context. This statement together with accompanying plans and technical documents demonstrate how the Proposed Development responds positively to the surrounding locality whilst satisfying the aims and objectives of the local and national planning policies.
- 10.1.8 Having regard to the provisions of the Development Plan and other material considerations as identified, the Council is respectfully asked to grant full planning permission for this application without delay.





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Electronic data storage should be used only and should not be interpreted for measurement. All dimensions and levels should be read only from their values shown on the drawings.

CONSTRUCTION: It is considered that the proposed works are within the scope of a competent Contractor and as such no ground conditions have been identified, refer to relevant Key Symbol Schedule (Designers Risk Assessment).

0 10 20 30.0m

Pennant House Emerald House Hawker House

Existing Building Key

Existing Site Information is taken from 3D Survey Data provided by Greenhatch Group from a survey dated June 2023. Drawing Number: 41656_01-08_PE

To Be Read and Printed in Colour.

To Be Read In Conjunction with Landscape Architects Information.

Red Line - Application Boundary

P12 20/05/24 General Updates
P11 17/05/24 Updates for Planning
P10 16/05/24 Updates for Planning
P09 10/05/24 Updates for Planning
P08 17/04/24 Updated Boundary to include Shared Network Rail Road
P07 27/03/24 Updates for Planning
P06 09/02/24 General Updates
P05 22/01/24 Updates for Planning
P04 10/01/24 Updates for Planning
P03 21/12/23 Updates for Planning
P02 30/11/23 Model Issue - For Coordination - General Updates

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PROJECT:
Napier Road Reading

TITLE:
Existing Site Plan

SCALE:
As indicated @ A1

ORIGIN DATE:
21/11/23

DRAWN:
AC

CHECKED:
JB

STATUS:
S2 - Planning

DRAWING NO:
READ-SPA-ZZ-ZZ-DR-A-000001

REV:
P12

CLASSIFICATION:

Appendix 2: Reading Local Plan Policy CR111.i

Napier Court

CR11: STATION/RIVER MAJOR OPPORTUNITY AREA

Development in the Station/River Major Opportunity Area will:

- i) Contribute towards providing a high-density mix of uses to create a destination in itself and capitalise on its role as one of the most accessible locations in the south east. Development for education will be an acceptable part of the mix;*
- ii) Help facilitate greater pedestrian and cycle permeability, particularly on the key movement corridors. North-south links through the area centred on the new station, including across the IDR, are of particular importance;*
- iii) Provide developments that front onto and provide visual interest to existing and future pedestrian routes and open spaces;*
- iv) Safeguard land which is needed for mass rapid transit routes and stops;*
- v) Provide additional areas of open space where possible, with green infrastructure, including a direct landscaped link between the station and the River Thames;*
- vi) Give careful consideration to the areas of transition to low and medium density residential and conserve and, where possible, enhance listed buildings, conservation areas and historic gardens and their settings;*
- vii) Give careful consideration to the archaeological potential of the area and be supported by appropriate archaeological assessment which should inform the development;*
- viii) Demonstrate that it is part of a comprehensive approach to its sub-area, which does not prevent neighbouring sites from fulfilling the aspirations of this policy, and which contributes towards the provision of policy requirements that benefit the whole area, such as open space; and*
- ix) Give early consideration to the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required.*

Development of the station and interchange was completed in 2015. Development in surrounding areas will be in line with the following provisions for each sub-area:

CR11i, NAPIER COURT:

This area will be developed for residential. The design must avoid detrimental effects on the adjacent Thames Valley Major Landscape Feature, and building heights should reduce from west to east across the site. Land on the Napier Road frontage will be safeguarded for Mass Rapid Transit. Development of the Network Rail depot will be dependent on an alternative location at the railway triangle to the west of the centre becoming available. Development should take account of mitigation required as a result of a Flood Risk Assessment.

Site size: 1.62 ha

Indicative potential: 210-310 dwellings.