



Kings Meadow View

Environmental Statement

Non-Technical Summary

On behalf of **abrdn**

Project Ref: 3321110588 | Rev: 1.0 | Date: November 2025

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1 Introduction

1.1 Project Background

- 1.1.1 abrdn (the Applicant), is applying for outline planning permission for the residential-led redevelopment (the Proposed Development) of land at Forbury Retail Park (the Site). The Site is located within the administrative boundary of Reading Borough Council (RBC). The Site is approximately 2.65 hectares in area and currently comprises of buildings and hardstanding. The current uses on the Site comprise retail stores including Home Sense, DFS, SCS and the fast-food chain KFC. On the Site, there is a surface car park with 313 spaces. A Site Location Plan is provided in **Appendix A**.
- 1.1.2 An Environmental Statement (ES) has been prepared by Stantec UK Ltd (Stantec) to support the planning application. An ES is the report of an Environmental Impact Assessment (EIA) carried out as required by national law known as the “EIA Regulations”. EIA is the process which is used to assess whether a proposed new development is likely to cause significant impacts to the environment.
- 1.1.3 This document is the non-technical summary of the ES and presents the technical information included in the ES in an easily understandable, concise format. A full version of the ES is provided with the planning application.
- 1.1.4 The ES is available for viewing online via the publicly available RBC planning portal under application number PL/25/1706: https://publicregister.reading.gov.uk/pr/s/register-view?c_r=Arcus_BE_Public_Register.
- 1.1.5 It can also be viewed at RBC planning offices: Civic Offices, Bridge Street, Reading, RG1 2LU. Please contact RBC by telephone on 0118 937 3787 to make arrangements to view the ES at the Council office.

1.2 Terms and Definitions

- 1.2.1 The following terms have been used throughout the ES and this NTS:
- ‘the Site’ – the area where the Proposed Development will be located, as shown on Site Location Plan (see **Appendix A**);
 - ‘Proposed Development’ – the residential-led development for which planning permission is being sought;
 - ‘the Applicant’ – abrdn;
 - ‘RBC’ – Reading Borough Council;
 - Application Drawings – plans submitted as part of the planning application (as shown in **Appendix B**); and
 - Application Description – the formal application description for which permission is being applied for (as outlined in Section 1.1 and Section 3.2).
- 1.2.2 EIA Terms:
- Primary mitigation – features of the design that have been built in to the Proposed Development to reduce environmental effects, such as reducing building heights to reduce the visual impact on the townscape;

- Secondary mitigation – measures that are not incorporated into/inherent to the design of the Proposed Development, but are required to reduce the likelihood or significance of harmful effects, such as describing lighting limits, which will be subject to the submission of a detailed lighting layout as a condition of approval;
- Tertiary mitigation – actions that would occur with or without input from the EIA feeding into the design process. These include measures taken to achieve other legislative requirements or actions considered as standard practice to manage commonly occurring environmental effect;
- Impact – describes the outcome of the project on a certain environmental receptor (e.g. the generation of emissions to air);
- Effect – describes the consequent implication of an environmental impact (e.g. the reduction in local air quality);
- Duration – how long an effect (see explanation above) will last. This is ranked as short, medium or long term duration.

1.3 The EIA, the Environmental Statement and Other Documents

- 1.3.1 This ES presents the findings of an EIA undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), referred to as the 'EIA Regulations'. These are the national regulations that provide guidance on how to assess the effects of developments on the environment.
- 1.3.2 The Proposed Development is considered to be EIA development (meaning an EIA is required) because it is likely to cause significant environmental effects due to its size, nature and location. The Applicant has voluntarily undertaken an EIA in accordance with the EIA Regulations.
- 1.3.3 The ES comprises the following documents:
 - Volume 1 - Main Report
 - Volume 2 - Appendices
 - Non-Technical Summary (this document)
- 1.3.4 A series of other accompanying reports have been submitted alongside the planning application, which includes other key documents such as the Planning Statement, Design and Access Statement, and other environmental specific reports. These can be found and viewed on RBC's planning portal.

2 Site and Surrounding Area

2.1 Site Location

- 2.1.1 The Site of the Proposed Development is at Forbury Retail Park, Forbury Road, RG1 3JD in Reading Town Centre and located at grid reference SU720737. A Site Location Plan is provided at **Appendix A**.
- 2.1.2 Located to the south of the Site is Forbury Road (A329), St James Church and the former HM Prison, and further beyond this lies the medieval Abbey Ruins. To the east of the Site is Kenavon Drive and the remaining part of Forbury Retail Park which is a separate site to the Proposed Development, and includes retail stores, car parking and a fast-food drive through. To the southwest is Forbury Gardens and directly next to the site to the west lies two office blocks. To the north the Great Western Railway is separated from the Site by South Western rail lines running from Reading Station to Guildford and Waterloo. Napier Road and Kings Meadow lie beyond the railway to the north. The Site is located within Reading town centre which mainly extends to the west and south of the Site.

2.2 Site Description

- 2.2.1 The existing Site is approximately 2.62 hectares (ha) in area and generally flat. The car park and stores sit at a lower level to Forbury Road, unlike the surrounding area. The majority of the Site comprises buildings and paved areas. Around the Site entrance and car park there are landscaped areas including trees and a small amount of grassland. There is also vegetation and trees along the northern boundary of the Site. The Site itself currently comprises part of the Forbury Retail Park and extends to 26,230 sqm. This part of the retail park comprises a terrace of retail warehouse units. The retailers include; Home Sense, dfs and SCS. There is also a standalone KFC drive through unit on the south part of the Site. The remainder of the Site comprises a large area of surface level car parking with 313 spaces facing Forbury Road and Kenavon Drive.
- 2.2.2 Pedestrian routes are currently provided from Forbury Road to the retail units via the car park and there are no public access routes that run through the Site. A Thames Water trunk sewer crosses the Site, entering it from the south until the approximate centre of the Site before splitting east and west and crossing the Site laterally.
- 2.2.3 The Site forms part of an allocation within the RBC Local Plan, adopted November 2019, under Policy CR13b: Forbury Retail Park. The policy refers to a new residential community with additional retail, leisure and community uses at a scale to serve the Kenavon Drive area and is to include a new area of open space. Huntley Wharf is the first part of the allocation to be built out and Kings Meadow View will be the second part of the allocation to be delivered.

2.3 Environmental Context

- 2.3.1 The Reading (Main) Station is located approximately 475 m from the western Site boundary, which has direct links to London Paddington and surrounding towns and cities (Oxford, Swindon and Basingstoke). Multiple bus stops are located close to the Site, providing links to Reading Town Centre, Wokingham Town Centre and High Wycombe. The closest bus stop (Forbury Retail Park) is located just outside the Site boundary on Kenavon Drive which serves the 42-bus route to locations in the north of Reading.
- 2.3.2 An Air Quality Management Area (AQMA) has been declared by RBC which covers most of the Site. An AQMA is declared for an area where the local air quality is unlikely to meet the Government's national air quality objectives.

- 2.3.3 The main noise sources at the Site are vehicles on the surrounding roads (Forbury Road and Kenavon Drive), and trains on the Great Western main line next to the Site. The main source of vibration at the Site is from the movements of trains on the Great Western main line and lines to Guildford and London Waterloo.
- 2.3.4 None of the existing buildings on the Site are listed. However, there is a scheduled monument and a number of listed buildings located directly opposite the Site on the south side of Forbury Road. A scheduled monument is a nationally important archaeological site or historic building, given protection against unauthorised change. Listing marks and celebrates a building's special architectural and historic interest, and also brings it under the consideration of the planning system. Listed buildings are graded as follows:
- Grade I buildings are of exceptional interest;
 - Grade II* buildings are particularly important buildings of more than special interest; and
 - Grade II buildings are of special interest.
- 2.3.5 The Scheduled Monument of 'Reading Abbey' is located to the south west of the Site in the Forbury Gardens area. There are a number of listed buildings surrounding the site including Reading Gaol, formerly Her Majesty's Prison (Grade II), Reading Abbey Ruins (Grade I), The Plummery Wall (Grade II), St James's Presbytery (Grade II), 10 Abbot's Walk (Grade II) and the archway connecting Forbury Gardens to Abbey Ruins (Grade II*).
- 2.3.6 The area falls within an Area of Archaeological Potential under policy EN2: Areas of Archaeological Significance within Reading Local Plan. Areas of Archaeological Potential (AAPs) are areas in towns and villages, where, on the basis of current knowledge, it is likely that archaeological remains will be present, and found during development of the land.
- 2.3.7 The Site is not within a Green Belt, a landscape planning designation or Conservation Area. The Site is located within National England's National Character Area (NCA) Profile 115 Thames Valley – NE379. Each NCA represents an area of distinct and recognisable character at the national scale. This Character Area is defined as environmentally important as a result of its designations, parks and woodlands.
- 2.3.8 The Site lies within Character Area 10: Forbury Retail Park within RBC's Tall Building Strategy (2008). The area is characterised as having a medium townscape sensitivity to the development of tall buildings meaning the area has limited capacity for tall buildings
- 2.3.9 The natural ground conditions on Site comprise of White Chalk. In addition, Made Ground associated with the previous and current development of the Site is expected to be present overlying the natural strata.
- 2.3.10 The majority of the Site lies within Flood Zone 1 which land which has less than 1 in 1000 (0.1%) annual probability of sea or river flooding, which is very low risk. There are small areas of low risk (with a chance of flooding of 0.1%-1%) and medium risk (with a chance of flooding between 1-3.3%) surrounding the existing retail units, and a very small area of high risk (chance of flooding >3.3%) at the most southerly part of the Site.
- 2.3.11 No statutory designated areas of European, International or National importance for nature conservation are located within or adjacent to the Site. The closest Site of Special Scientific Interest (SSSI) is Lodgewood and Sandford Mill which is about 6 km east.
- 2.3.12 The Reading Borough Local Plan (2019) indicates that the Site is not covered by any nature conservation policy. However, the adjacent railway which runs parallel to the northern boundary of the Site and the surrounding embankments (scattered trees and scrub) is partly designated as an 'Area of Identified Biodiversity Interest' under Policy EN12 of the RBC Local Plan.

3 The Proposed Development

3.1 Introduction

- 3.1.1 The Proposed Development for which outline planning permission is sought for is Kings Meadow View. The Proposed Development is defined by a series of parameter plans which form the basis of assessment within the EIA.
- 3.1.2 For an outline planning application where EIA is required, the description of the development must be sufficient to enable the requirements of the EIA Regulations to be fulfilled, and in particular, to enable the potential significant effects of the development to be assessed. To ensure that as the Proposed Development evolves through detailed design the Proposed Development remains consistent with that assessed within this ES, 'Development Parameters' have been established and assessed. Development Parameters detail all the limits necessary to define and fix those aspects of a development capable of having significant environmental effects. This will enable planning conditions to be drawn up and agreed to control the implementation of the Development. A selection of the key parameter plans are provided in **Appendix B**, which show plans for development zones, land uses at ground floor and upper level, maximum heights, and diversion of the sewer.

3.2 Description of the Proposed Development

- 3.2.1 The full description of the Proposed Development as described in the application is set out below:

"Outline application with all matters reserved with the exception of access, for site redevelopment involving the demolition of all existing structures & a residential-led mixed use proposal for up to 700 residential units (Class C3) & up to 3,000 sqm (GEA) of commercial uses (Class E), together with various associated works including replacement pedestrian and vehicle access routes, open spaces, hard & soft landscaping & sewer works, partial basement excavation, up to 130 basement level car parking spaces, up to 53 separate car parking spaces for Class E uses, up to 600 cycle parking spaces & servicing facilities. This application is accompanied by an Environmental Statement".

- 3.2.2 The Proposed Development will provide up to 700 units across 1 bed, 2 bed and 3 bed designs, with up to 130 car parking spaces located in the basement for residential use, retail space and 53 associated parking spaces. A dedicated secure cycle storage will be provided at ground floor level of the residential blocks.

3.3 Land Use Parameters

- 3.3.1 The Proposed Development seeks permission for a maximum development area of up to 83,141 sqm Gross External Area (GEA). This will be used for residential and commercial purposes, car parking and ancillary space.

3.4 Building Heights and Massing

- 3.4.1 The buildings of the Proposed Development will be configured surrounding three courtyards. The Central and East blocks courtyard will consist of public open amenity space on the ground level, whilst the West block will be private and located above the Class E units on the ground level. The Proposed Development is anticipated to be up to 11 storeys with building heights typically graduating down outwards from the Central block.

3.5 Access and Car Parking

- 3.5.1 Pedestrian and cycle routes will be provided as part of the Proposed Development. There will be routes along the northern and southern Site boundaries surrounding the residential blocks as well as in between the various buildings on Site.
- 3.5.2 The Proposed Development is to provide up to 600 cycle parking spaces which includes dedicated secure cycle storage at ground floor level of residential blocks and also dedicated cycle parking for the retail units.
- 3.5.3 The main vehicular access to the Proposed Development will be from Forbury Road. The eastern access to the Site will be maintained for servicing and emergency vehicles. Up to 130 car parking spaces are to be provided as part of the Proposed Development, located in a single basement. The basement car parking spaces will be used by the occupants of the residential units. A further 53 ground level parking spaces are expected to be provided for use by the general public to access the 3,000 sqm of commercial, business and service space (Class E).

3.6 Utilities

- 3.6.1 As a result of the Proposed Development, the existing Thames Water trunk sewer within the Site boundary will be diverted. The sewer will now run along Kenavon Drive and parallel to the perimeter of the southern, eastern and northern site boundaries.

3.7 Landscaping and Amenity

- 3.7.1 The buildings of the Proposed Development will be surrounding three public spaces or courtyards. The Proposed Development will include hard and soft landscaping, some of which will be within the public realm at street level. Trees and green infrastructure will be incorporated into public open amenity spaces and the variety of green spaces enhances biodiversity.
- 3.7.2 Green infrastructure, which refers to a network of multifunctional green space, will be placed around each block and along the site boundary.

3.8 Drainage

- 3.8.1 Surface water runoff, which is the flow of water occurring on the ground surface when excess rain or storm water can no longer infiltrate in the soil, will be managed through the use of Sustainable Urban Drainage Systems (SuDS). SuDS are alternative drainage solutions which provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses.

3.9 Energy and Sustainability

- 3.9.1 Energy and sustainability have been incorporated into the design process for the Proposed Development to reduce energy use and carbon emissions. The Energy Statement demonstrates that the Proposed Development will be electric-led and comprises of the use of heat pumps, which captures heat from outside and moves it into the Proposed Development, as well as solar photovoltaics (PV) panels.

3.10 Alternatives and Design Evolution

- 3.10.1 The EIA Regulations require an ES to include a description of the reasonable alternatives considered by the Applicant, indicating the main reasons for the choices made, including a comparison of the environmental effects.

- 3.10.2 The Site is allocated for residential-led development in the Reading Borough Local Plan and therefore no development is not a reasonable alternative as it would not comply with RBC's local policy. For the same reason, no alternative sites have been considered.
- 3.10.3 Given Policy CR13b: Forbury Retail Park in the Reading Borough Local Plan which allocates the Site for a new residential community, the uses of the Proposed Development fulfil the policy requirement and therefore no alternative uses for the Site have been considered for the Proposed Development.
- 3.10.4 The massing of the Proposed Development has been designed to minimise visual and heritage impacts and to optimise daylight, sunlight and wind conditions. An iterative process was undertaken, with testing and refinement throughout.

Proposed Development 2023

- 3.10.5 Public consultation events were held in February 2023, after which the illustrative scheme was refined in response to feedback. The key design considerations included:
- Graduating building heights towards the south and west to improve daylight;
 - Incorporating step backs on southern buildings to lessen visual prominence;
 - Introducing varied block heights and improved separation between buildings;
 - Replacing clustered podium blocks with distinct residential buildings and inclusive public spaces;
 - Removing podiums and reducing block footprints to lower overall height and increase openness; and
 - Introducing a basement for parking and services, reducing the car park size and integrating the site more effectively with surrounding areas.

Proposed Development 2025

- 3.10.6 Following submission in June 2023, further consultation and meetings with Reading Borough Council (RBC) led to a design review and several key amendments:
- Reduced building heights: Maximum heights lowered from 12 to 11 storeys (below the "tall building" threshold), with lower buildings along the northern boundary.
 - Improved height variation: Taller elements are now centralised, with stepped heights of 5–7 storeys along Forbury Road to better relate to the former jail.
 - Revised layout and public spaces: Reoriented blocks define two clear public spaces and strengthen the east–west route through the site.
 - Reduced basement area: The basement under the eastern blocks has been removed, reducing costs and maintaining level access across the public realm.
 - Reduced commercial floorspace: Class E floorspace has been decreased and redistributed across smaller units, aligning with RBC feedback.
- 3.10.7 Overall, the revised proposals reduce height and massing, improve public space quality, and strengthen integration with the surrounding area.

Figure 3.1: Architect's Visualisations





4 Assessment Methods

4.1 Introduction

- 4.1.1 This section describes the process by which the EIA has been carried out and summarises the findings, as shown in the **Figure 4.1** below.

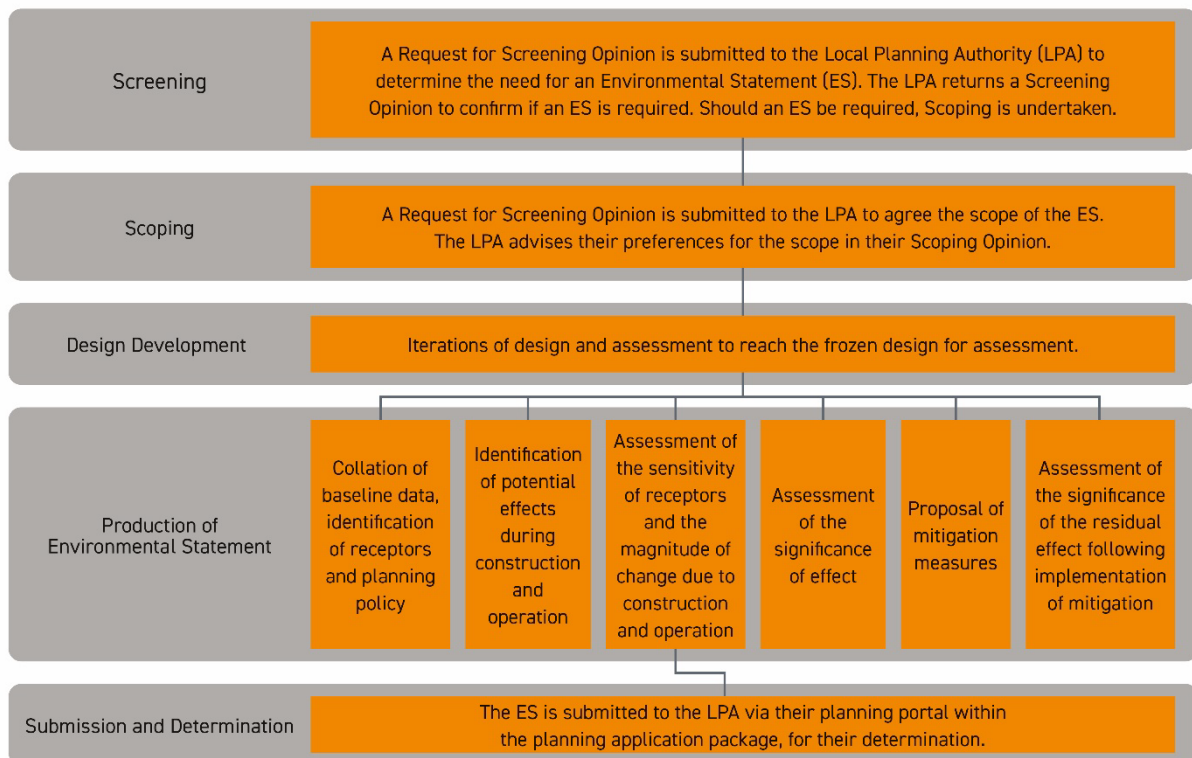


Figure 4.1 The main stages in EIA

- 4.1.2 Due to the nature of the Proposed Development, the Applicant has voluntarily agreed to undertake an EIA.
- 4.1.3 The scope of the EIA was discussed with RBC through an EIA Scoping Opinion which was received on 18th April 2023. The EIA has been undertaken to fulfil the requirements of the EIA Scoping Opinion which can be found in **Appendix E.2** of the ES. In addition, further environmental information has been provided where it was considered to be required to ensure that the ES provides a comprehensive record of the likely significant effects of the Proposed Development.

4.2 Assessment Methodology

- 4.2.1 This section provides a summary of the assessment methodology. The detailed methodology is provided in **Chapter 5** of the ES.
- 4.2.2 The EIA assumes that the Proposed Development will be constructed within the scope identified on parameter plans for floorspace, land use mix and quantum documented in **Chapter 3** (and as explained in **Chapter 3** of the ES).

Establishing Baseline Conditions

- 4.2.3 The ES includes a description of the current environmental conditions on and surrounding the Site, known as the baseline conditions, against which the likely significant environmental effects of the development are assessed.

Assessing Demolition and Construction Effects

- 4.2.4 The EIA has assessed the environmental effects that are likely to occur during demolition and construction.
- 4.2.5 Demolition and construction effects will be temporary and long-term duration as construction is expected to take place over a period of approximately 7 years, from Q1 2027 to Q4y 2034. The potential duration and intermittency of construction effects is identified as appropriate in the relevant topic chapters.
- 4.2.6 In judging the significance of demolition and construction effects, it has been assumed that a Demolition and Construction Environmental Management Plan (DCEMP) will address mitigation measures in relation to demolition and construction effects. A DCEMP is a framework which is developed to avoid or mitigate any construction effects on the environment.

Assessing Operational Effects

- 4.2.7 To provide an assessment that is consistent between topic chapters, the EIA has focused on assessing the likely environmental effects of the overall development. This approach ensures that the full environmental effects of the Proposed Development have been considered.
- 4.2.8 The assessment has been undertaken for the Proposed Development on the assumption that the Proposed Development will be complete by 2034. Where worst case effects could occur during an earlier year then such an assessment has been undertaken and this is reported in the relevant topic chapter.
- 4.2.9 Given the likely long lifespan of the Proposed Development, no assessment of the decommissioning of the Proposed Development has been undertaken.

Phasing Assumptions

- 4.2.10 The construction is expected to take place across three phases as follows:
- Phase 1: Q1 2027 - Q4 2029;
 - Phase 2: Q4 2029 - Q1 2032;
 - Phase 3: Q1 2032 - Q4 2034
- 4.2.11 Therefore it is likely that earlier phases will become operational prior to completion of all construction of the Proposed Development.

Assessing Cumulative Effects

- 4.2.12 An EIA must assess the potentially significant effects of a development that may arise cumulatively (when combined with) other major development with planning permission or under construction in the local area. The EIA Regulations state that 'existing and/or approved' developments should be considered.

- 4.2.13 The list of approved developments was discussed with RBC through the Scoping Opinion (**Appendix E.3** of the ES) with a plan of the locations of each development provided in **Appendix E.4** of the ES. However, in light of the time between the receipt of the Scoping Opinion and this ES, an updated list of approved developments has been provided and can be seen at the previously mentioned appendices.

Impact Interactions

- 4.2.14 There is potential for receptors to be affected by more than one environmental effect and therefore a more significant combined effect than the individual effects reported in each of the topic chapters. This is known as an Impact Interaction and this has been assessed in the ES. This is provided in **Section 6.9**.

Assessing Significance

- 4.2.15 The ES predicts what the significance of each environmental effect would be, which is determined by two factors:
- The sensitivity, importance or value of the environment (such as value of a heritage asset, or sensitivity of residential receptors to changes in air quality); and
 - The actual magnitude of change taking place to the environment (i.e. the size or severity of change taking place).
- 4.2.16 Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major significance. Some disciplines use bespoke criteria based on published guidance, and this has been stated in the ES where applicable.
- 4.2.17 Specific significance criteria have been prepared for each specialist topic, based on the generic criteria, for adverse and beneficial effects, set out in **Table 4.1**.
- 4.2.18 Effects that are described as 'substantial', 'major' or 'moderate' are determined to be *significant*; and effects that are described as 'minor' or 'negligible' are determined to be *not significant* in the context of the EIA Regulations.

Table 4.1 Generic Significance Criteria

	Level of Effect	Criteria
Significant	Substantial	These effects are assigned this level of significance as they represent key factors in the decision-making process. These effects are generally, but not exclusively, associated with sites and features of national or regional importance. A change at a borough scale site or feature may also enter this category
	Major	These effects are likely to be important considerations at a borough scale and may become key factors in the decision-making process.
	Moderate	These effects, while important at a local scale, are not anticipated to be key decision-making issues.
Not Significant	Minor	These effects may be raised as local issues but are unlikely to be of importance in the decision-making process.
	Negligible or No Effect	Either no effect or effect which is beneath the level of perception, within normal bounds of variation or within the margin of forecasting error. Such effects should not be considered by the decision-maker.

5 Planning Policy Context

5.1 Introduction

- 5.1.1 This section summarises the relevant planning policy context for the Proposed Development at national, regional and local levels. More discipline-specific policy and legislation is referred to under technical chapters of the ES where necessary and in **Chapter 6: Planning Policy and Context** of the ES.

5.2 National Planning Policy

- 5.2.1 The National Planning Policy Framework (NPPF) was first published in 2012 and subsequently updated in 2018, 2019 and 2021. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF notes that the purpose of the planning system is to contribute to the achievement of sustainable development. This is achieved through economic, social and environmental objectives.
- 5.2.2 To provide further context to the NPPF, the Government published Planning Practice Guidance in March 2014. This was later updated in July 2021. It is intended that both documents are read alongside each other.

5.3 Local Planning Policy

- 5.3.1 The local planning authority for decision making is RBC and the relevant adopted policy documents include the following:
- Reading Borough Local Plan (2019);
 - The Reading 2050 Vision (September 2017);
 - RBC Sustainable Design and Construction Supplementary Planning Document (December 2019); and
 - Local Plan Partial Update (2024).

5.4 Other Planning Policy

- 5.4.1 The ES also considered the following policy and other documents:
- National Planning Policy Framework (NPPF) (2024); and
 - National Planning Policy Guidance (NPPG) (2019).

6 Assessment of Effects

6.1 Introduction

This chapter provides a non-technical summary of the technical assessment chapters of the ES. Topic specifics are addressed in the following sections:

- Section 6.2: Socio-Economics
- Section 6.3: Noise and Vibration
- Section 6.4: Air Quality
- Section 6.5: Heritage
- Section 6.6: Daylight, Sunlight and Solar Glare
- Section 6.7: Wind and Microclimate
- Section 6.8: Townscape and Visual Impact

6.2 Socio-Economics

- 6.2.1 The chapter was prepared by Stantec, and assesses the likely significant socio-economic effects associated with the Proposed Development including for job creation, homes, education, healthcare and open space.

Baseline

- 6.2.2 The assessment included a desk-based review of publicly available data to gather the baseline socio-economic conditions in the vicinity of Site and across study areas. Data was gathered on the study area's demographic groups, future population estimates, characteristics of the housing market, education provision, current primary healthcare facilities and current labour market characteristics.
- 6.2.3 Reading has a need for new dwellings and the data shows that affordability in Reading is becoming increasingly challenging. Reading has a large proportion of young working age residents (between the age of 25-40) compared to the Southeast and England. 12% of Reading's population is aged over 65 compared to 20% in the Southeast and 19% in England.
- 6.2.4 There are 377 available primary school places across 28 schools identified in the local area. The closest secondary school to the Site, Kendrick School, has no capacity and is currently over prescribed. There is therefore a low sensitivity for educational receptors of education provision due to capacity in the system. Most nursery school providers are also currently over capacity. There are 43 GP practices in the study area, of which 30 have patient numbers exceeding the NHS benchmark of 1,800 patients per GP.. There is a range of open space within the Site vicinity including three children's play areas.
- 6.2.5 Reading has a higher economic activity rate (84.2%) and employment rate (83%) than both the regional and national averages. Reading's economy is largely service sector employment.

Demolition and Construction Effects

- 6.2.6 The assessment indicates the Proposed Development is likely to result in 597 gross full-time equivalent jobs per year during the construction phase. However, due to the supply chain of

construction workers, not all job positions will be filled by local people within the study area. Therefore, it is expected that 60 full-time equivalent jobs will support people within Reading. The significance of construction phase jobs is identified to be Minor to Moderate beneficial effect in the long term on a temporary basis.

Operational Effects

- 6.2.7 The Proposed Development contributes to over 4% of Reading Borough's housing requirement across the local plan period, which beneficially impacts the regional housing market. The Proposed Development is identified as having a minor beneficial significant housing effect.
- 6.2.8 Both primary and secondary school provision is expected to be able to absorb the expected number of school children generated from the Proposed Development and therefore a minor adverse effect is expected. Baseline conditions for pre-school provision show the number of nursery children accommodated exceeds capacity. Due to the scale of change at a local level, this results in a moderate adverse effect on pre-school provision. Following financial contributions secured through a legal agreement it is expected that this effect will be Minor adverse and no longer significant.
- 6.2.9 The introduction of the new population of the Proposed Development is expected to further strain existing health facilities. The introduction of the additional residents as part of the Proposed Development is expected to have a moderate adverse effect on GP provision, this effect has been offset by financial contributions from the Applicant. Based on the population generated by the scheme, demand for a dentist would increase and this is expected to lead to a moderate adverse impact. The majority of dental services are now provided privately and NHS list have been closed irrespective of new development. Following financial contributions secured through a legal agreement it is expected that this effect will be Minor adverse and no longer significant.
- 6.2.10 During the operational phase of the Proposed Development, there is estimated to be 123 full-time equivalent jobs created within the commercial elements. It is predicted 9 net additional operational jobs will be created in Reading. This is identified as a Minor/Negligible beneficial effect.

Cumulative Effects

- 6.2.11 There are 21 cumulative developments forming part of the cumulative assessment which are within 2km of the Site. An additional 7,313 new residents are expected from these developments which combines with the Proposed Development for an additional 8,513 new residents.
- 6.2.12 The additional cumulative 8,513 residents are anticipated to require an additional 4 dentists, 126 nursery places, 14 forms of entry at primary school and 4.1 forms of entry at secondary school.
- 6.2.13 Cumulatively, the Proposed Development is expected to place pressure on local education infrastructure. Nursery provision, with a small surplus of just 6 spaces, would face a Major Adverse (Significant) impact due to a cumulative demand of 126 places. Primary provision, despite a surplus of 377 spaces, would experience a Moderate Adverse (Significant) impact from a cumulative demand of 421 places. Secondary provision, with a surplus of 1,566 spaces, would see a Minor Adverse (Not Significant) impact from a cumulative demand of 124 places.
- 6.2.14 The Proposed Development is expected to place pressure on local healthcare services. GP provision is already under strain, with 2,160 patients per full-time equivalent (FTE) GP, well above the national average. The addition of 8,513 patients represents a medium magnitude of

change, resulting in a major adverse (significant) impact. In regard to Dental provision, with 5,794 patients per FTE NHS dentist, and the same cumulative demand of 8,513 patients also results in a major adverse (significant) impact.

- 6.2.15 The combined commercial space of the developments identified is anticipated to generate 932 net jobs.

6.3 Noise and Vibration

- 6.3.1 The ES chapter, prepared by Sandy Brown, assessed the potential likely significant effects of the Proposed Development on noise and vibration.

Baseline Conditions

- 6.3.2 An environmental noise and vibration survey was conducted in September 2021 to establish baseline conditions around the Site and at key receptor locations surrounding the Site. The dominant noise sources were road traffic and railway noise.
- 6.3.3 There is potential for vibration and vibration induced noise, as the Site is located 24 m from the nearest railway line. Vibration measurements were taken to establish levels of vibration from the trains on the overground lines adjacent to the Site.

Demolition and Construction Effects

- 6.3.4 With the implementation of a CEMP and the contractor adopting best practice the assessment indicates that at the construction stage there will be a temporary Minor adverse effect on the majority of the assessed receptors.
- 6.3.5 However, effects from demolition noise are expected to have a temporary Major adverse effect on residential receptors on Kenavon Drive. Construction vibration during Phase 3 is expected to have a temporary Moderate adverse effect on residents occupying Phase 1 and Phase 2 of the Proposed Development. These effects are limited to the receptors which are closest to the Site, and will be in effect only during demolition activities (for the noise effect) and only where piling takes place with 20 m of the receptor (for the vibration effect).

Operational Effects

- 6.3.6 Operational noise levels associated with road traffic and rail noise have been assessed. Through employing appropriate mitigation measures such as incorporating façade sound insulation, all operational effects are expected to be Negligible and therefore Not Significant.

Cumulative Effects

- 6.3.7 All approved schemes are at least 350 m from the Proposed Development and therefore would not influence the results of the assessment due to the distance and screening from intermittent buildings.

6.4 Air Quality

- 6.4.1 The ES chapter, prepared by Stantec, assessed the likely significant effects of the Proposed Development on local air quality during both construction and operation.

Baseline

- 6.4.2 Information on baseline air quality within the study area has been collected by gathering the results of monitoring by RBC and Local Air Quality Management reports to identify Air Quality

Management Areas. 14 proposed sensitive human receptors within the Site have been identified as worst-case receptors for the assessment.

- 6.4.3 RBC has declared one Air Quality Management Area (AQMA) in its administrative area for exceedances of the annual mean NO₂ National Air Quality Objectives. The AQMA includes the area of the Site.

Demolition and Construction Effects

- 6.4.4 As the Site is currently a retail park, vehicle movements during construction are expected to be lower than the movements associated with the current use of the Site. With the implementation of a CEMP and a Dust Management Plan, the impacts of construction vehicle movements on human health receptors in the local area are considered to be temporary and Not Significant.

Operational Effects

- 6.4.1 There is to be a maximum of 130 car parking spaces as part of the Proposed Development so it will be a low-car development. As overall operational vehicle movements are expected to decrease as a result of the Proposed Development, the potential for adverse impacts from operational road traffic is considered Not Significant.
- 6.4.2 The air quality conditions at the Site are considered suitable for the proposed end uses and the impact of existing air quality on future users of the Proposed Development is considered to be Not Significant.

Cumulative Effects

- 6.4.3 All consented development will require robust dust management procedures to prevent significant effects and it is considered that these will adequately prevent the risk of in-combination effects associated with construction dust and traffic. The cumulative effect at construction is considered Not Significant.
- 6.4.4 As the Proposed Development is expected to lead to a decrease in road traffic emissions compared to the existing Site, any in-combination effects will be less than those assessed in isolation through individual planning applications. The overall cumulative effect at operational stage is considered Not Significant.

6.5 Heritage

- 6.5.1 The ES chapter, prepared by Montagu Evans, assessed the likely significant effects of the Proposed Development on the built heritage assets surrounding the Site.

Baseline

- 6.5.2 There are no heritage receptors within the Site boundary so the Proposed Development will not result in any direct effects on heritage assets on the Site.
- 6.5.3 The receptors in the vicinity of the Site include designated heritage receptors (conservation areas, listed buildings and Registered Parks and Gardens) within 500 m of the Site boundary. Receptors also include non-designated heritage receptors (locally listed buildings, Area of Special Local Character and Local Historic Parks and Gardens) within 250 m of the Site boundary. The receptors most likely to experience impacts owing to their proximity or direct alignment with the Site includes Reading Abbey Ruins (Grade I), Reading Abbey Gate (Grade I), Reading Gaol (Grade II*-II), Forbury Gardens and associated structures (Grade II), Church

of St James' (Grade II), Church of St James' Presbytery (Grade II), the Plummery Wall (Grade II), Shire Hall (Grade II) and Assize Courts (Grade II).

Demolition and Construction Effects

- 6.5.4 During the demolition and construction stage, the likely effects on the designated heritage receptors within the study area ranges from Minor to Moderate Adverse. These effects would be Not Significant, and would be indirect, medium-term and temporary.

Operational Effects

- 6.5.5 Once operational, the Proposed Development would result in one Minor to Moderate Adverse effect on the ability to appreciate the heritage value of St James' Church due to the visual impact demonstrated in the view from Forbury Gardens. The adverse effect arising from this impact is deemed Not Significant in EIA terms but would be long-term and permanent.
- 6.5.6 In all other instances, the Proposed Development is judged to have a no or a neutral impact upon the setting of heritage receptors and therefore their heritage value is not harmed and the ability to appreciate their interest is preserved. These effects are deemed to be Not Significant and would be indirect, long-term and permanent.

Cumulative Effects

- 6.5.7 There are no committed developments in the vicinity of the Site which would influence the findings of the heritage assessment.

6.6 Daylight, Sunlight and Solar Glare

- 6.6.1 The ES chapter, prepared by EB7, assesses the likely daylight, sunlight and solar glare effects associated with the Proposed Development. Overshadowing and Light Pollution are scoped out of the chapter.

Baseline

- 6.6.2 The baseline was assessed with the use of a digital three-dimensional (3D) model of the Site and its surroundings. This was informed by a laser scan measured survey taking into account neighbouring buildings and window positions. For the solar glare assessment, a photogrammetric survey has modelled the massing of the railway lines and Reading station.
- 6.6.3 The baseline considered in the ES chapter assesses the Site as a current variety of low-rise buildings and hardstanding. The existing buildings on the Site do not obstruct the surrounding receptors so there is minimal effect on neighbouring light levels. Under such conditions, any development on the Site will result in greater changes in light levels.

Demolition and Construction Effects

- 6.6.4 The operational effects present a worst-case scenario where massing will be at its greatest extent. Therefore the effects for the demolition and construction phase would be the same or less than those arising from the operational stage. Any effects will be Not Significant for daylight, sunlight and solar glare during demolition and construction of the Proposed Development.

Operation Effects

- 6.6.5 Whilst a moderate adverse, significant solar glare impact is identified at Viewpoint R3 (Cars travelling northwest on Kenavon Drive), the detailed design of the Proposed Development

could be developed so that the effects are mitigated through the design of the façade. Implementing this mitigation would lead the effects to be Not Significant for daylight, sunlight and solar glare as a result of the Proposed Development.

Cumulative Effects

- 6.6.6 No developments are close enough to the Site to be considered as sensitive or relevant for the assessment within this ES chapter.

6.7 Wind and Microclimate

- 6.7.1 The ES chapter, prepared by RWDI, has assessed the likely wind conditions as a result of the Proposed Development and the suitability in terms of pedestrian comfort and safety.

Baseline

- 6.7.2 The assessment has been informed by meteorological data for the Site and simulations using computational fluid dynamics (CFD). The data gathered identifies that prevailing winds blow from the south-west throughout the year. There are secondary winds from the north-easterly direction during the spring.
- 6.7.3 The wind microclimate identified that the majority of areas have wind conditions suitable for current pedestrian uses. Strong winds are anticipated to occur around the south-eastern corner of No.3 Forbury Place on the main access road to the Proposed Development.

Demolition and Construction Effects

- 6.7.4 No mitigation measures are required during the construction phase as the residual effects would be temporary and Negligible in the long-term. However, it is recommended that mitigation measures implemented as part of the operational phase should be in place prior to first occupation of the Proposed Development.

Operational Effects

- 6.7.5 The introduction of the Proposed Development would lead to slightly improved off-Site wind conditions. On the Site, the majority of areas are expected to have suitable wind conditions for their proposed uses.
- 6.7.6 During detailed design, it is expected that mitigation measures will be implemented which would improve wind conditions at the Proposed Development. These measures are expected to include on-site landscaping and balustrade treatment, to lessen residual effects so the effects will be Not Significant. Mitigation measures have been recommended to inform the siting of entrances, ground level amenity and potential roof level amenity.

Cumulative Effects

- 6.7.7 No cumulative schemes have been identified within the model's 400m radius of the Site. Any developments outside of this radius would not be expected to have a substantial influence on the local wind microclimate around the Proposed Development.

6.8 Townscape and Visual

- 6.8.1 The ES chapter, prepared by Stantec, assesses the likely significant townscape and visual effects associated with the Proposed Development.

Baseline

- 6.8.2 Data was collected to establish the baseline landscape and townscape character information, including land topography, any townscape planning designations and published sources of landscape and townscape character. A townscape and visual survey of the Site and surrounding area, which included collecting baseline photography, was undertaken in 2022 with some additional surveying taking place in March 2023 and June 2025
- 6.8.3 Reading is located within the valley floor of the River Thames, on a low-lying area of land. The Site is located within the National Character Area (NCA) 115: Thames Valley – NE379. NCA 115 has an urban setting, characterised by surrounding modern development, though the area is environmentally important. It is also located within TCA10: Forbury Retail Park of the RBC Tall Building Strategy.
- 6.8.4 The character of the Site is an established, urban retail park of large block and large mass structures with ground surface dominated by hard materials. The Site is located within an area of evolving change and major regeneration. This context is important in the overall assessment of the Proposed Development. The assessment has identified 19 key views to illustrate the scale, massing and height of the Proposed Development within its townscape setting.

Demolition and Construction Effects

- 6.8.5 The assessment identified direct, medium-term, temporary Moderate adverse townscape effects during construction upon TCA10 (Townscape Character Area: Forbury Retail Park), the character of the Site, the Site's scale, grain (the pattern of plots in an urban block) and massing, appearance, legibility, public realm and trees and vegetation of the Site. This is because clearing the existing Site and the engineering and building works to create the Proposed Development would change the Site's character and townscape. Moderate adverse effects that are indirect, medium-term and temporary were also assessed for TCA8, TCA23, The Forbury Gardens RPG, Reading Abbey due to the receptors high sensitivity and their intervisibility with the temporary demolition and construction works. The temporary construction effects noted are Significant. All other townscape effects during construction are of Minor or Negligible effect and therefore Not Significant.
- 6.8.6 Major Adverse (Significant) effects will be experienced by people using the Kings Meadow Open Space, the adjoining section of the Thames Path National Trail, visitors to the St James Roman Catholic Church, and pedestrians in the vicinity of both Huntley Wharf and Kenavon Drive. Moderate Adverse (Significant) effects will be experienced by people travelling along Forbury Road, and visitors to both Forbury Gardens and the Reading Abbey Ruins. Elsewhere effects are likely to range between Minor Adverse and Neutral, with the construction activities either wholly screened from view or not appearing as overtly detracting features. All other effects are Minor or Negligible and therefore not Significant.

Operational Effects

- 6.8.7 Beneficial, direct and long-term townscape effects that are a Moderate level and considered Significant at TCA10, the appearance and the public realm of the Site. The character, scale, grain and massing, and legibility of the Site were all assessed as receiving direct beneficial townscape effects, which are of Minor levels of significance and Not Significant.
- 6.8.8 Of the 21 viewpoint locations considered, receptors at four of these locations are considered likely to experience significant effects during the operational phase at Year 1, three of which are Moderate Adverse (Significant) (for those at Forbury Gardens, Kings Meadow Open Space, and the St. James Roman Catholic Church) and one Moderate Beneficial (Significant) (people travelling along the southern section of Forbury Road).

- 6.8.9 At Year 15, a Moderate Beneficial (Significant) effect will remain for the townscape character of the Site (TCA10) and the immediate surroundings. At Year 15 of the operational phase, four of the 21 viewpoints are still expected to experience significant visual effects, consistent with the Year 1 scenario. However, only two of these will be adverse. Notably, at St. James Roman Catholic Church, enhancements to the public realm and the detailed design of the Proposed Development will soften its visual impact and improve integration with the townscape. As a result, this location will experience a Moderate Beneficial (Significant) effect, reflecting a more cohesive and attractive streetscape.

Cumulative Effects

- 6.8.10 From reviewing the committed developments, it is considered that none of the developments would result in likely significant cumulative townscape or visual effects. This is because the Proposed Development would not alter key characteristics of townscape character areas in the surrounding urban area, and the committed developments are in locations experiencing no or limited intervisibility with the Proposed Development.

6.9 Impact Interactions

- 6.9.1 Environmental effects can result from incremental changes caused by the interactions between effects resulting from a project. Chapter 14 of the ES summarises the principal findings of each ES topic to enable assessment of the potential for impact interactions. This chapter also provides a summary of the environmental effects identified and allows a judgement to be made of the overall effect of the Proposed Development during construction and operation.
- 6.9.2 The assessment methodology involves the identification of impact interactions associated with both the construction and operational phases of the Proposed Development upon one or more environmental resources. This is undertaken using a qualitative appraisal process. Receptors have been grouped into 'Natural Environment' and 'People and Society' categories. A summary of residual effects and mitigation measures is provided below which has been used to help identify where there is likely for potential significant adverse impact interactions to occur.

Construction Effects

Natural Environment

- 6.9.3 With the implementation of best practice techniques and the DCEMP, no significant adverse impact interactions are identified on the natural environment during construction.

People and Society

- 6.9.4 Residential receptors on Kenavon Drive are identified to be impacted by noise and vibration with a temporary moderate adverse effect during demolition, and a temporary minor adverse effect during construction of Phase 3 of the Proposed Development. Moderate visual effects have also been identified for VL13 (Kenavon Drive looking towards Reading Prison). The impacts are temporary across the construction period and will be managed through the implementation of the DCEMP and good standard construction practices, therefore it is not expected that effects would be over what has already been assessed in respective discipline chapters.
- 6.9.5 A temporary minor adverse effect is identified for noise and vibration on the Church of St James, as a place of worship, during demolition and construction. There are also minor to moderate adverse effects on the Church of St James as a heritage receptor (Grade II). Construction effects will be managed through the implementation of a DCEMP and good construction practices.

- 6.9.6 Reading Gaol is identified as having minor to moderate adverse heritage effects during demolition and construction of the Proposed Development, as well as moderate visual effects at view VL13 (Kenavon Drive looking towards Reading Prison). The impact interactions are temporary, occurring only across the construction period and will be managed by the implementation of the DCEMP and good construction practices.
- 6.9.7 Reading Abbey Ruins and Abbey Gate are identified as having a minor to moderate heritage effect as a result of demolition and construction, as well as a moderate visual effect. These effects are temporary in nature, and no heritage effects are present against Reading Abbey Ruins and Abbey Gate once the Site is operational.

Operational Effects

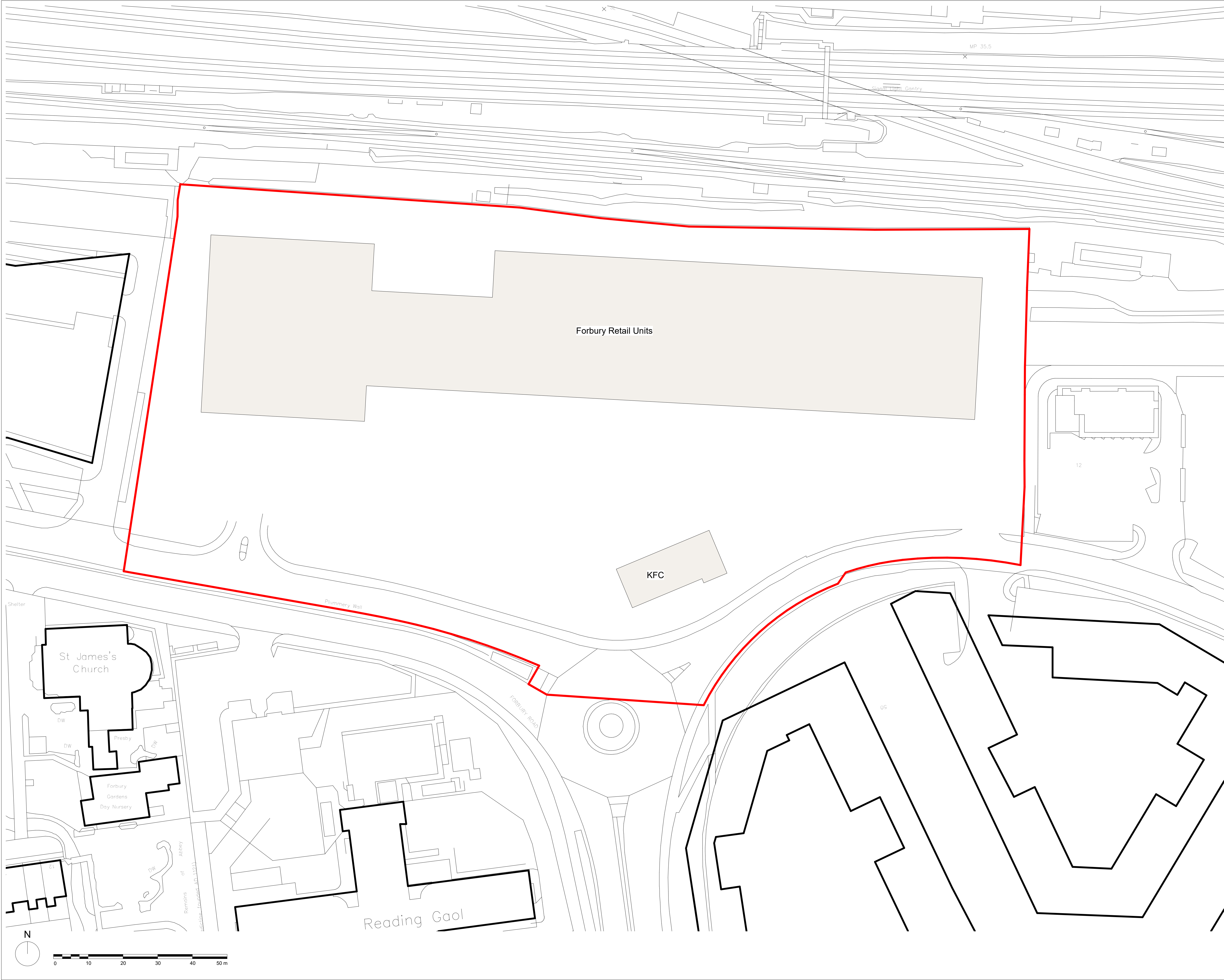
Natural Environment

- 6.9.8 As a result of the mitigation measures identified, there are no significant impact interactions on the Natural Environment as a result of the Proposed Development during the operational phase.

People and Society

- 6.9.9 Kenavon Drive is identified as having a minor to negligible visual effect on the view VL4 (Kenavon Drive) as well as a beneficial-moderate visual effect on VL13 (Kenavon Drive looking towards the prison). As the effect on VL4 is not significant and VL13 is beneficial, no significant adverse impact interactions are expected for this receptor.
- 6.9.10 A minor adverse heritage effect is identified on Reading Gaol, whilst a moderate, beneficial effect is identified for visual impact. As the heritage effect is not significant, and the visual impact effect is beneficial, there are no significant impact interactions for Reading Gaol.
- 6.9.11 A moderate beneficial visual effect is identified at the view VL2 (Forbury Gardens RPG). A minor adverse heritage effect is also identified for Forbury Gardens. As the visual effect is beneficial and the heritage effect is not significant, no significant impact interactions are expected for Forbury Gardens. The effects are also reduced as the overall massing has been considered and adapted to reduce overall impacts to views and heritage.

Appendix A Site Location Plan



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Key

— Extent of Application Site

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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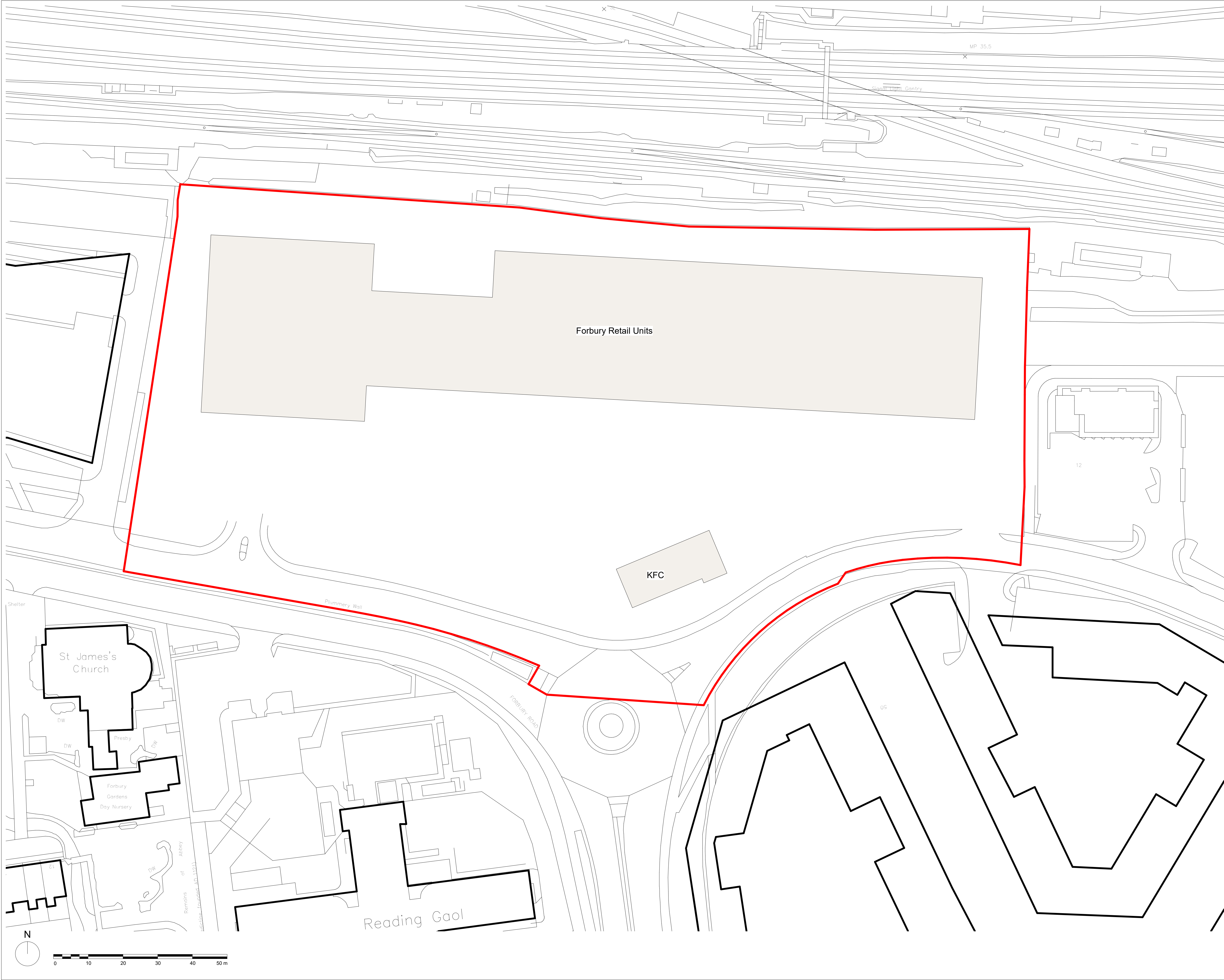
Title
Parameter Plan 01
Site Location

Status

Planning

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-GF-DR-A-PL00001			P2

Appendix B Parameter Plans



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Title
Parameter Plan 01
Site Location

Status

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Key

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

Planning Submission	22/08/25	JCo	P2
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Title
Parameter Plan 02
Demolition Plan

status			
Planning			
Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-GF-DR-A-PL00002			P2



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Key

- Extent of Application Site
- Existing Retail Units

Notes

- All levels should be interpreted as AOD.

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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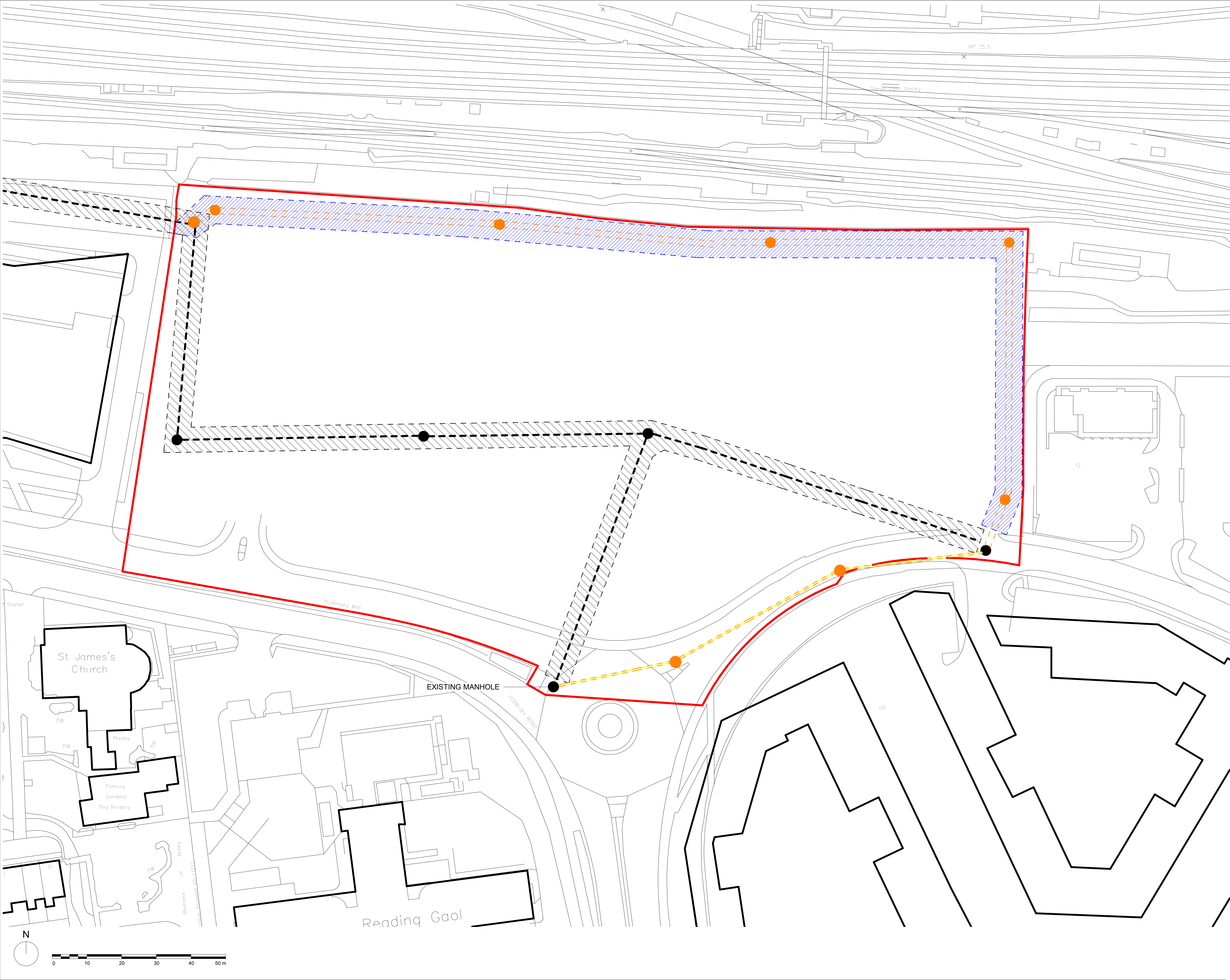
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Project
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Title
Parameter Plan 03
Existing Site Levels Plan

Status
Planning

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-GF-DR-A-PL00003			P2



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Key

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

Notes

- This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.

Sewer Diversion

- Foul water sewer that crosses the site is to be diverted along the North and East boundary.
- Sewer diversion details (easement width, manhole locations & sizes and pipe size) are subject to detailed design and Thames Water approvals.

Sewer Diversion in Kenavon Drive

- Foul water sewer that enters the site from the South is to be diverted along Kenavon Drive and reconnected to an existing manhole at the South-East corner of the development site.
- Sewer diversion details (manhole locations & sizes and pipe size) are subject to detailed design and Thames Water approvals.

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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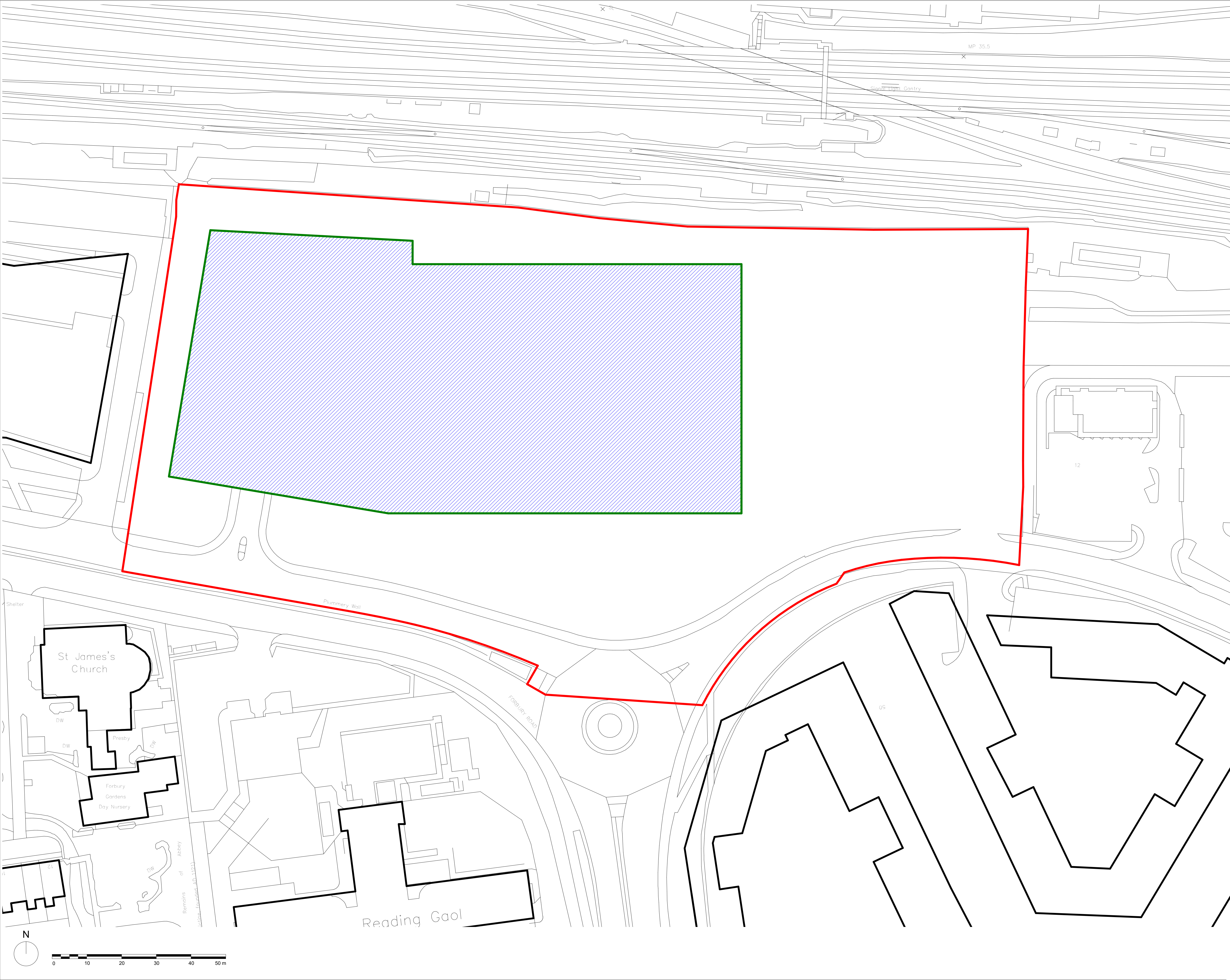
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Title
**Parameter Plan 04
Proposed Sewer Location
No Build Zone**

Status
Planning

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-GF-DR-A-PL00004			P2



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Key

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

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Planning Submission	31/05/23	ST	P1
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Title
**Parameter Plan 05
Proposed Land Use
Basement**

Status
Planning

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-B1-DR-A-PL00005			P2



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

XX Block X Development Plot Reference

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

Planning Submission	22/08/25	JCo	P2
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Title
Parameter Plan 06
Proposed Land Use
Ground Level

Status

Planning

Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-GF-DR-A-PL00006			P2



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Key

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

Notes

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

Planning Submission	22/08/25	JCo	P2
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Description	Date	Chk	Rev

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Title
**Parameter Plan 07
Proposed Land Use
Typical Floor of Upper Levels**

Status
Planning

Drawn	Date	Scale @ ISO A1	Job Number
SQP	30/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-05-DR-A-PL000007			P2

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 Application Site Boundary
 Maximum Development Limit

- The plan defines the horizontal limits of deviation for the proposed buildings.

Status			
Planning			
Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-B1-DR-A-PL00008			P2



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Key

- Application Site Boundary
- Maximum Development Limit
- Balcony / Bay zone
- Servicing / Car Park
- Maximum Deviation Line - Building Overhead
- Development Plot Reference

Notes

- The plan defines the horizontal limits of deviation for the proposed buildings.

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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Project
Forbury Retail Park

Title
Parameter Plan 09
Proposed - Maximum Deviation Plan
Ground Level

Status Planning	Drawn SQP	Date 22/05/23	Scale @ ISO A1 1:500	Job Number 18111
	Drawing Number 18111-SQP-ZZ-GF-DR-A-PL00009			Revision P2



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Key	
—	Application Site Boundary
—	Maximum Development Limit
	Balcony / Bay zone
XX Block X	Development Plot Reference

Notes

- The plan defines the horizontal limits of deviation for the proposed buildings.

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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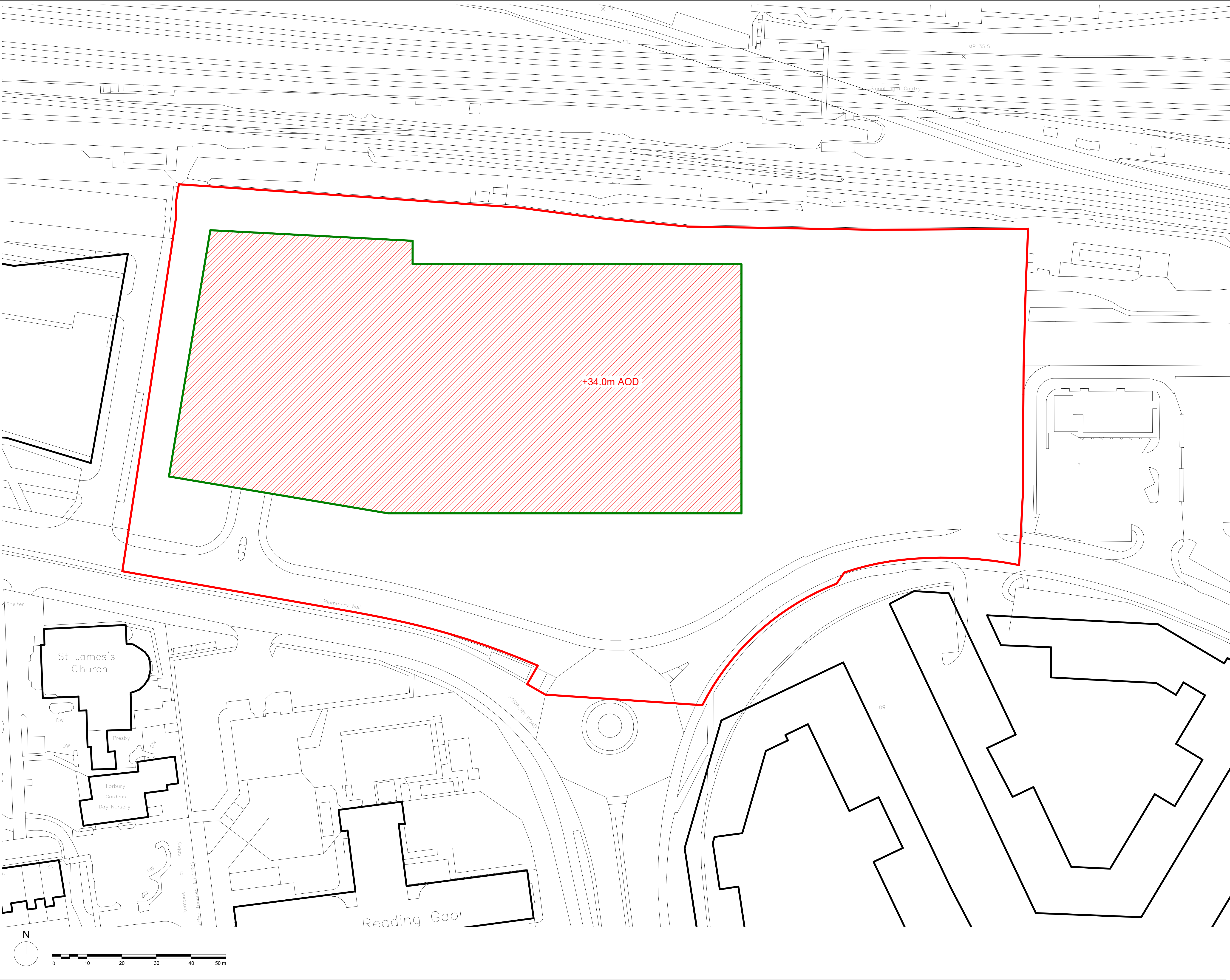
Project

Forbury Retail Park

Title

Parameter Plan 10
Proposed - Maximum Deviation Plan
Typical Floor of Upper Levels

Status			
Planning			
Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-05-DR-A-PL00010			P2



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Key

- Application Site Boundary
- Development Zone
- Enclosed Car Park / Servicing

Notes

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

+XX.X Maximum Height AOD

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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Project

Forbury Retail Park

Title			
Parameter Plan 11			
Proposed - Site Levels			
Basement			
Status			
Planning			
Drawn	Date	Scale @ ISO A1	Job Number
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-B1-DR-A-PL00011			P2



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- Key**
- Application Site Boundary
 - Development Zone
 - Enclosed Car Park
 - Building Overhead

+XX.X Maximum Height AOD

- Notes**
- All heights should be interpreted as AOD.
 - This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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Project
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Title
Parameter Plan 12
Proposed - Site Levels
Ground Level

Status Planning	Drawn SQP	Date 22/05/23	Scale @ ISO A1 1:500	Job Number 18111
	Drawing Number 18111-SQP-ZZ-GF-DR-A-PL00012			Revision P2



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- Key**
- Application Site Boundary
 - Development Zone
 - +XX.X All roof heights are excluding rooftop plant.

- Notes**
- All heights should be interpreted as AOD.
 - This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

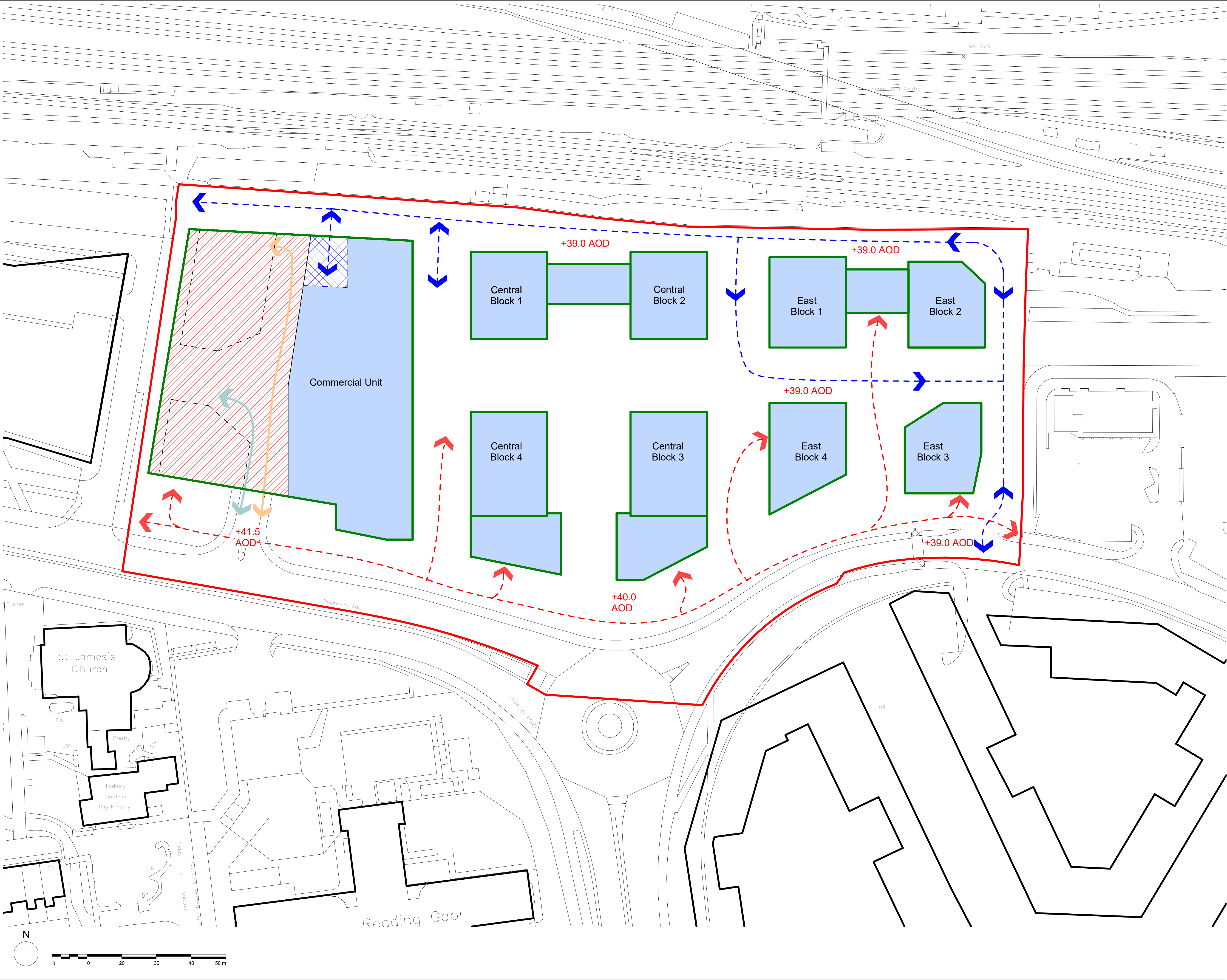
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Project
Forbury Retail Park

Title
Parameter Plan 13
Proposed Site Levels
Maximum Building Heights

Status			
Planning			
Drawn	Date	Scale @ ISO A1	Job
SQP	22/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-05-DR-A-PL00013			P2



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- Key
- Application Site Boundary
- Development Zone
- Enclosed Car Park
- Servicing
- Servicing Access
- Cyclist Access
- Residential Car Parking Access
- Commercial Car Parking Access
- +XX.X

Maximum Parameter AOD

- Notes
- All levels to be confirmed by Landscape Architect.

- All heights should be interpreted as AOD.

- This drawing should be read in conjunction with the Design Code submitted as part of the Planning Application.

- Extent of Highway works to be agreed

Planning Submission	22/08/25	JCo	P2
Planning Submission	31/05/23	ST	P1
Description	Date	Chk	Rev

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Project

Forbury Retail Park

Title

Parameter Plan 14
Proposed - Servicing & Access
Ground Level

Status			
Planning			
Drawn	Date	Scale @ ISO A1	Job Number
SQP	30/05/23	1:500	18111
Drawing Number			Revision
18111-SQP-ZZ-GF-DR-A-PL00014			P2