

## Donna Williams

---

**Subject:** FW: 55 Vastern Rd, Reading (200188) - microclimate review  
**Attachments:** BRE Review of Technical Memoranda - Wind Microclimate Assessment of 55 Vasten Road\_Vers2.pdf; RE: Vastern Road Reading - Wind Microclimate

**From:** Markwell, Jonathan <[Jonathan.Markwell@reading.gov.uk](mailto:Jonathan.Markwell@reading.gov.uk)>

**Sent:** 04 September 2020 11:33

**To:** Caroline McHardy (<[Caroline.McHardy@berkeleygroup.co.uk](mailto:Caroline.McHardy@berkeleygroup.co.uk)> <[Caroline.McHardy@berkeleygroup.co.uk](mailto:Caroline.McHardy@berkeleygroup.co.uk)>); Craig Pettit <[Craig.Pettit@bartonwillmore.co.uk](mailto:Craig.Pettit@bartonwillmore.co.uk)>

**Subject:** 55 Vastern Rd, Reading (200188) - microclimate review

Dear Ms McHardy / Mr Pettit,

Please see attached the microclimate review undertaken by BRE on behalf of the local planning authority (following instruction on 13 August - subsequent to our correspondence of the same day). I only received this an hour prior to going on leave on 25 August (so wasn't in a position to send this onto you prior to going on leave). In short, it raises a number of continued specific concerns with the RWDI approach, for which you are invited to provide responses to (with view to this then being subject to further review by BRE on behalf of the LPA - that may necessitate a further fee input from BRE, which the LPA would anticipate the applicant to cover).

I also note that whilst I was on leave your consultants RWDI contacted BRE directly (email from David Hamlyn on 26 August) with a further report and sought for BRE to review this. Although sent with the best of intentions, BRE were correct in their response to RWDI (email from Gordon Breeze on 27 August - attached). As a reminder, all instructions for independent reviews need to come through the local planning authority and the attempted shortcutting of this established process (whilst acknowledging again that it was sought with the best of intentions) is not appropriate. I have already thanked / apologised to BRE for them needing to respond to RWDI in this manner.

Moving forward, I would presume that you would prefer to review and respond to the attached BRE report prior to me seeking to get a further quotation from BRE? I don't think it would be particularly efficient for BRE to review the RWDI report sent on 26 August, as I anticipate that there would then need to be a further separate instruction to respond to the other matters BRE has raised in the attached review? I think it would be more efficient for the further BRE input to be undertaken in a single exercise? I would welcome your thoughts please?

Linked to this, please also advise me whether the report by RWDI (received on 26 August) should be treated as part of your submission for the planning application (and hence is a document which I need to upload to the website / part of the public record), or whether it shouldn't be (in anticipation of a possible future separate response from RWDI to the latest BRE review, which may itself facilitate a separate version of the RWDI report). I would welcome your clarification please?

I hope that this is of assistance and look forward to hearing from you.

Yours sincerely,

Jonathan Markwell  
Principal Planning Officer  
07971 015 688



The information in this e-mail (and its attachments) may contain data which constitutes 'personal data' or 'sensitive personal data' and it is provided to you on the understanding that you are (a) entitled to receive such data (b) that you will store and safeguard this data and (c) that you will take all reasonable care not to distribute this data to other parties not entitled to receive it – either deliberately or inadvertently. Furthermore, the information is provided on the understanding that it will only be used for the purposes that it was disclosed to (or requested by) you and you will safely & securely destroy / delete this data once it has been used for that purpose/s or otherwise store it in accordance with the guidance set down by the Council from time to time. Failure to adhere to these requirements may lead to a breach of the Data Protection Act, data storage requirements set down by the Council and could result in significant fines and / or adverse publicity.

**In addition, please note that the advice contained within this email (and attachments – if applicable) is that of an officer of the Borough Council and is provided without prejudice to the decision of the Borough Council.**

The information in this e-mail is confidential to the intended recipient to whom it has been addressed and may be covered by legal professional privilege and protected by law. Reading Borough Council does not accept responsibility for any unauthorised amendment made to the contents of this e-mail following its dispatch. If received in error, you must not retain the message or disclose its contents to anyone. Please notify us immediately quoting the name of the sender and the addressee and then delete the e-mail. Reading Borough Council has scanned for viruses. However, it is your responsibility to scan the e-mail and attachments (if any) for viruses. Reading Borough Council also operates to the Protective Document Marking Standard as defined for the Public Sector. Recipients should ensure protectively marked emails and documents are handled in accordance with this standard (Re: Cabinet Office - Government Security Classification).

Jonathan Markwell  
Principal Planning Officer  
Planning Section  
Directorate for Economic Growth and Neighbourhood Services  
Reading Borough Council  
Civic Offices  
Bridge Street  
Reading  
RG1 2LU

25<sup>th</sup> August 2020

Our Ref. P117633-1003

Dear Mr Markwell

**Independent Peer Review of Technical Addenda dated 2020-06-16 and 2020-07-09 (both RWDI Ref# 1901994) relating to Planning Application 200188 at 53-55 Vasten Road, Reading, RG1 8BU**

**1. Introduction**

BRE have been appointed by Reading Borough Council (RBC) to undertake an independent peer review of RWDI report #1901994 and supporting addenda relating to the Pedestrian Level Wind Comfort Assessment of 55 Vasten Road, Reading with particular reference to the following:

- a) Is the level and nature (including the methodology) of information submitted sufficient and proportionate to the proposed level of development sought in this instance?
- b) Is the analysis and conclusion reached by the microclimate report reasonable and robust, set within the adopted local policy context of:  
Relevant components of Policies CC3 (Adaption to Climate Change) and CC8 (Safeguarding Amenity) of the Reading Borough Local Plan (Adopted November 2019).
- c) If it is considered that the analysis / conclusions are not reasonable and robust, guidance as to what measures (e.g. alternative mitigation measures) / information would be required to address any concerns raised (if any)?

BRE have provided reviews of the original wind microclimate report including configurations 1 to 3 and of the subsequent report of Configuration 4. These reviews are included in BRE reviews ref P117633-1001 and P117633-1002.

This review considers RWDI Memorandum #1901994 dated 16<sup>th</sup> June 2020 which provides RWDI responses to the BRE reviews and Memorandum #1901994 dated 9<sup>th</sup> July 2020 which provides RWDI responses to additional comments raised by RBC.



BRE's Quality Management System is approved to BS EN ISO9001:2008, certificate number LRQ 10000513.

BRE's Environmental Management System is approved to BS EN ISO14001:2004, certificate number LRQ 10000536.

## 2, RWDI Memorandum #1901994 dated 16<sup>th</sup> June 2020

This RWDI Memorandum provides RWDI's response to the BRE review of the RWDI Technical Report and Technical Appendix. The table below provides the BRE response to the RWDI Memorandum dated 16<sup>th</sup> June 2020.

BRE Comments	RWDI Response	Action Required
<b>Technical Report</b>		
The failure by RWDI to consider the upper 20m/s safety threshold. If this threshold is not considered then appropriate mitigation measures cannot be developed. Without this, it will be necessary to carry out a full quantitative assessment of mitigation measures. This could potentially be conditioned by Reading Borough Council.	RWDI consider the '15m/s threshold' (that is winds exceeding 15m/s for more than 0.025% of the time annually) to be the limit for pedestrian safety and the assessment has been conducted as such, with areas expected to have winds exceeding this threshold identified as potential safety concerns and requiring of wind mitigation measures. Exceedance of the higher '20m/s threshold' would necessitate the exceedance of the lower '15m/s threshold' and has therefore inherently been accounted for. Text has been added to the technical report to acknowledge the existence of a higher threshold than that adhered to in the RWDI assessment.	RWDI appear to have misunderstood the BRE comment. The reason for this comment was to point out that the mitigation measures proposed for exceedance of the 15m/s threshold would not necessarily be the same as the mitigation measures required for exceedance of the 20m/s threshold. Therefore exceedances (if any) of the 20m/s threshold must be identified and considered. RWDI have added a comment to the Technical report to acknowledge the Lawson 20m/s threshold. BRE have not seen this report. However, if the assessment considers the potential for exceedance of the 20m/s threshold then no further action is required.
The use of a limited seasonal approach to wind conditions on balconies. This matter results from a fundamental disagreement between BRE and RWDI on best practice. The appropriateness of the RWDI approach needs to be considered by RBC and the developer.	RWDI has extensive experience of microclimate assessments within the administrative bounds of Reading Borough Council (RBC) using this approach.	With regards to wind comfort, Lawson gives no information as to how the effects of seasonality should be calculated and/or interpreted. The Reading Local Plan does not specifically allow or disallow such an approach. Therefore, if RBC are content with this approach then no further action is required
The RWDI response indicates that the wind conditions at the entrance to Sovereign House will remain unsuitable for entrances. This is unacceptable. Appropriate mitigation measures need to be developed to reduce the wind speeds in this area.	Figure 6 and Figure 10 of the Wind Microclimate Technical Report indicate wind conditions at the entrance to Sovereign House would be suitable for sitting and standing use during the windiest season (areas with a green and blue fill respectively). These conditions would be suitable for an entrance location. Wind conditions suitable for strolling use would be located on northern pavement of Vasten Road to the south of the entrance to Sovereign House. While windier	Figure 10 clearly shows a small 'red' area adjacent to Sovereign House which shows 'Uncomfortable conditions', i.e. cyclists or the old and infirmed could potentially be blown over in this area . Such conditions are NOT suitable for entrances, sitting, standing or strolling.  The RWDI response does not seem to acknowledge that this 'red' area exists, nor does it offer any specific mitigation measures.

	<p>than in the baseline scenario (Figure 4) These conditions would be suitable for a pedestrian thoroughfare. Further to the above, the assessment has been undertaken devoid of landscaping. As such, the inclusion of existing landscaping west of the entrance to Sovereign House would be expected to provide further shelter to the existing entrance and eliminate walking use conditions in a maintenance space west of the entrance in the context of cumulative schemes.</p>	<p>The RWDI assessment did not include landscaping. It is suggested that the inclusion of additional landscaping to the west of Sovereign House would be expected to provide shelter. However, the area to the west is not part of the planning application.</p> <p>Action required: evidence based mitigation measures must be provided to demonstrate that these unacceptably windy conditions in the surrounding existing public realm can be ameliorated.</p>
--	---	---

**Technical Appendix**

<p>The results indicate that the wind conditions at ground level and podium level will be suitable for the intended pedestrian activity at all locations except for the podium café seating area where conditions during the summer in one area will be suitable for standing. It is stated that with the proposed landscaping scheme the conditions would be expected to become suitable for sitting. This has not been demonstrated.</p>	<p>The majority of the café seating area would be suitable for sitting use during the summer season. Standing use conditions at the northern edge of the café terrace are highly localised and would be expected to be eliminated by the introduction of landscaping to reduce mean flow velocity around the Site and the application of any balustrade required for safety on the northern edge of the terrace.</p>	<p>BRE agree that additional landscaping and/or balustrades could provide the required level of mitigation at this windy area. But this has not been demonstrated and no specific mitigation measures are provided.</p> <p>Action required: evidence based mitigation measures should be provided to demonstrate adequate amelioration at this location.</p>
<p>The wind conditions at balcony and terrace level are mainly suitable for sitting during the summer. There are, however, several balconies where the conditions are only suitable for standing use during the summer. Where balconies are provided, then it is reasonable to expect people to be able to comfortably sit out on them during the summer.</p>	<p>Wind conditions suitable for standing use during the summer season are considered acceptable for private amenity space during the summer season, as per RWDI's methodology. This is justified by balconies being mixed use spaces and the space being used for a given activity (e.g. sitting) by the occupant when conditions permit. Communal amenity space is required to have a more stringent sitting use during the summer season.</p>	<p>The Lawson criteria do not include balconies; therefore it becomes a matter of judgement regarding acceptable conditions. The RWDI criteria are more relaxed than used by most other wind consultancies. It is BRE's opinion that people have an expectation that balconies will be suitable for sitting. The RWDI assessment shows that several balconies will not meet the Lawson criteria for sitting at any time during the year (including summer). According to BRE's interpretation of the Lawson assessment methodology it is likely that occupants will perceive the wind conditions on these balconies to always be windy; complaints may therefore be made about the wind conditions on these balconies.</p>

		<p>It is BRE's opinion that all balconies should, as a minimum, have wind conditions suitable for long term sitting during the summer season. Consequently, BRE would assess a number of balcony conditions as being unsuitable for their intended purpose.</p> <p>Action required: For reasons given above, BRE cannot "require" action. Nevertheless we believe that further mitigation is required at several balcony locations. Such measures might include raising the balustrade height, adding side walls, fully enclosing the balcony, or the developer marketing these units as having windy balconies. If features are added to mitigate the balcony wind conditions, then the efficacy of these features should be demonstrated</p>
--	--	--

### 3, RWDI Memorandum #1901994 dated 9<sup>th</sup> July 2020

This RWDI Memorandum provides RWDI's response to the BRE review of the RWDI Technical Report and Technical Appendix. The table below provides the BRE response to the RWDI Memorandum dated 16<sup>th</sup> June 2020.

RBC Comments	RWDI Response	BRE Comment
<p>The justification put forward for not undertaking a full seasonal approach appears to be "RWDI has extensive experience of microclimate assessments within the administrative bounds of Reading Borough Council (RBC) using this approach". I don't consider this to be a particularly constructive response. Perhaps in the first instance you could provide me with such examples determined since the adoption of the Reading Local Plan (November 2019)? At the present time I would revert to my previous response sent to you on 11th June in relation to this matter, which still stands.</p>	<p>It should be noted that the Reading Local Plan adopted in November 2019 identified the requirement to use the guidelines laid out by the Lawson Criteria, but does not provide any further detail. The assessment undertaken conforms to the methodology laid out by Lawson and includes an assessment of winds throughout the year with safety exceedances being presented annually and pedestrian comfort being presented for the windiest season (either winter or spring depending upon individual probe locations) and the summer season, when amenity spaces are expected to be most frequently used.</p>	<p>The limited seasonal approach for wind comfort as used by RWDI does not provide any information on the acceptability of wind conditions during the Autumn and Spring. If the public amenity spaces are unlikely to be used during the Spring or Autumn then a limited seasonal approach is adequate. However, if there is an expectation by RBC or others that these spaces will be used outside of the summer season then the RWDI approach does not provide any information for assessing the suitability of these spaces for other seasons.</p> <p>BRE cannot advise whether the RWDI approach is appropriate for</p>

	The utility of presenting dot plots for four seasons for pedestrian comfort is a long standing difference of opinion between RWDI and BRE and acknowledged (prior to this point) by both parties as not materially impacting the outcomes of the assessment.	this development because we have no knowledge of the intended use of the public amenity spaces outside of the summer season.
In terms of the area around the café, the RWDI response states "The majority of the café seating area would be suitable for sitting use during the summer season. Standing use conditions at the northern edge of the café terrace are highly localised and would be expected to be eliminated by the introduction of landscaping to reduce mean flow velocity around the Site and the application of any balustrade required for safety on the northern edge of the terrace." I would have expected this to have been actually demonstrated through the provision of plans to evidence the actually proposed mitigation measures? I suggest that you consider this further.	A qualitative assessment of the proposed landscaping scheme has been included within the reporting. On demonstrating the mitigation and landscaping measures, it is common that when wind conditions exceed the desired conditions for the intended use by no more than one category, with no instances of safety exceedances, that likely suitability of wind mitigation measures are assessed qualitatively and further quantitative testing of measures is generally not required. In the report we note that the landscape plan referenced within the report as Fig 17 of Appendix B should provide the necessary level of mitigation at this area, and we have not recommended any further measures on top of the proposed landscaping.	A qualitative assessment can be appropriate in some instances to determine the suitability of an area for the intended activity. However, BRE would expect this approach to be used in conjunction with specific additional mitigation measures. RWDI have not proposed any specific mitigation measures for the café seating area. They are relying on the general landscaping to provide mitigation. There is no evidence that the general landscaping will provide adequate mitigation at this specific café location (note in passing that the provision of isolated trees has no significant wind mitigation effect). We would expect adequate wind mitigation to be demonstrated.

#### 4. General Summary

Policies CC3 and CC8 of the Reading Borough Local Plan (Adopted November 2019) state:

CC3: Wherever possible, new buildings shall be orientated to maximise the opportunities for both natural heating and ventilation and **reducing exposure to wind** and other elements.

CC8: 4.1.36 One of the key concerns of planning is to ensure that new development **does not reduce the quality of the environment for others**, particularly where it would affect residential properties. At the same time, **ensuring that new development creates a quality living environment for future residents is also critical**. The policy aims to ensure that existing and **additional residential properties provide an acceptable living environment**, which is a key element of a high quality of life. It is applicable to any type of development.

It is BRE's opinion that the proposed development at 53-55 Vasten Road, Reading, RG1 8BU falls to comply with the above clauses of the Reading Borough Local Plan (Adopted November 2019) for the following reasons:

- The wind conditions in the existing public realm near to Sovereign House in Configuration 3 are shown to be unsuitable for entrances, sitting, standing and strolling and have the potential to blow pedestrians and cyclist over. No adequate mitigation measures are proposed.

- The wind conditions on several balconies are shown to be unsuitable for sitting throughout the year. Whilst balconies fall outside of the Lawson Criterion, BRE would expect balconies to be suitable, as a minimum, for sitting during the summer months.

It is a CC8 requirement '*that new development creates a quality living environment for future residents is also critical*'. No mitigation measures are proposed by RWDI for these balconies, despite their assessment that they are not suitable for long-term sitting in any season (including summer). If further wind mitigation measures are not provided at these balconies (such as those suggested earlier), an approach suggested in the footnote <sup>1</sup> might be considered by the developer.

- The wind conditions at the open-air café are unsuitable for sitting in one area. No specific mitigation measures have been proposed or assessed.

Until the above issues are adequately addressed, it is BRE's recommendation that planning approval should not be granted.

Yours sincerely



Paul Blackmore  
Associate Director  
For and on behalf of BRE  
Telephone: +44 (0) 1923 664533  
Email: blackmorep@bre.co.uk

Approved by: Gordon Breeze  
Head of Wind Engineering  
For and on behalf of BRE

---

<sup>1</sup> A solution could be to market these apartments as having balconies that are windy and generally unsuitable for sitting. Purchasers can then make an informed decision. This might preclude complaints about windy balcony conditions.

**From:** [Breeze, Gordon](#)  
**To:** [David Hamlyn](#); [Blackmore, Paul](#)  
**Cc:** [Markwell, Jonathan](#); [Caroline McHardy](#); [Joseph Harding](#); [Veronique Walbrecc](#)  
**Subject:** RE: Vastern Road Reading - Wind Microclimate  
**Date:** 27 August 2020 09:08:48  
**Attachments:** [image002.png](#)  
[image003.jpg](#)  
[200826 RWDI Project 1901994 55 Vastern Road - Pedestrian Winds Assessment Final Report.pdf](#)

---

**This is an EXTERNAL EMAIL. STOP. THINK before you CLICK links or OPEN attachments.**

Hi David

Thanks for the revised report (attached).

We will require instruction from RBC (who are our Client) to review it, and we (BRE and RBC) already have a contracted fee structure in place that allows such work to be undertaken. Whereas we understand from yourself (viz the e-trail below) that Berkeley Homes have underwritten this work\*, they are not BRE's Client and we do not have a contract with them.

Please note that Paul Blackmore (who undertook the review) is presently on leave and will return to BRE on 7<sup>th</sup> Sept, and before he left I had already asked Paul to undertake work (for a different Client) upon his return.

When RBC ask us to review your latest report, I will discuss costs/timescales/priorities with Paul and RBC at that time.

\* and we appreciate their commitment to keeping things moving

Yours sincerely

Gordon Breeze

Head of Wind Engineering

For and on Behalf of BRE

[Gordon.Breeze@BREGroup.com](mailto:Gordon.Breeze@BREGroup.com)

01923 664585

Mob: 07528 976229

---

**From:** David Hamlyn <David.Hamlyn@RWDI.com>

**Sent:** 26 August 2020 17:53

**To:** Blackmore, Paul <Paul.Blackmore@bregroup.com>; Breeze, Gordon <Gordon.Breeze@bregroup.com>

**Cc:** jonathan.markwell@reading.gov.uk; Caroline McHardy <Caroline.McHardy@berkeleygroup.co.uk>; Joseph Harding <Joseph.Harding@berkeleygroup.co.uk>; Veronique Walbrecc <Veronique.Walbrecc@RWDI.com>

**Subject:** Vastern Road Reading - Wind Microclimate

Dear Paul, Gordon

Cc Jonathan Markwell

Berkeley Homes have asked us to send directly to you our updated pedestrian wind report for the scheme at Vastern Road, Reading addressing the request for a seasonal wind assessment.

I understand that Jonathan at Reading Council is on leave and so, for speed, we are forwarding this across to you for your review. Joe at Berkeley (also cc'd) has noted that they will underwrite fees for your review of this but can be contacted directly to confirm this.

Best regards,

David



**David Hamlyn, PhD MEng CEng MIMechE**  
Senior Engineer / Project Manager | Associate  
RWDI

Unit 1, Tilers Road, Milton Keynes, MK11 3LH  
Tel: +44 (0)1908 776970 | Fax: +44 (0)1582 470259 | Mobile: +44 (0)7545 424930  
[rwdi.com](http://rwdi.com)

cid:image005.gif@01D481B4.9C800900



---

**RWDI - A Platinum Member of Canada's 50 Best Managed Companies**

This communication is intended for the sole use of the party to whom it was addressed and may contain information that is privileged and/or confidential. Any other distribution, copying or disclosure is strictly prohibited. If you received this email in error, please notify us immediately by replying to this email and delete the message without retaining any hard or electronic copies of same. Outgoing emails are scanned for viruses, but no warranty is made to their absence in this email or attachments. If you require any information supplied by RWDI in a different format to facilitate accessibility, contact the sender of the email, email [solutions@rwdi.com](mailto:solutions@rwdi.com) or call +1.519.823.1311.

Please be aware that when you contact us with a business query we may collect and use your details for future communications.

---

---

**Follow BRE on Twitter:** [@BRE\\_Group](https://twitter.com/BRE_Group)

---

Privileged and confidential information and/or copyright material may be contained in this e-mail. If you are not the intended addressee you may not copy or deliver it to anyone else or use it in any unauthorised manner. To do so is prohibited and may be unlawful. If you have received this e-mail by mistake, please advise the sender immediately by return e-mail and destroy all copies. Thank you.

Building Research Establishment Ltd, Registered under number 3319324 in England and Wales. VAT Registration No GB 689 9499 27  
[www.bregroup.com](http://www.bregroup.com)

BRE Global Limited, Registered under number 8961297 in England and Wales. [www.breglobal.com](http://www.breglobal.com)

Building Research Establishment and BRE Global are subsidiaries of the BRE Trust.

BRE Trust is a company limited by guarantee, Registered under number 3282856 in England and Wales, and registered as a charity in England (no. 1092193) and in Scotland (no. SC039320). [www.bretrust.org.uk](http://www.bretrust.org.uk)

Registered Offices: Bucknalls Lane, Garston, Watford, Hertfordshire WD25 9XX - Travelling to BRE: see [www.bregroup.com/contact/directions/](http://www.bregroup.com/contact/directions/)

---

Click [here](#) to report this email as spam.

## 55 VASTERN ROAD

READING, UK

### PEDESTRIAN LEVEL WIND MICROCLIMATE ASSESSMENT

RWDI #1901994

AUGUST 26<sup>TH</sup>, 2020

#### SUBMITTED TO

**Joe Harding**

Land Manager

Joseph.Harding@berkeleygroup.co.uk

**Berkeley Homes (Oxford and  
Chiltern) Ltd**

Berkeley House

Farnham Lane

Farnham Royal

SL2 3RQ

T: +44 (0)1753 784400

M: +44 (0)7342 082549

#### SUBMITTED BY

**Matthew Rodwell**

Project Engineer

Matthew.Rodwell@rwdi.com

**Andrew Proud**

Project Engineer

Andrew.Proud@rwdi.com

**David Hamlyn**

Project Manager

David.Hamlyn@rwdi.com

**RWDI Anemos Ltd**

Unit 1 Tilers Road

Milton Keynes

MK11 3LH

T: +44 (0)1908 776970

F: +44 (0)1582 470259



## TABLE OF CONTENTS

TABLE OF CONTENTS .....	2
VERSION HISTORY .....	3
1 EXECUTIVE SUMMARY .....	4
2 INTRODUCTION.....	6
3 BACKGROUND AND APPROACH.....	6
3.1 Site Description and Surroundings .....	6
3.2 The Proposed Development .....	7
4 METHODOLOGY AND ASSESSMENT CRITERIA.....	9
4.1 Meteorological Data.....	10
4.2 Pedestrian Comfort.....	11
4.3 Strong Winds .....	12
5 RESULTS .....	14
5.1 Details of Analysis.....	14
5.2 Desired Pedestrian Activity around the Development .....	14
5.3 Performance against the Lawson Comfort Criteria .....	14
6 DISCUSSION .....	17
6.1 Configuration 1: Existing Site with the Existing Surrounding Buildings .....	17
6.2 Configuration 2: Proposed Development with the Existing Surrounding Buildings .....	22
6.3 Configuration 3: Proposed Development with the Cumulative Surrounding Buildings .....	30
6.4 Configuration 4: Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) .....	38
7 MITIGATION MEASURES.....	45
8 CONCLUDING REMARKS .....	47
9 REFERENCES .....	49



## VERSION HISTORY

RWDI Project #1901994		55 Vastern Road, Reading, UK	
Report	Releases	Dated	
<b>Reports</b>	Rev A	January 13 <sup>th</sup> , 2020	
	Rev B	January 17 <sup>th</sup> , 2020	
	Rev C	January 20 <sup>th</sup> , 2020	
	Rev D	July 21 <sup>st</sup> , 2020	
	Rev E	July 24 <sup>th</sup> , 2020	
	Rev F	August 4 <sup>th</sup> , 2020	
	Rev G	August 26 <sup>th</sup> , 2020	
<b>Project Team</b>	Matthew Rodwell	Project Engineer	
	Andrew Proud	Project Engineer	
	David Hamlyn	Senior Project Manager	

# 1 EXECUTIVE SUMMARY

RWDI was retained to conduct a pedestrian level wind assessment of the proposed Vastern Road development in Reading, UK. This report presents a description of the methodology used and the results of four configurations tested using Computational Fluid Dynamics (CFD) simulations, namely:

- Configuration 1: Existing Site with Existing Surrounding Buildings;
- Configuration 2: Proposed Development with Existing Surrounding Buildings;
- Configuration 3: Proposed Development with Cumulative Surrounding Buildings; and
- Configuration 4: Proposed Development with Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes).

Each configuration was assessed devoid of existing or proposed landscaping, or wind mitigation measures in order to present a worst-case (i.e. windy) scenario. Results are presented in terms of the Lawson Comfort Criteria with the main focus on the windiest (generally winter) season and the summer season, when amenity spaces are expected to be most frequently used.

Meteorological data representative of Reading indicates prevailing winds from the south-west throughout the year with a secondary peak from the north-east (typically during the spring season).

The existing Site has wind conditions ranging from sitting to standing use during the windiest season. Wind conditions during the summer season are suitable for sitting use with standing use on the Christchurch Bridge to the north of the Site and in localised areas between buildings on Vastern Road. Winds at the existing Site would be unlikely to exceed the safety criteria and result in a possible safety concern to cyclists and more vulnerable pedestrians.

Wind conditions at the Proposed Development would be windier than at the existing Site, ranging from suitable for sitting to strolling use during the windiest season. All thoroughfare locations would have suitable wind conditions, however, entrances to Building B and the café at the north of the Site would be windier than suitable for the intended use and would require mitigation. During the summer season wind conditions would be suitable for sitting to strolling use at ground and podium level. The designated seating area for the café would have standing use wind conditions making it unsuitable for its intended use. At terrace and balcony levels, conditions would be windier than suitable at balconies on Buildings B and D and at the terrace levels of Buildings D and E. These locations would require mitigation measures to ensure a comfortable wind environment for pedestrians. All remaining balconies would have conditions suitable for the intended use. Strong winds with the potential to be a safety concern for occupants would be expected to occur at Buildings B and D balcony and terrace levels. Wind mitigation measures have been suggested which would be expected to improve wind conditions in these areas.

The Configuration 3 cumulative schemes would not be expected to provide shelter to the Proposed Development, as such the southern areas of the Proposed Development and areas on Vastern Road would have become windier conditions than in the context of the existing surrounds. In addition to the areas identified in the existing context, there would be a thoroughfare area around the south-east of the Site and balconies on Building B with unsuitable wind conditions for their intended use with the cumulative schemes in place. There would also likely be occurrences of strong winds exceeding the safety threshold associated with the thoroughfare area at the south-east of the Site. These locations would require further mitigation measures on top of those developed in the context of the existing surroundings.

Wind conditions at the Proposed Development with nearby cumulative schemes including 80 Cavesham Road and Vastern Court Schemes would range from suitable for sitting to strolling use during the windiest season. All measured thoroughfare, entrance, terrace and balcony locations would have suitable conditions, requiring no mitigation measures. The fixed seating area situated outside the podium café east of Building E would have an isolated area suitable for standing use during the summer season, one category windier than suitable. With the implementation of the proposed landscaping scheme wind conditions would be expected to be suitable. No strong wind exceedances would be expected to occur.

The entrance to the south-west of Building B is to be moved north which, in addition to the proposed landscaping scheme, would be expected to improve wind conditions at ground level such that they would be suitable for the intended use. In the context of the existing surrounds, windy conditions would be expected to persist at balcony and terrace levels around the Site. With the cumulative schemes in place, a section of Vastern Road as well as balconies and terrace levels would be windier than suitable for the intended use. Wind mitigation expected to improve wind conditions at ground level, balcony and terrace level areas has been suggested in section 7 'Mitigation Measures' of this report.

**Overall, wind conditions around the majority of the Proposed Development would be suitable for the intended use, however, there would be locations at both ground and at elevated levels that would be windier than suitable and as such would require wind mitigation measures. With the proposed landscaping and entrance mitigation in place, it is expected that wind conditions at the ground level in the existing context would be suitable for the intended pedestrian use, however, in the context of the cumulative schemes there would be ground level locations with windy conditions that would also require mitigation. Windy conditions would persist at elevated levels in both the context of the existing and cumulative surrounds, requiring wind mitigation. Due to the likely occurrence of strong winds with the potential to be a safety concern for cyclists and pedestrians, it is recommended that further wind mitigation measures are developed, and quantitative testing is conducted to ensure an appropriate wind microclimate at the Proposed Development.**

## 2 INTRODUCTION

RWDI was retained by Berkeley Homes (Western) Ltd to conduct a pedestrian level microclimate assessment for the Proposed 55 Vastern Road Development in Reading, UK. This report presents the background and objectives from RWDI's assessment. A summary of the overall recommendations from the study are presented in section 8 "Concluding Remarks".

## 3 BACKGROUND AND APPROACH

Computational Fluid Dynamics (CFD) simulations were conducted on the Proposed 55 Vastern Road Development, (referred to as the "Proposed Development" hereafter in this report), in Reading, UK. The assessment quantifies the wind conditions within and around the Site, by comparing the measured wind speed and frequency of occurrence with the Lawson Comfort Criteria. Meteorological data for Reading has been analysed and adjusted to the Site conditions by modelling the effect of terrain roughness in the computational domain.

Four configurations were simulated, as follows:

- Configuration 1: Existing Site with Existing Surrounding Buildings;
- Configuration 2: Proposed Development with Existing Surrounding Buildings;
- Configuration 3: Proposed Development with Cumulative Surrounding Buildings; and
- Configuration 1: Proposed Development with Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes).

### 3.1 Site Description and Surroundings

The development Site is located in Reading, UK, approximately 300m north of Reading train station. The OS Landranger grid reference is SU715741.

The Site is bound by the A739 Vastern Road to the south, two to three storey residential developments on Lynmouth Road to the west, the River Thames, Thames Path and the Christchurch Bridge pedestrian route to the north, and the four to five storey office developments on Norman Place to the east. The existing substation would be retained. The surrounding area is a mix of low-rise suburban development and the more open areas of the Christchurch Meadows, King's Meadows and the River Thames to the north and the east of the Site. Reading town centre is located to the south of the Site and consists of predominantly low- to mid-rise developments punctuated by occasional high-rise buildings. The general openness from the northern and eastern regions, and low-rise buildings from the southern and western regions results in a higher mean wind speed approaching the Site and relatively low turbulence when compared to a site surrounded by more urban terrain.

Figure 1 below shows an aerial view of the Site and surroundings, with the approximate Site location highlighted in yellow.



**Figure 1: Aerial view of the Existing Site (Approximate extent of the Site highlighted in yellow)**

## 3.2 The Proposed Development

Demolition of existing structures and erection of a series of buildings ranging in height from two to 11 storeys, comprising residential units, parking spaces and amenity areas, together with a new north-south pedestrian link, connecting Christchurch Bridge to Vastern Road.

Buildings A and B, located along Vastern Road, would be six storeys and part four, nine, and 11 storeys in height respectively. Building C would be a four-storey terraced block located along the eastern Site boundary between Building B and Building C. Buildings D and E, located to the north of the Site, would be part six and 11 storeys and part four and eight storeys in height respectively. Building F, adjoining to the south of Building E, would be three storeys with the two storey Building G adjoining to the south. A raised podium level would be located between Building D and E with a single storey café and associated spill out seating as well as a link bridge to the Christchurch Bridge to the north.

There are terrace level amenity spaces at the sixth and seventh floors of Building E, and at the eighth and ninth floors of Building D. Additionally, there are balconies located on Buildings A – F of the Proposed Development, Building A and E would have balconies from the first floor to the fifth floor; Building B would have balconies from the first to the eighth floor; Building C would have balconies from the first to the fourth floor; Building D would have balconies from the first to the ninth floor; and Building F would have balconies on the first and second floors.

A 3D view of the Proposed Development is shown in Figure 2 below.

Subsequent to the assessment presented in this report, amendments were proposed to the balcony layout of the Proposed Development. Balconies at the following locations (Appendix F) are no longer proposed:

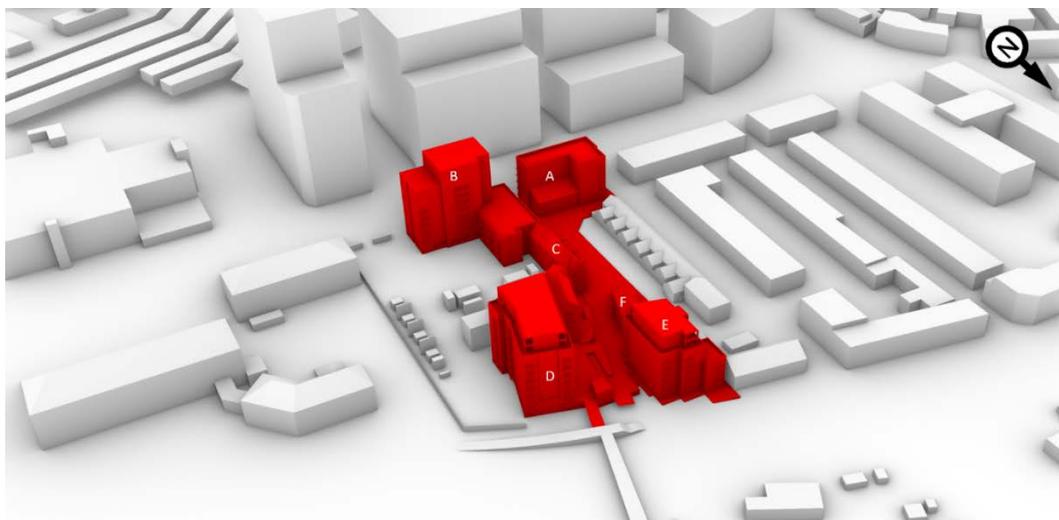
- Block A:
  - Southern and northern elevation balcony columns;
- Block B:
  - Western balcony column on the southern elevation;
  - Northern and eastern elevation balcony columns;
- Block C:
  - Northern-most balcony column on western elevation;
- Block F:
  - Southern elevation balcony column;

while additional balconies have been proposed for the following locations:

- Block A:
  - Additional column on the western elevation;
- Block B:
  - Additional column on the western elevation of northern element;
- Block E:
  - Additional column on the northern elevation.

The influence of removing balconies on wind conditions at and surrounding the Proposed Development and wind conditions on additional balconies have been assessed qualitatively using professional judgement of an experienced wind engineer. Based on this assessment, removing balconies would not be expected to substantially influence wind conditions at or around the Proposed Development and as such, the outcomes of this assessment at ground and terrace levels would remain valid.

Expected wind conditions on the additional proposed balconies have been discussed in section 6 "Discussion".



**Figure 2: 3D model of the Proposed Development (in the context of the existing surrounding buildings) used for CFD simulations (view from north-east)**

## 4 METHODOLOGY AND ASSESSMENT CRITERIA

The computational model of the Proposed Development in the context of the existing surrounding buildings used for CFD simulations of Configuration 2 is shown in Figure 2. Additional images of the 3D model are presented in Appendix A. In each of the three assessed scenarios surrounding buildings within a 400m radius of the centre of the Site were included.

The 'Results' section shows windiest season (typically winter) and the summer season (June to August) comfort plots. The assessment focusses on these two seasons when conditions would be windiest and amenity spaces would be expected to be frequented respectively. Figures for the spring and autumn season have been included for completeness. The comfort results are assessed at a height of 1.5m above the ground or building surface to represent conditions around people. The colours correspond to the Lawson Comfort Criteria described below in 5.2 'Pedestrian Comfort'.

CFD is a computer modelling technique for numerically simulating wind flow in complex environments. For this study, computational modelling was undertaken using OpenFOAM version 4.1 with 18 wind angles tested for each scenario, equally spaced out around the compass (equal 20 degrees intervals). Although the strongest winds originate from the south-westerly sector, this quantity of wind angles will provide sufficient coverage of all aerodynamic interactions from winds from all angles.

The individual cases of the Proposed Development were solved using RANS approach with an RNG k- $\epsilon$  turbulence model. The steady state RANS type model with the RNG k- $\epsilon$  turbulence model is chosen over other turbulence models or transient type schemes for wind microclimate studies by RWDI for its ability to approximate highly complex flows within urban environments to a high level of accuracy against a practical computational time. The statistically steady solution obtained by RANS simulations does not have the ability to predict the fluctuating or gusty nature of wind. As comfort is a function of average conditions, this model is more suited to help analyse this.

The potential for strong winds leading to potential safety issues is assessed using informed engineering judgement.

The computational model was discretized into approximately 20 million hexahedral cells with refinement close to the areas of expected high velocity gradients.

All configurations were simulated in the absence of any landscaping elements in order to provide a worst-case wind environment.

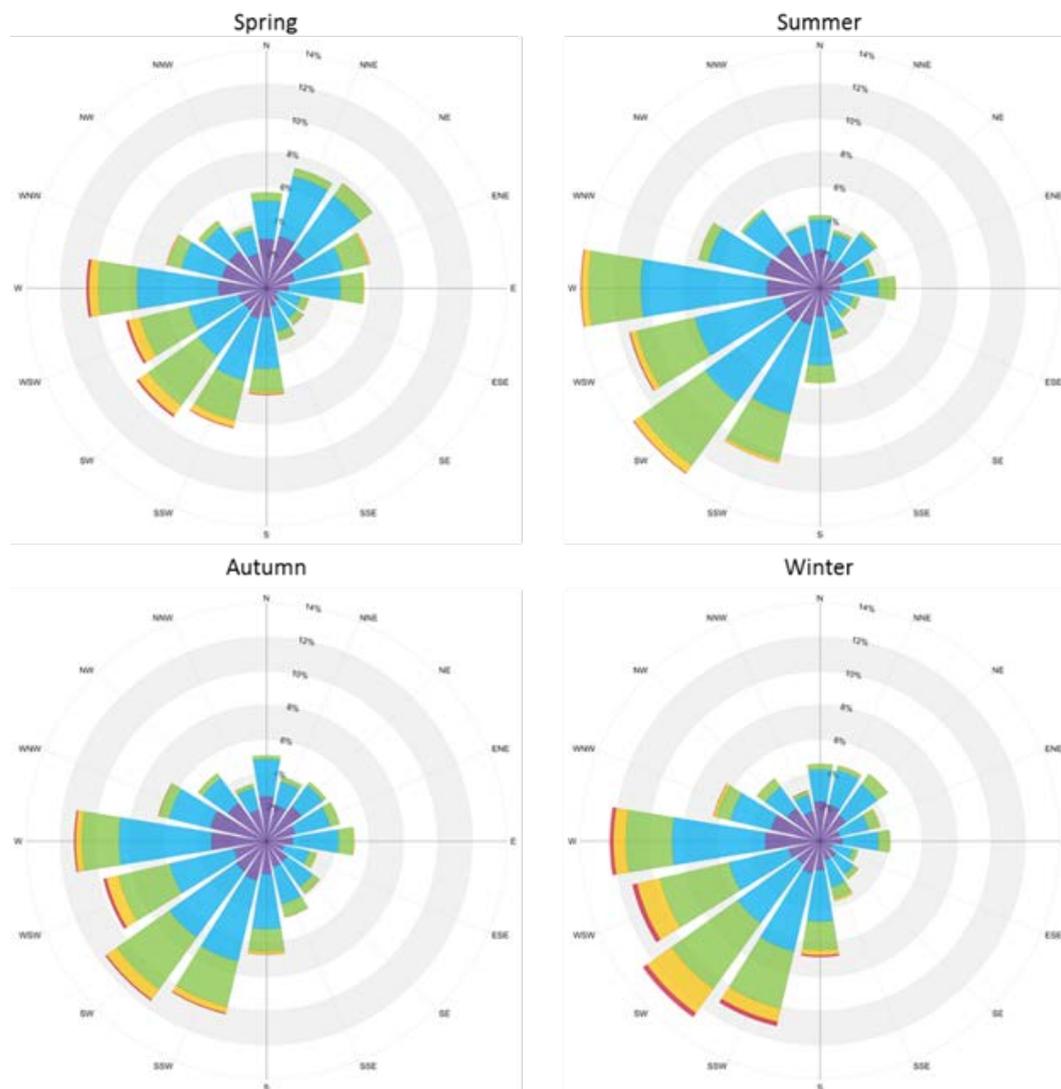
## **4.1 Meteorological Data**

Figure 3 shows the seasonal wind roses (meteorological data) for Reading area which are based on data obtained from the meteorological station at London Heathrow airport. 0 Degrees represents wind blowing from the north and 90 degrees represents wind blowing from the east.

Approximately 30 years of meteorological data for London Heathrow was used in this report, presented in the seasonal wind roses with the wind speed divided into wind speed thresholds (Figure 3). The radial axis indicates the cumulative number of hours per season that the wind speed exceeds the wind speed threshold as a percentage. The seasons are defined as spring (March, April and May), summer (June, July and August), autumn (September, October and November) and winter (December, January and February).

The meteorological data indicate that the prevailing wind direction throughout the year is from the south-west. This is typical for many areas of southern England. There is a secondary peak from the north-westerly winds, especially during the spring; however, these tend to be colder winds.

The combination of meteorological data and velocity ratios permits the percentage of time that wind speeds are exceeded on the site to be evaluated. The locations can then be assessed using 'comfort criteria', as described below.



**Figure 3: Seasonal Wind Roses for London Heathrow airport (in m/s) (Radial axis indicated the percentage time for which the stated wind speed threshold is exceeded)**

## 4.2 Pedestrian Comfort

The assessment of the wind conditions requires a standard against which the measurements can be compared. This report uses the Lawson Comfort Criteria, which have been established for over thirty years. The Criteria, which seek to define the reaction of an average pedestrian to the wind, are described in Table 1. If the measured wind conditions exceed the threshold wind speed for more than 5% of the time, then they are unacceptable for the stated pedestrian activity and the expectation is that there may be complaints of nuisance or people will not use the area for its intended purpose.

The Criteria sets out four pedestrian activities and reflect the fact that less active pursuits require more benign wind conditions. The four categories are sitting, standing, strolling and walking, in ascending order of activity level, with a fifth category for conditions that are uncomfortable for all uses. In other words, the wind conditions in an area for sitting need to be calmer than a location that people merely walk past.

The distinction between strolling and walking is that in the strolling scenario pedestrians are more likely to take on a leisurely pace, with the intention of taking time to move through the area, whereas in the walking scenario pedestrians are intending to move through the area quickly and are therefore expected to be more tolerant of stronger winds.

The Criteria are derived for open air conditions and assume that pedestrians will be suitably dressed for the season. Thermal comfort is discussed with reference to acceptable wind environments but not evaluated as part of the assessment.

The coloured key in Table 1 corresponds to the presentation of simulation results described later in this report.

**Table 1: Lawson Comfort Criteria**

Key	Comfort Category	Threshold	Description
	Sitting	0-4 m/s	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long periods
	Standing	4-6 m/s	Gentle breezes acceptable for main building entrances, pick-up/drop-off points and bus stops
	Strolling	6-8 m/s	Moderate breezes that would be appropriate for window shopping and strolling along a city/town centre street, plaza or park
	Walking	8-10 m/s	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
	Uncomfortable	>10 m/s	Winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended

## 4.3 Strong Winds

Lawson<sup>1</sup> also specified a lower limit strong wind threshold when winds exceed 15m/s for more than 0.025% of the time (approximately two hours per year). When winds exceed this threshold remedial measures or a careful assessment of the expected use of that location would be required; e.g. is it reasonable to expect elderly or very young pedestrians to be present at the location on the windiest day of the year?

Wind speeds that exceed 20m/s for more than approximately two hours per year represent a safety issue for all members of the population, which would require mitigation to provide an appropriate wind environment.

---

<sup>1</sup> Lawson T.V. (April 2001), Building Aerodynamics, Imperial College Press



Strong winds exceeding 15m/s for more than 0.025% of the time are generally associated with areas which would be classified as acceptable for walking or as uncomfortable. In a mixed-use urban development scheme, walking and uncomfortable conditions would not usually form part of the 'target' wind environment and would usually require mitigation due to pedestrian comfort considerations. This mitigation would also reduce the frequency of, or even eliminate, any strong winds.

It should be noted that the CFD simulations will provide an average expected wind speed for the windiest (typically the winter months - December to February) and summer season in regard to pedestrian comfort. Areas which would have wind conditions suitable for walking use would be likely to have instances of strong winds. As such, professional judgement incorporating RWDI's experience of a large number of similar projects both within the UK and internationally has been applied, informed by the CFD results to identify areas of the Proposed Development likely to have instances of strong winds.

## 5 RESULTS

### 5.1 Details of Analysis

To account for the difference in height and terrain roughness between meteorological conditions at the airports and the Site, which is taken into account during the CFD simulations. For the Proposed Development, a suburban roughness factor was used to adjust the meteorological data due to the relatively built up surroundings of the Site.

### 5.2 Desired Pedestrian Activity around the Development

Generally, for the Development, the target conditions are:

1. Strolling during the windiest season on pedestrian thoroughfares;
2. Standing conditions at main entrances, drop off areas or taxi ranks, and bus stops throughout the year; and
3. Sitting conditions at outdoor seating and amenity areas during the summer season when these areas are more likely to be frequently used by pedestrians.

The walking and uncomfortable classifications are usually avoided because of their association with occasional strong winds, unless they are on a minor pedestrian route or a route where pedestrian access could be controlled in the event of strong winds.

Achieving a sitting classification in the summer usually means that the same receptor would be acceptable for standing in the windiest season because winds are stronger at this time.

This is considered an acceptable occurrence for the majority of external amenity spaces because other factors such as air temperature and precipitation influence people's perceptions about the 'need' to use seating in the windiest season.

It should be noted that a mixture of sitting use and standing use is acceptable for larger amenity spaces, should designated seating not be located at the windier locations suitable for standing use. Furthermore, standing use conditions are also considered tolerable at private amenity areas (such as balconies) where the occupant has control over the use of the space.

### 5.3 Performance against the Lawson Comfort Criteria

The wind microclimate within and around the site has been assessed and classified using the Lawson Comfort Criteria defined in Table 1. The results of the assessment for each configuration are described below and presented graphically in Figures 4 – 25.

### **5.3.1 Configuration 1 – Existing Site with Existing Surrounding Buildings**

The wind microclimate results for Configuration 1 are shown in the following figures:

- Figure 4: Winter Season: Ground Level;
- Figure 5: Spring Season: Ground Level;
- Figure 6: Summer Season: Ground Level; and
- Figure 7: Autumn Season: Ground Level.

This configuration includes the existing Site in the context of existing surrounding buildings devoid of landscaping in order to assess a worst-case (i.e. windy) scenario.

### **5.3.2 Configuration 2 – Proposed Development with the Existing Surrounding Buildings**

The wind microclimate results for Configuration 2 are shown in the following figures:

- Figure 8: Windiest Season: Ground Level;
- Figure 9: Spring Season Ground Level;
- Figure 10: Summer Season: Ground Level;
- Figure 11: Summer Season: Terrace/Balcony Levels (view from north-west);
- Figure 12: Summer Season: Terrace/Balcony Levels (view from south-east) and;
- Figure 13: Autumn Season: Ground Level.

This configuration includes the Proposed Development in the context of existing surrounding buildings devoid of landscaping or wind mitigation measures in order to assess a worst-case (i.e. windy) scenario.

### **5.3.3 Configuration 3 – Proposed Development with the Cumulative Surrounding Buildings**

The wind microclimate results for Configuration 3 are shown in the following figures:

- Figure 14: Windiest Season: Ground Level;
- Figure 15: Spring Season: Ground Level;
- Figure 16: Summer Season: Ground Level;
- Figure 17: Summer Season: Terrace/Balcony Levels (view from south-west);
- Figure 18: Summer Season: Terrace/Balcony Levels (view from north-west); and
- Figure 19: Autumn Season: Ground Floor.

This configuration includes the Proposed Development in the context of cumulative surrounding buildings devoid of landscaping or wind mitigation measures in order to assess a worst-case (i.e. windy) scenario.

### **5.3.4 Configuration 4 – Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes)**

The wind microclimate results for Configuration 4 are shown in the following figures:

- Figure 20: Windiest Season: Ground Level;
- Figure 21: Spring Season: Ground Level;
- Figure 22: Summer Season: Ground Level;
- Figure 23: Summer Season: Terrace/Balcony Levels (view from south-west);
- Figure 24: Summer Season: Terrace/Balcony Levels (view from north-west); and
- Figure 25: Autumn Season: Ground Level.

This configuration includes the Proposed Development in the context of cumulative surrounding buildings, including 80 Cavesham Road and Vastern Court schemes, devoid of landscaping or wind mitigation measures in order to assess a worst-case (i.e. windy) scenario.

## 6 DISCUSSION

This discussion compares the measured wind conditions (shown in the contour plots) to the anticipated use of the Site, to provide an assessment of whether the conditions would be suitable or too windy for the intended use.

Any areas not specifically mentioned would be suitable, or calmer than required, for the desired pedestrian use. Areas that are windier than suitable for the intended pedestrian use would require mitigation.

No landscaping was included in any tested configuration, in order to present a worst-case (i.e. windy) scenario.

### 6.1 Configuration 1: Existing Site with the Existing Surrounding Buildings

Results for the existing Site with existing surrounding buildings at ground level are presented in Figures 4 and 6 for the windiest and summer season respectively.

#### 6.1.1 Pedestrian Comfort

Wind conditions for the baseline scenario (existing Site with existing surrounding buildings) range from suitable for sitting to standing use at the-Site and in the nearby surrounding area during the windiest season. Wind conditions on Vastern Road to the south, the Thames path and Christchurch Bridge are one to two categories calmer than required for thoroughfare use (Figure 4). Conditions at all entrance locations to the surrounding buildings are suitable for standing use or calmer, acceptable conditions for entrance use. During the summer season (Figure 6) the proportion of the surrounding area suitable for sitting use increases with conditions in the gardens of residential properties on Lynmouth Road and De Montfort Road, to the west of the Site, suitable for sitting use, acceptable conditions for amenity use.

#### 6.1.2 Strong Winds

Strong wind exceedances of 15m/s for more than 0.025% of the time (approximately two hours per year) would be anticipated to occur when wind conditions during the windiest season are suitable for walking use or uncomfortable for all pedestrian use. As no walking use or uncomfortable conditions occur at the existing Site, no strong winds would be expected to occur at the existing Site.



**Figure 4: Configuration 1 - Existing Site with the Existing Surrounding Buildings - Windiest Season**

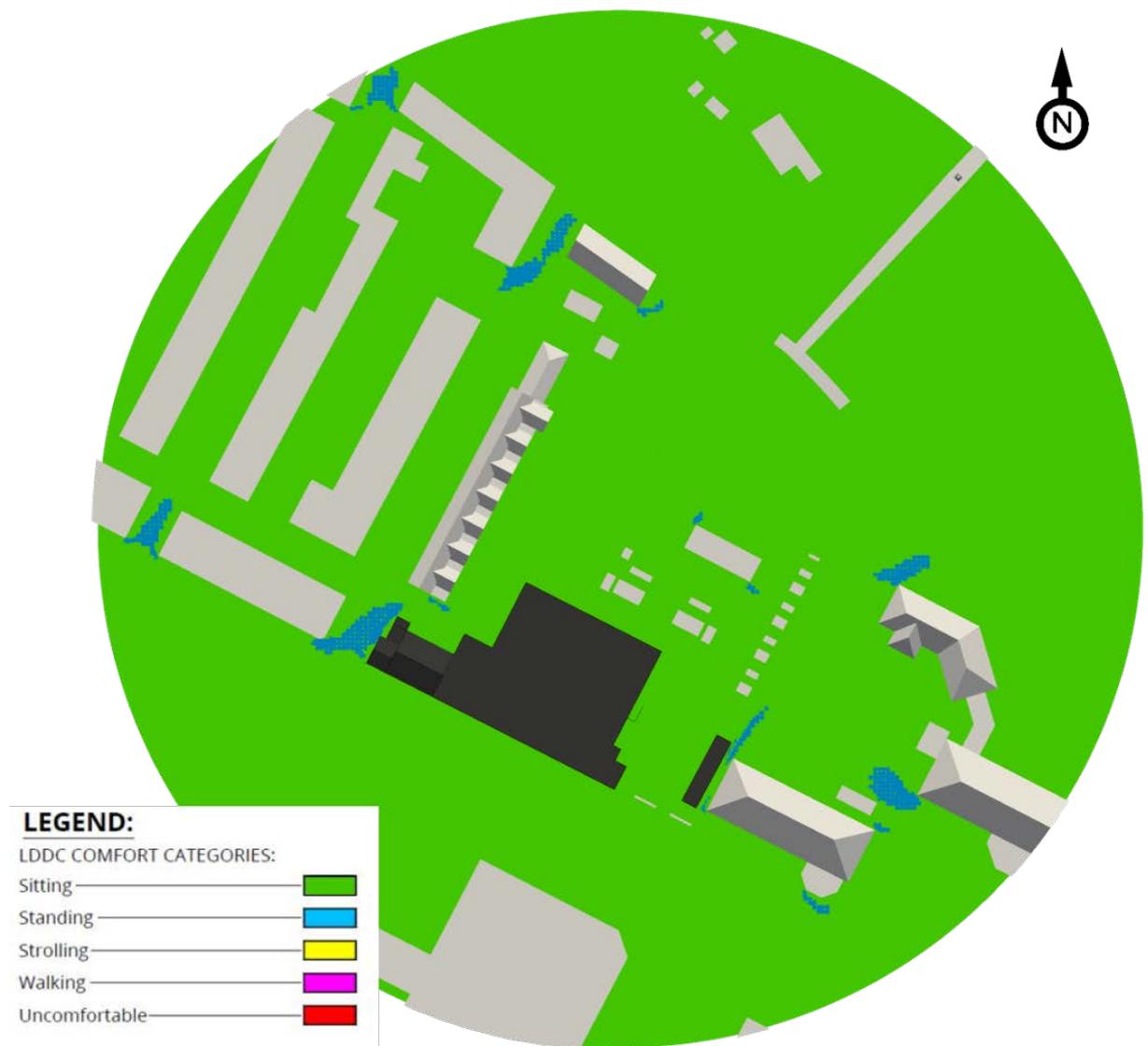


Figure 5: Configuration 1 - Existing Site with the Existing Surrounding Buildings - Spring Season



Figure 6: Configuration 1 – Existing Site with the Existing Surrounding Buildings – Summer Season

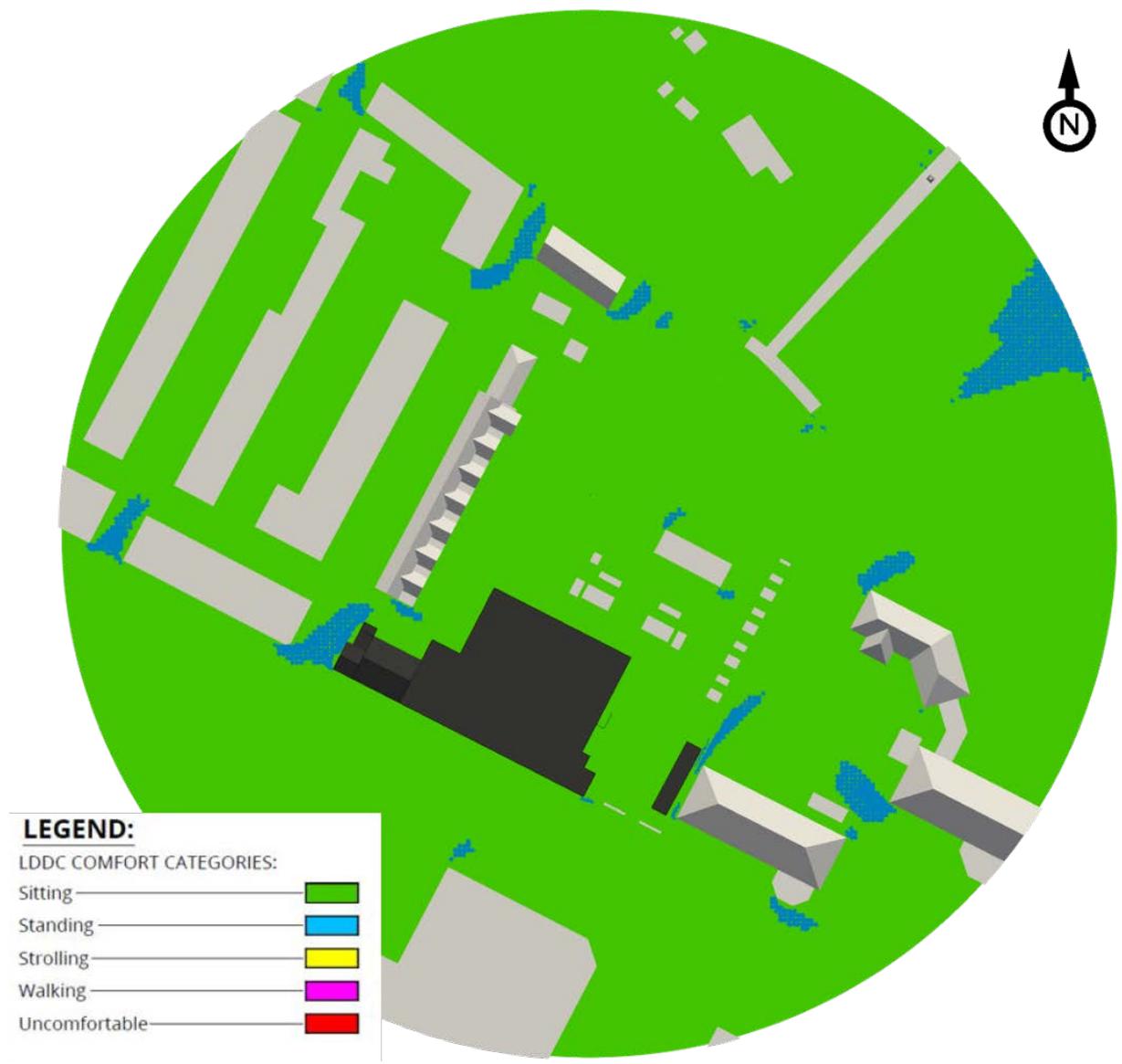


Figure 7: Configuration 1 - Existing Site with the Existing Surrounding Buildings - Autumn Season

## 6.2 Configuration 2: Proposed Development with the Existing Surrounding Buildings

Results for the Proposed Development with the existing surrounding buildings are presented in Figure 8 for ground and podium level during the windiest season. Figure 10 presents results for ground and podium level and Figures 11 and 12 present results for the terrace and balcony levels during the summer season, when amenity spaces are expected to be most frequently used.

### 6.2.1 Pedestrian Comfort

Wind conditions around the Proposed Development during the windiest season would range from suitable for sitting to strolling use with localised walking use conditions at balcony and terrace levels. These conditions would be suitable for thoroughfares, however, strolling conditions would be windier than suitable for entrance locations. During the summer season, wind conditions would range from suitable for sitting to strolling use at ground level and sitting to strolling use at podium terrace and balcony levels, up to one category windier than suitable. Wind mitigation measures to ensure that wind conditions are comfortable for the intended pedestrian use have been suggested in section 7 "Mitigation Measures".

#### 6.2.1.1 Thoroughfares (Figure 8)

All thoroughfare locations in and around the Proposed Development would have strolling use, or calmer, wind conditions throughout the year. Therefore, these areas would be suitable for the intended use and would not require wind mitigation measures.

#### 6.2.1.2 Entrances (Figure 8)

Entrances to the Proposed Development and the surrounding buildings would require wind conditions suitable for standing use or calmer during the windiest season to be suitable for the intended use. An entrance location at the south-west corner of Building B would have wind conditions suitable for strolling use during the windiest season and would therefore be windier than suitable for the intended use. Likewise, the eastern entrance to the podium level café at the western corner of Building D would have strolling use wind conditions during the windiest season, one category windier than suitable for the intended use. Wind mitigation measures that would improve wind conditions at these locations have been discussed in section 7 "Mitigation Measures".

All other entrance locations around the Proposed Development and to existing buildings would have standing use or calmer wind conditions throughout the year. As such, these areas would have conditions be suitable for the intended pedestrian use and require no wind mitigation measures.

### **6.2.1.3 Podium Level Amenity Space (Figure 10)**

The elevated café seating area located to the east of the Building E would have wind conditions suitable for standing use during the summer season. Standing use wind conditions would be one category windier than suitable for the intended use and this area would therefore require mitigation measures to ensure a suitable wind comfort environment for pedestrians. Wind mitigation measures that would improve wind conditions in this area have been discussed in section 7 "Mitigation Measures".

### **6.2.1.4 Upper Level Amenity Spaces (Figures 11 and 12)**

The terrace area at the northern corner of levels eight and nine of Building D and at the northern and southern corners of levels six and seven of Building E would have strolling use wind conditions during the summer season. These conditions would be one category windier than suitable for private amenity use and would therefore require wind mitigation measures.

All other terrace locations around the Proposed Development would standing or sitting use conditions during the summer season. Standing or sitting use conditions would be suitable for private amenity use.

All balconies on Building A would have wind conditions suitable for standing or sitting use during the summer season and as such, would be suitable for the intended occupant use. Likewise, balconies on Buildings C, E and F would all have wind conditions suitable for standing or sitting use during the summer season and would therefore be suitable for the intended occupant use.

The south-eastern set of balconies on Building B would have wind conditions suitable for strolling use during the summer season. Strolling use conditions would be one category windier than suitable for the intended occupant use. Therefore, wind mitigation measures would be required to ensure a safe and comfortable wind environment for residents.

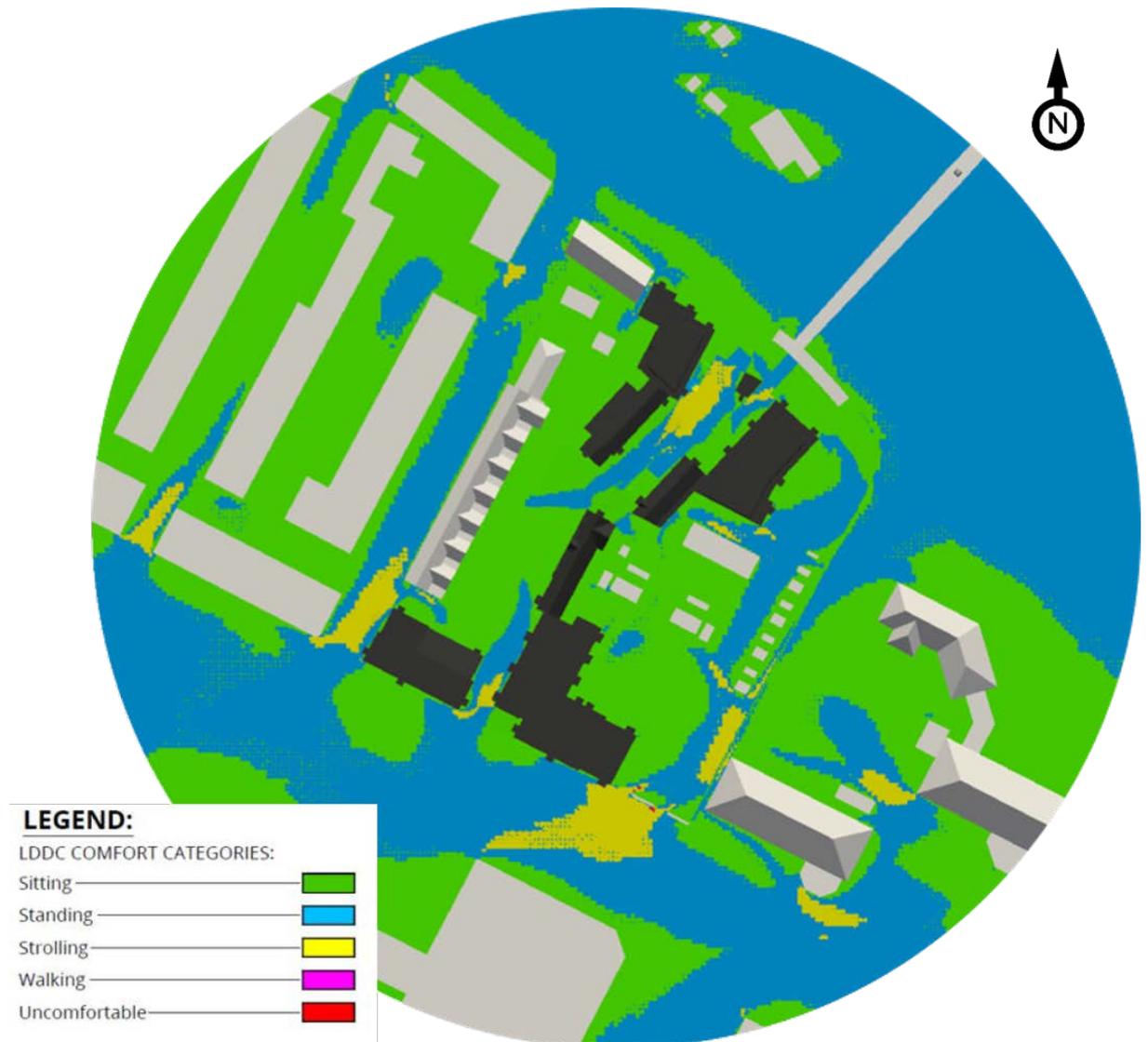
There would be a single balcony on seventh floor on the western elevation of Building D (the more northern of the two sets of balconies) which would have strolling use wind conditions during the summer season. Strolling use conditions would be one category windiest than suitable for the intended use. Wind mitigation measures have been suggested to improve wind conditions in section 7 "Mitigation Measures". All other balconies on Building D of the Proposed Development would be suitable for the intended use.

Amendments to the balcony layout has introduced a column of balconies to the western elevation of Block A and to the western elevation of the northern element of Block C. Wind conditions on both sets of new balconies would be expected to remain similar to those of adjacent balconies. As such wind conditions would be expected to be suitable for sitting and standing use on the additional Block A balconies and sitting use on additional Block C balconies, acceptable conditions for the intended use.



## **6.2.2 Strong Winds**

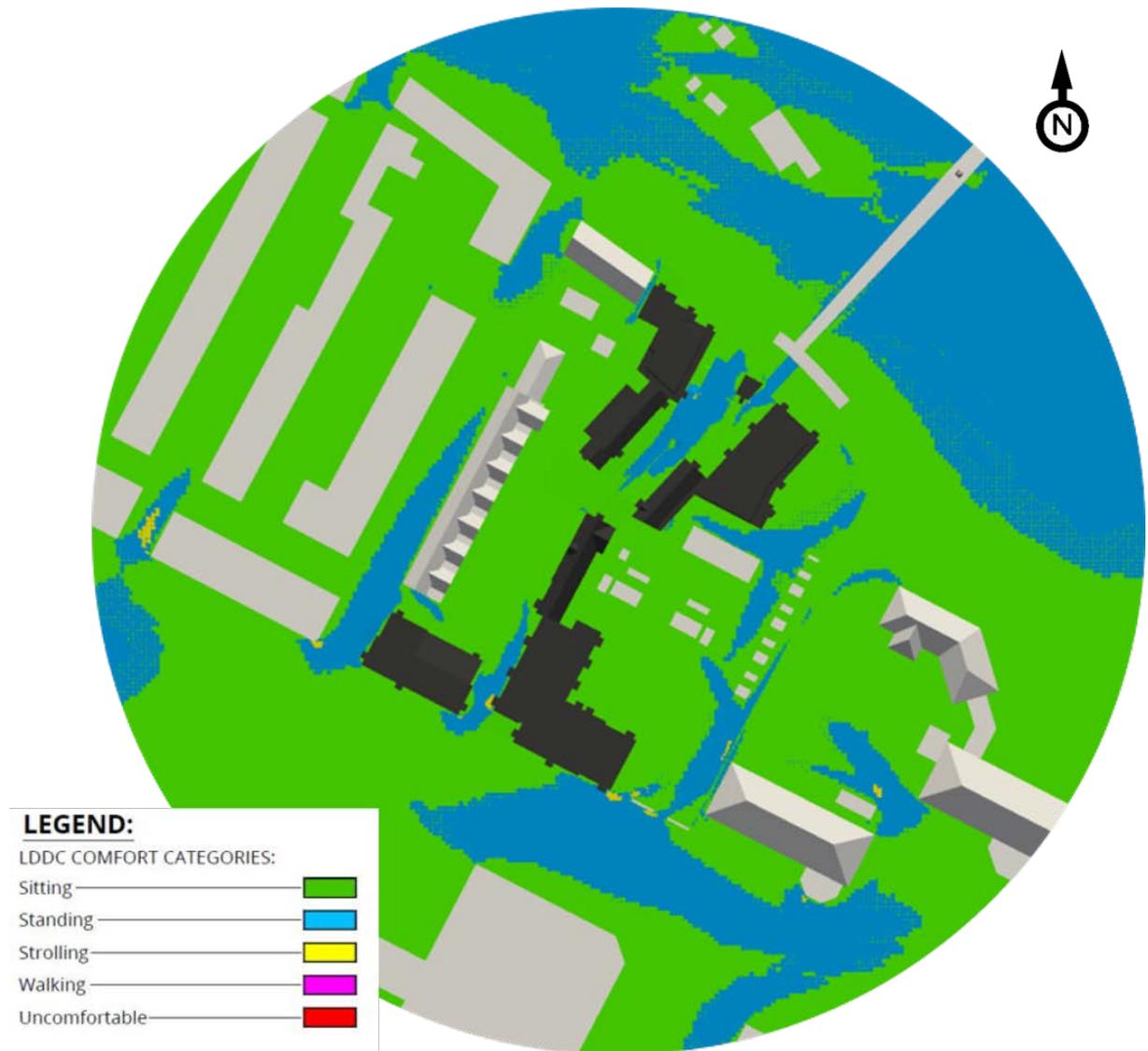
Winds exceeding the 15m/s for more than 0.025% of the time (approximately two hours per year) would be expected to occur where wind conditions would be suitable for walking use during the windiest season. As such, strong winds with the potential to be a safety concern to occupants would be likely to occur on balconies at the south-eastern corner of Building B as well as at the terrace levels on Buildings D and E. Wind mitigation measures would be required to reduce the likely occurrence of winds exceeding 15m/s in these areas. Wind mitigation measures to ensure that wind conditions are safe for pedestrian use have been suggested in section 7 "Mitigation Measures".



**Figure 8: Configuration 2 - Proposed Development with the Existing Surrounding Buildings - Ground and Podium Level, Windiest Season**



Figure 9: Configuration 2 - Proposed Development with the Existing Surrounding Buildings - Ground and Podium Level, Spring Season



**Figure 10: Configuration 2 - Proposed Development with the Existing Surrounding Buildings - Ground and Podium Level, Summer Season**

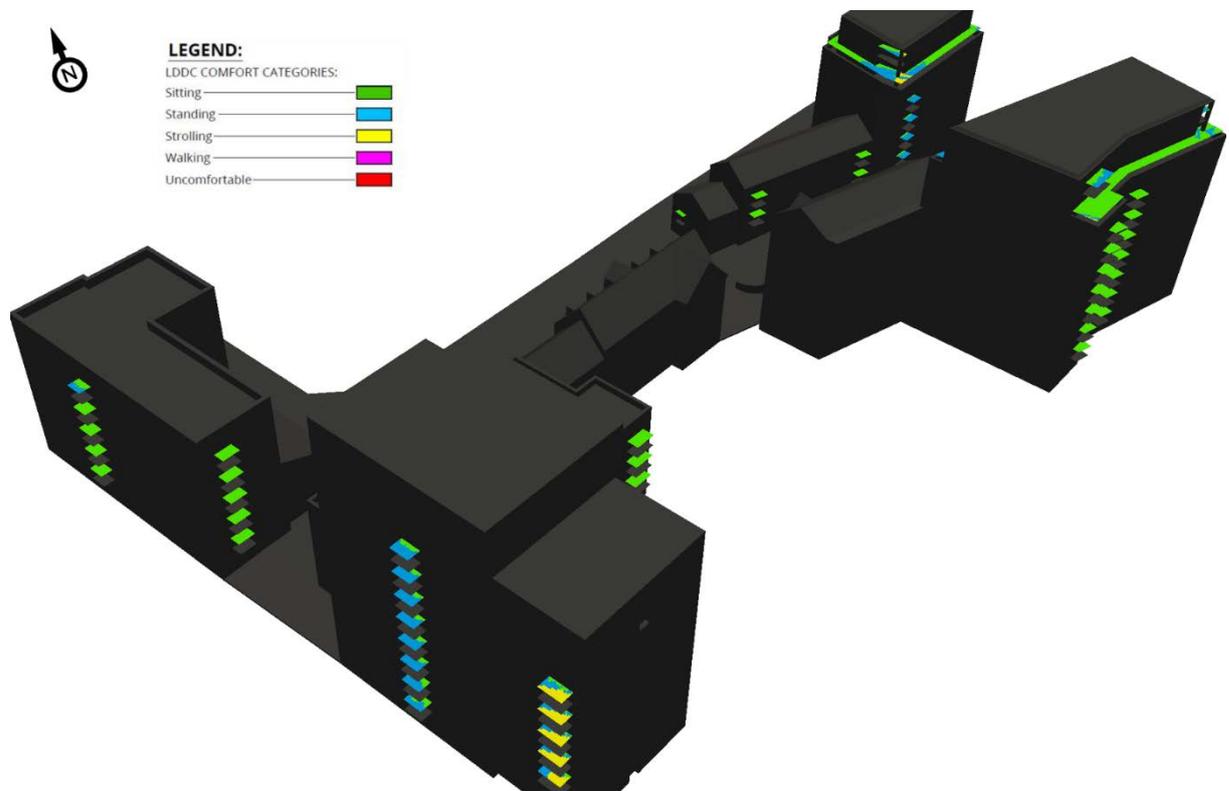


Figure 11: Configuration 2 – Proposed Development with the Existing Surrounding Buildings –Terrace/Balcony Levels (view from the north-west), Summer Season

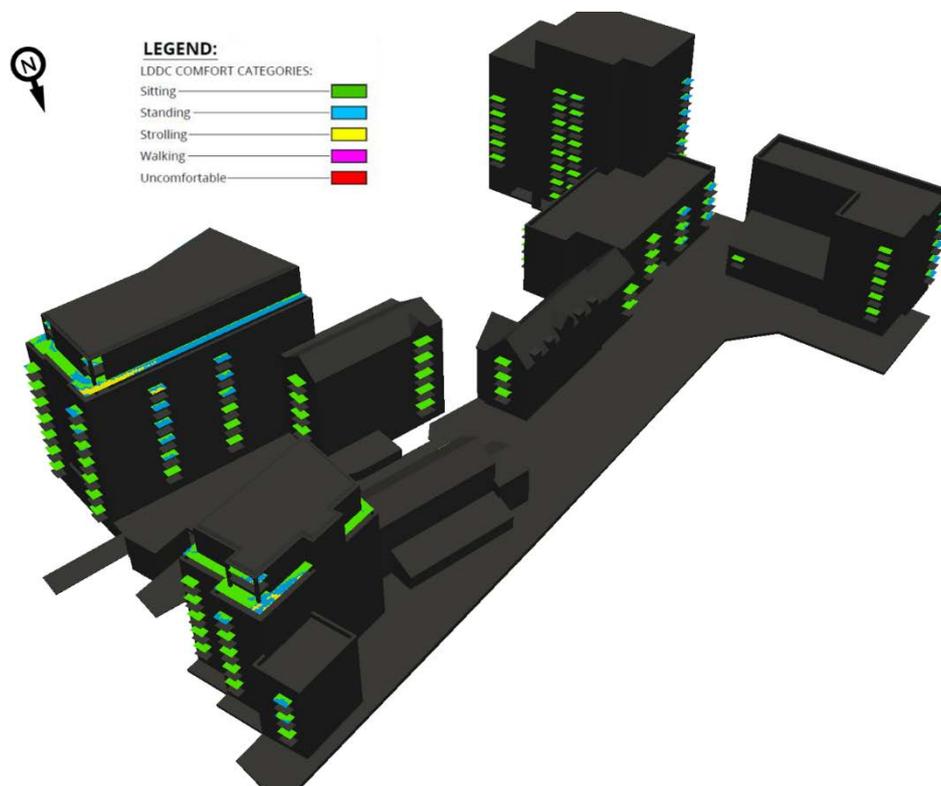


Figure 12: Configuration 2 – Proposed Development with the Existing Surrounding Buildings –Terrace/Balcony Levels (view from the south-east), Summer Season



**Figure 13: Configuration 2 - Proposed Development with the Existing Surrounding Buildings - Ground and Podium Level, Autumn Season**

## 6.3 Configuration 3: Proposed Development with the Cumulative Surrounding Buildings

In Configuration 3 the Proposed Development was assessed with the addition of known cumulative schemes to the surrounding context. The following two schemes were within 400m of the Site and included within the assessment:

- Station Hill Development (Refs. 190466 and 190465); and
- Former Cooper Reading BMW scheme (Ref. 162166).

Results for the Proposed Development with the above cumulative schemes are presented in Figures 14 and 16 for ground and podium level during the windiest season and summer seasons respectively. Figures 17 and 18 present results for the terrace and balcony levels during the summer season, when amenity spaces are expected to be most frequently used.

### 6.3.1 Pedestrian Comfort

Wind conditions around the Proposed Development during the windiest season would range from suitable for sitting to walking use. These conditions would be suitable for all entrance locations as they would have conditions suitable for standing use or calmer. There would be a small thoroughfare area on Vastern Road with walking use conditions, making it unsuitable for the intended use. During the summer season, wind conditions would range from suitable for sitting to strolling use at ground level and sitting to strolling use at terrace and balcony levels, up to one category windier than suitable.

#### 6.3.1.1 Thoroughfares (Figure 14)

Wind conditions at thoroughfares around the Proposed Development would stay mostly the same as those in Configuration 2, suitable for the intended use, however, an area to the south-east of Building B would have walking use wind conditions during the windiest season, one category windier than the desired strolling use, and as such would require mitigation measures. Wind mitigation measures have been suggested to improve wind conditions in section 7 "Mitigation Measures".

#### 6.3.1.2 Entrances (Figure 14)

Wind conditions at entrances around the Proposed Development and the surrounding buildings would be the same as those in Configuration 2. As such the entrance location at the south-west corner of Building B and the eastern entrance to the podium level café at the north of the Site would have wind conditions suitable for strolling use during the windiest season and would therefore be windier than suitable for the intended use, requiring mitigation measures. Wind mitigation measures to improve wind conditions at these locations have been discussed in section 7 "Mitigation Measures".

All other entrance locations in the context of the cumulative surrounds would be suitable for the intended use and require no mitigation.

### **6.3.1.3 Podium Level Amenity Space (Figure 16)**

The podium level café seating area located to the east of the Building E would have similar wind conditions to those in Configuration 2, suitable for standing use during the summer season. Standing use wind conditions would be one category windier than suitable for the intended use and this area would therefore require mitigation measures to ensure a suitable wind comfort environment for pedestrians. Wind mitigation measures that would improve wind conditions in this area has been discussed in section 7 “Mitigation Measures”.

### **6.3.1.4 Terrace and Balcony Level Amenity Spaces (Figures 17 and 18)**

As in Configuration 2, the terrace area at the northern corner of levels eight and nine of Building D and at the northern and southern corners of levels six and seven of Building E would have strolling use wind conditions during the summer season. These conditions would be one category windier than suitable for private amenity use and would therefore require wind mitigation measures.

All other terrace locations around the Proposed Development in the context of the cumulative surrounds would standing or sitting use conditions during the summer season. Standing or sitting use conditions would be suitable for private amenity use.

Balconies on Buildings C, E and F would all have wind conditions suitable for standing or sitting use during the summer season and would therefore be suitable for the intended occupant use, the same as in Configuration 2.

There would be a single balcony at the fifth floor on the western façade of Building A that would have strolling use wind conditions during the summer season, making it unsuitable for the intended use and requiring mitigation measures. All other balconies on Building A would have suitable wind conditions, requiring no mitigation measures.

The balcony on seventh floor on the western elevation of Building D (the more northern of the two sets of balconies) which would have strolling use wind conditions during the summer season in Configuration 2, would also have strolling use wind conditions during the summer season in Configuration 3, and therefore would require mitigation measures. All other balconies on Building D of the Proposed Development would be suitable for the intended use.

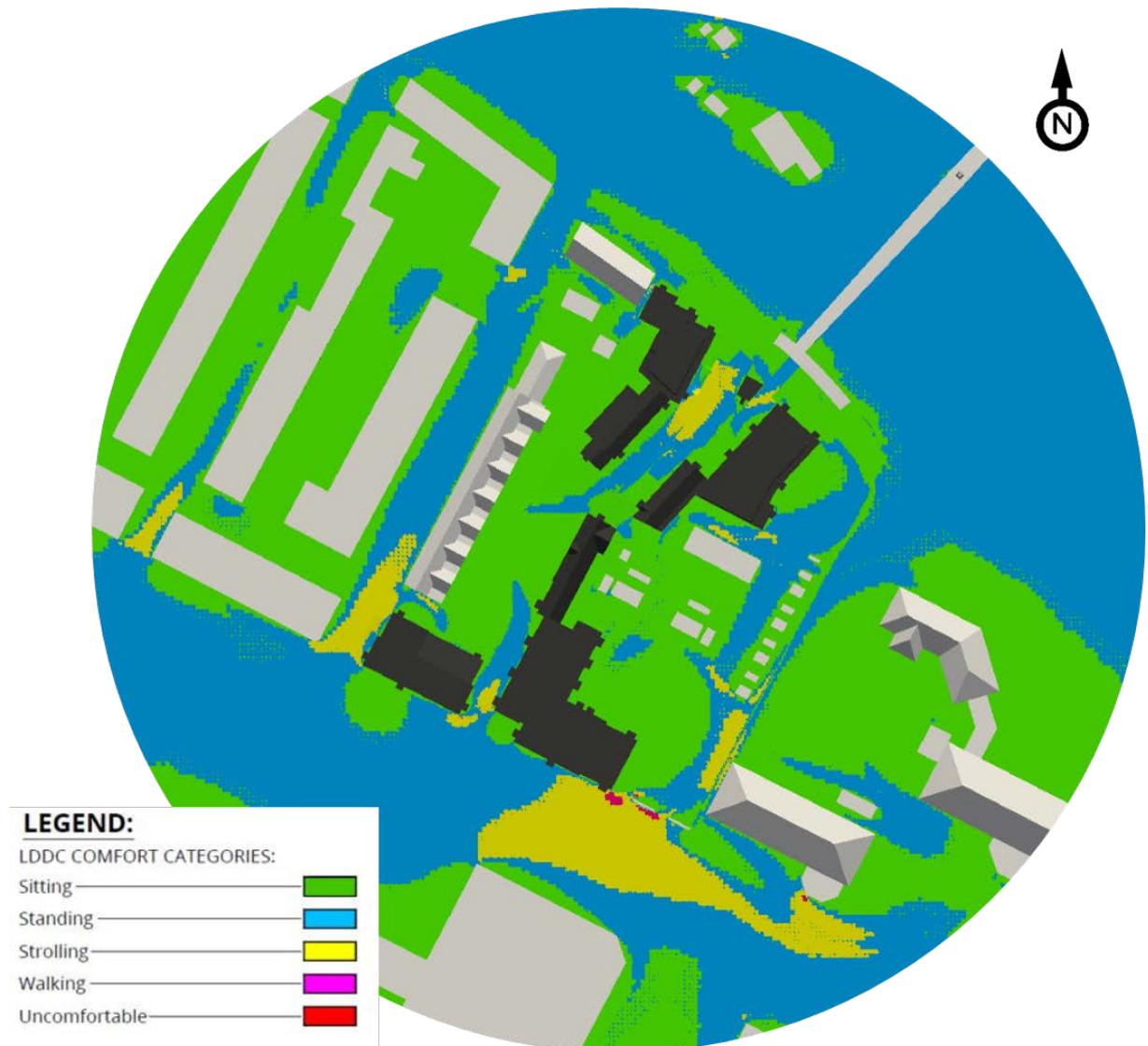
The south-eastern and a western (the most southern of the three) set of balconies on Building B would have wind conditions suitable for strolling use during the summer season making them unsuitable for the intended use. Therefore, wind mitigation measures would be required to ensure comfortable wind environment for residents. Wind mitigation measures that would improve wind conditions at balconies and terraces around the Proposed Development have been suggested in section 7 “Mitigation Measures”.



As in C2, amendments to the balcony layout introducing a column of balconies to the western elevation of Block A and to the western elevation of the northern element of Block C would be expected to result in wind conditions similar to those of adjacent balconies. As such, conditions during the summer season would be expected to be suitable for strolling use on the additional Block A fifth floor balcony and sitting and standing use conditions on the first to fourth floor balconies. Wind mitigation measures suggested in section 7 “Mitigation Measures” would be required to improve wind conditions at fifth floor level. The additional Block C balconies would be expected to have sitting use conditions during the summer season, acceptable for the intended use.

### **6.3.2 Strong Winds**

Winds exceeding the 15m/s for more than 0.025% of the time (approximately two hours per year) would be expected to occur where wind conditions would be suitable for walking use during the windiest season. As such, strong winds with the potential to be a safety concern to occupants would be likely to occur at ground level around the south-east of Building B and on balconies at the south-eastern corner of Building B as well as at the terrace levels on Buildings D and E. Wind mitigation measures would be required to reduce the likely occurrence of winds exceeding 15m/s in these areas. Wind mitigation measures to ensure that wind conditions are safe for pedestrian use have been suggested in section 7 “Mitigation Measures”.



**Figure 14: Configuration 3 - Proposed Development with the Cumulative Surrounding Buildings - Ground and Podium Level, Windiest Season**



**Figure 15: Configuration 3 - Proposed Development with the Cumulative Surrounding Buildings - Ground and Podium Level, Spring Season**



**Figure 16: Configuration 3 - Proposed Development with the Cumulative Surrounding Buildings - Ground and Podium Level, Summer Season**

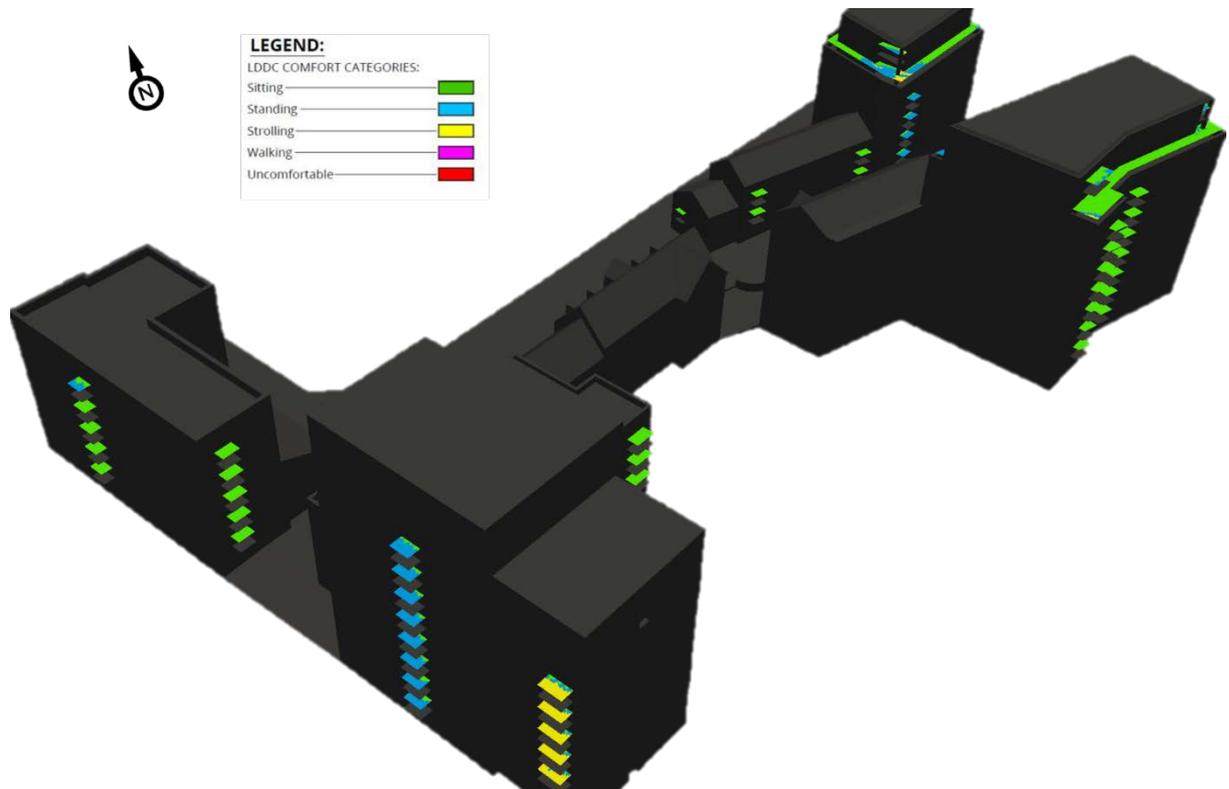


Figure 17: Configuration 3 – Proposed Development with the Cumulative Surrounding Buildings –Terrace/Balcony Levels (view from the north-west), Summer Season

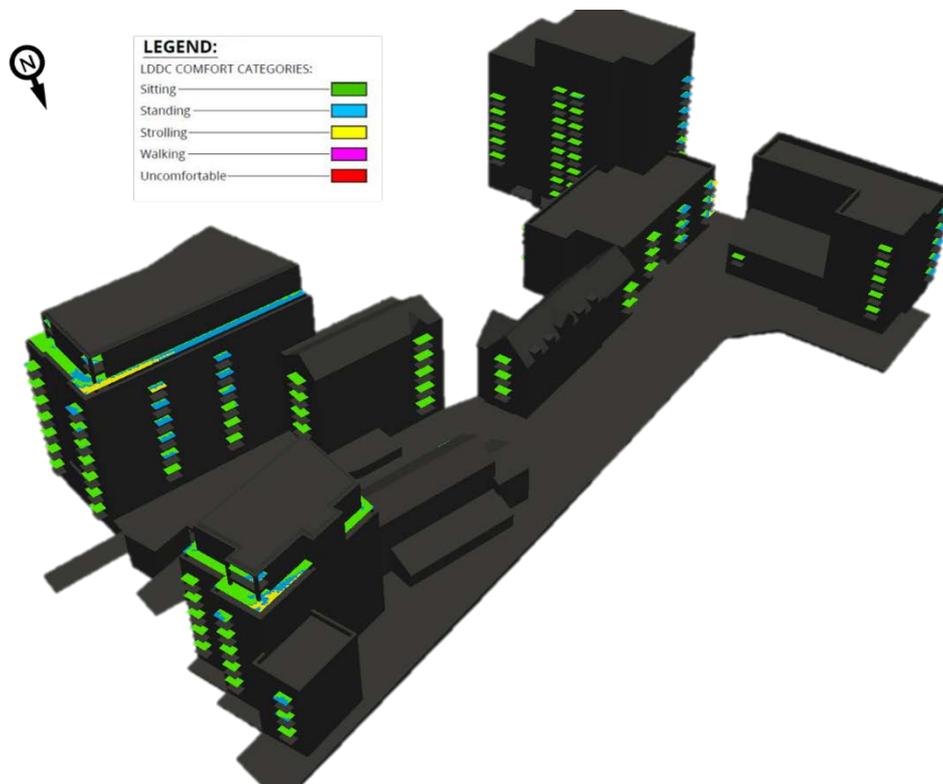
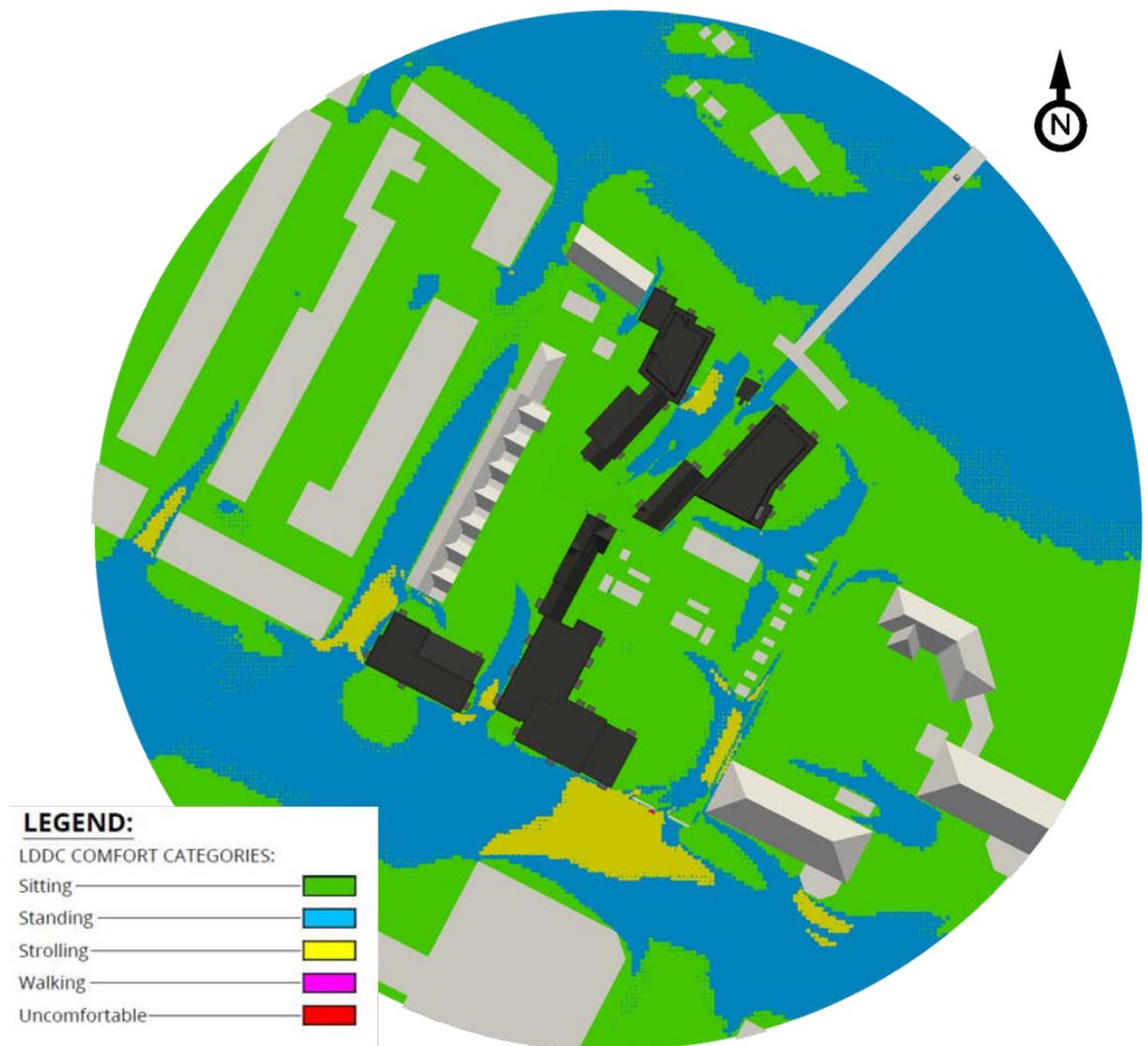


Figure 18: Configuration 3 – Proposed Development with the Cumulative Surrounding Buildings –Terrace/Balcony Levels (view from the south-east), Summer Season



**Figure 19: Configuration 3 - Proposed Development with the Cumulative Surrounding Buildings - Ground and Podium Level, Autumn Season**

## 6.4 Configuration 4: Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes)

The Proposed Development was assessed with the known cumulative schemes as well as two new cumulative schemes in the surrounding context. The following cumulative schemes were within 400m of the Site and included within the assessment:

- Station Hill Development (Refs. 190466 and 190465);
- Former Cooper Reading BMW scheme (Ref. 162166)
- 80 Cavesham Road (Ref. 182252); and
- Vastern Court (Ref. 200328).

Results for the Proposed Development with the cumulative surrounding buildings are presented in Figure 20 for ground and podium level during the windiest season. Figure 22 presents results for ground and podium level for the summer season and Figures 23 and 24 present results for the terrace and balcony levels during the summer season, when amenity spaces are expected to be most frequently used.

### 6.4.1 Pedestrian Comfort

Wind conditions around the Proposed Development with the addition of nearby cumulative schemes would overall be calmer when compared to those in Configuration 2, ranging from suitable for sitting to strolling use during the windiest season. This is likely due to the shelter provided by the 80 Cavesham Road and Vastern Court schemes from prevailing south-westerly winds.

#### 6.4.1.1 Thoroughfares (Figure 20)

Wind conditions along pedestrian thoroughfares around the Proposed Development would range from suitable for sitting to strolling use during the windiest season, acceptable for the intended usage.

#### 6.4.1.2 Entrances (Figure 20)

Entrances to the Proposed Development would now have suitable wind conditions, ranging from suitable for sitting to standing use during the windiest season.

All other entrance locations around the Proposed Development and to existing buildings would have standing use or calmer wind conditions throughout the year. As such, these areas would have conditions be suitable for the intended pedestrian use and require no wind mitigation measures.

### **6.4.1.3 Podium Level Amenity Space (Figure 22)**

The podium café seating area located to the east of Building E would mainly be suitable for sitting use during the summer season, with a small isolated area of standing conditions. Standing use wind conditions would be one category windier than suitable for seating areas requiring mitigation. With the implementation of the proposed landscaping scheme standing conditions in the café seating area would be expected to become suitable.

### **6.4.1.4 Upper Level Amenity Spaces (Figures 23 and 24)**

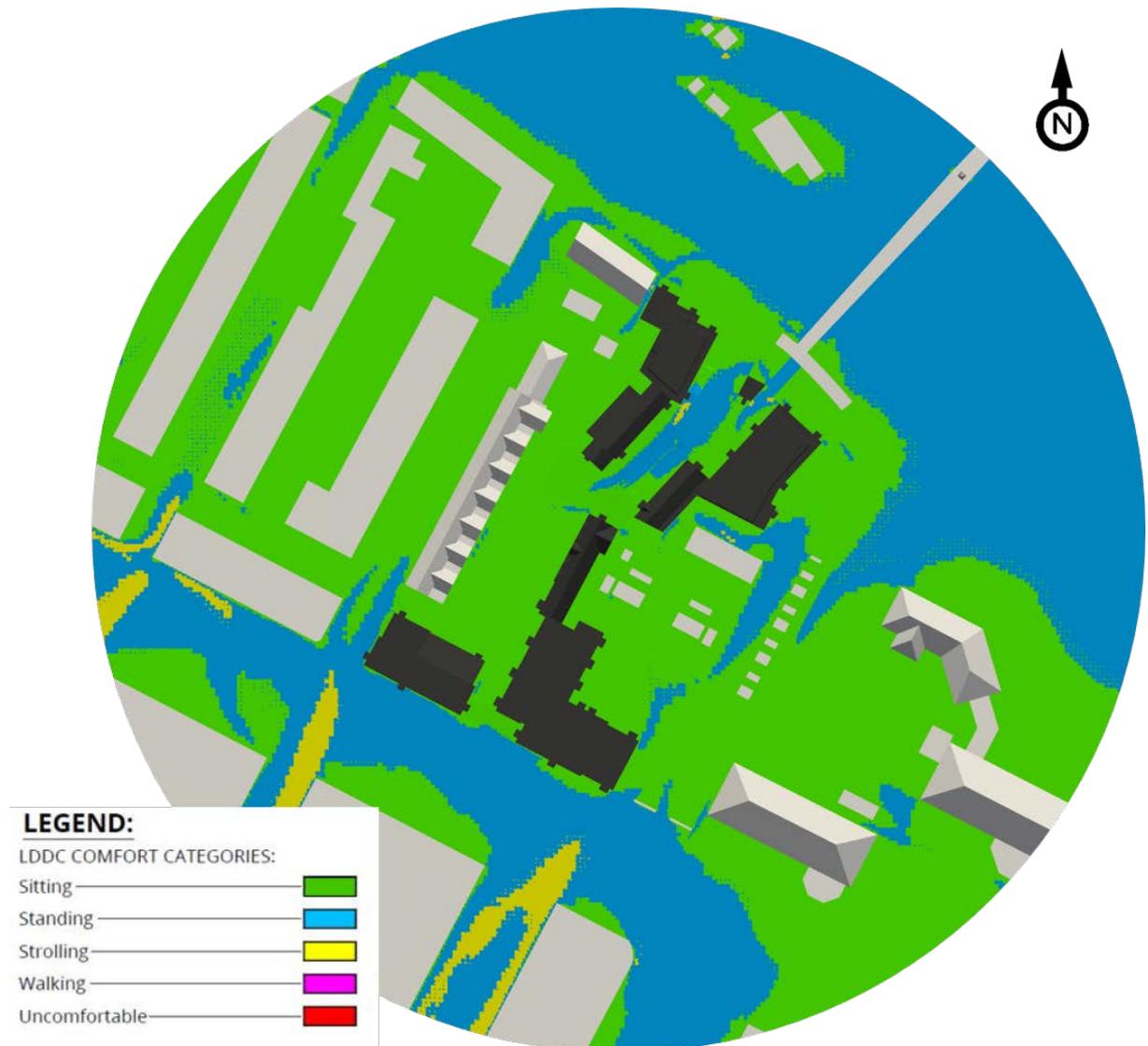
Terraces would mainly be suitable for sitting use during the summer season, with isolated areas around the corners of Buildings D and E being suitable for standing use. Sitting and standing conditions would be suitable for private terraces.

Likewise, balconies would also mainly be suitable for sitting use during the summer season, with balconies situated on the southern façade of Building A, eastern façade of Building E, and the upper balconies situated on the northern facades of Buildings D and E being suitable for standing use. Sitting and standing conditions would be suitable for private balconies.

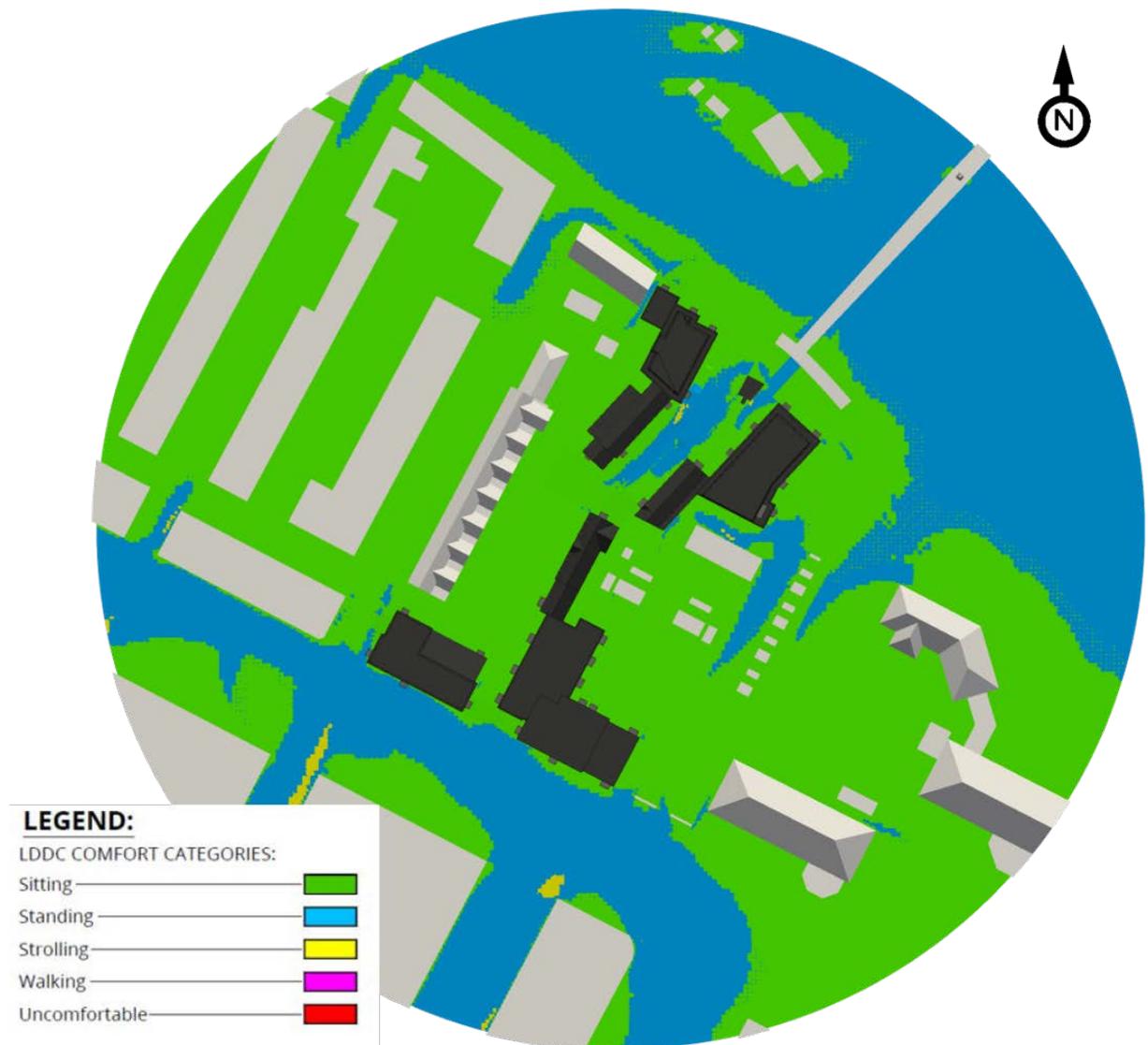
Additional balconies on the western elevation of Block A and western elevation of Block C would be expected to be similar to those of adjacent balconies. As such wind conditions on these balconies would be expected to be suitable for sitting use during the summer season, acceptable wind conditions for balconies.

## **6.4.2 Strong Winds**

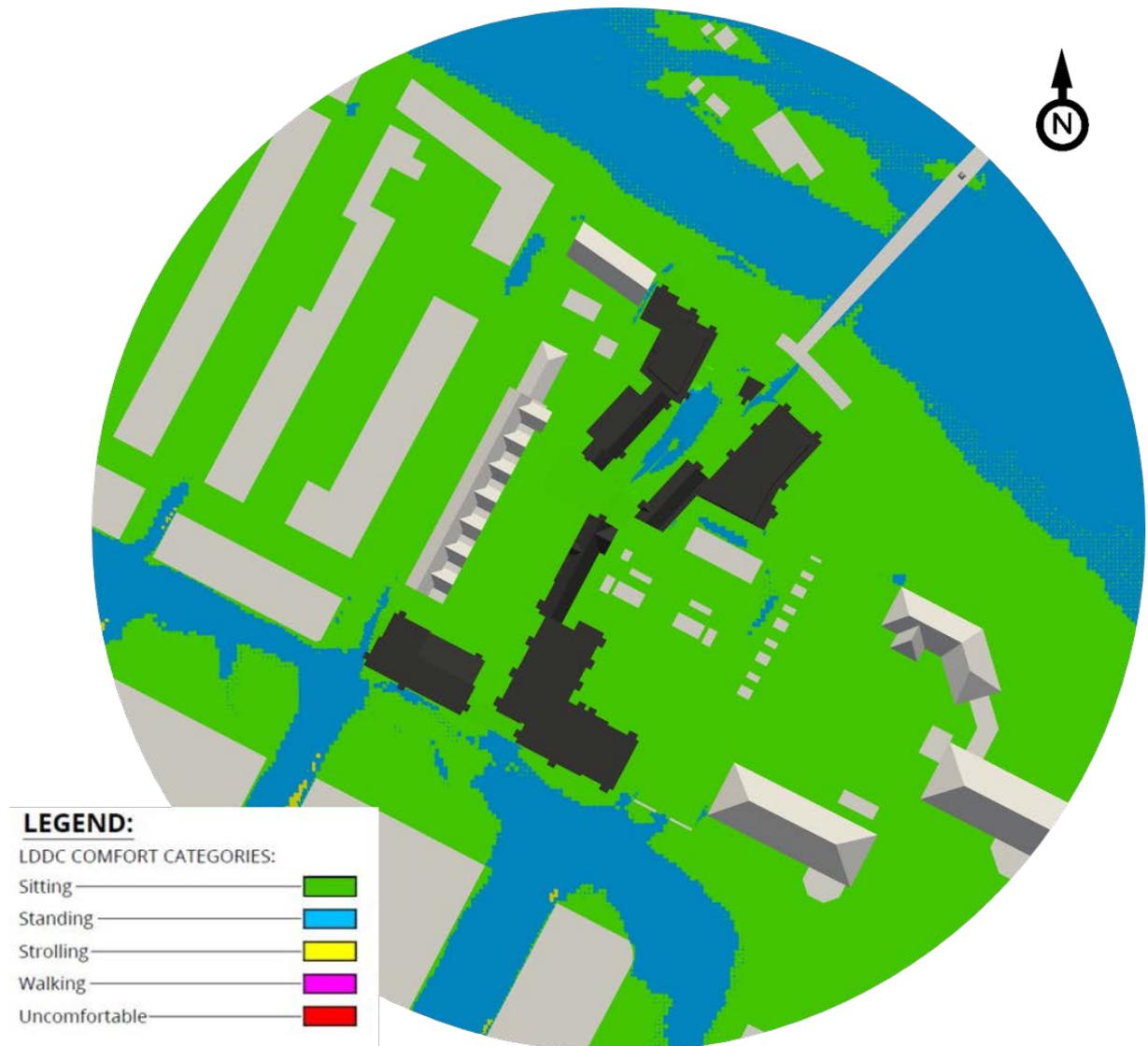
Winds exceeding 15m/s for more than 0.025% of the time (approximately two hours per year) would be expected to occur where wind conditions would be suitable for walking use during the windiest season. As there are no areas that would have walking use conditions, it is anticipated that there would not be any strong wind exceedances.



**Figure 20: Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Ground and Podium Level, Windiest Season**



**Figure 21: Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Ground and Podium Level, Spring Season**



**Figure 22: Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Ground and Podium Level, Summer Season**

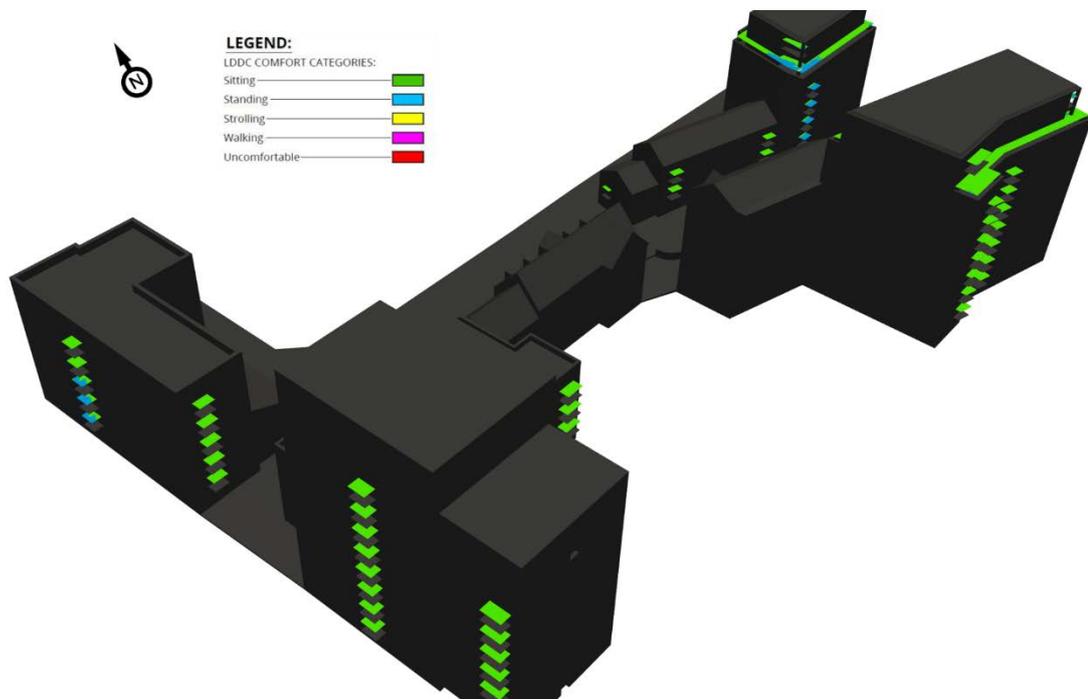


Figure 23: Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Terrace/Balcony Levels (view from the north-west), Summer Season

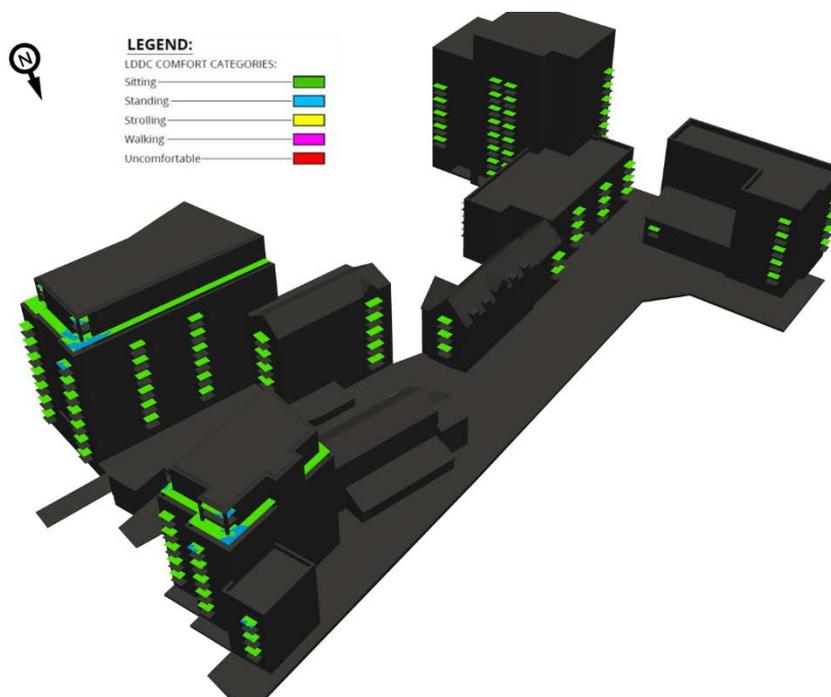
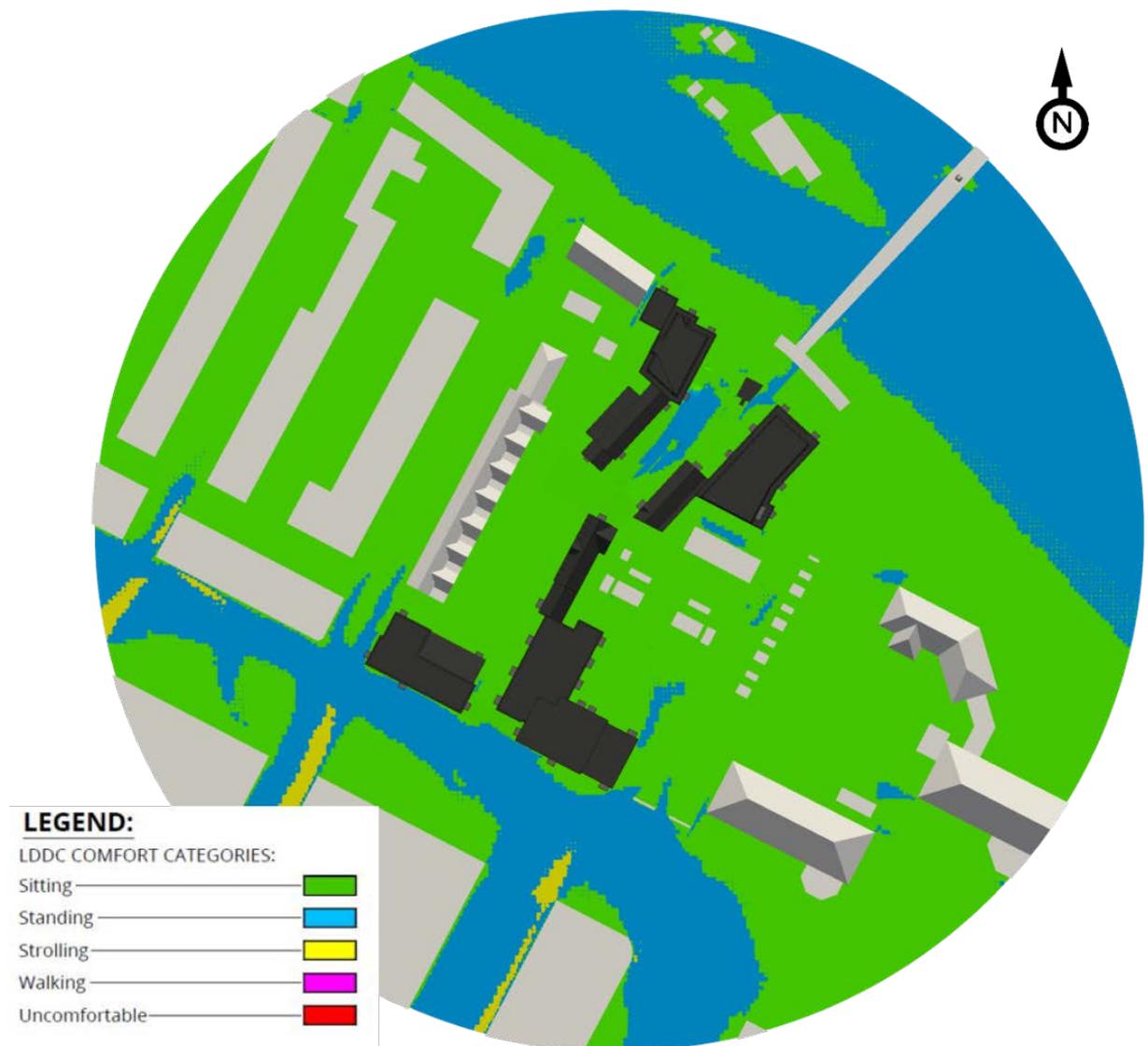


Figure 24: Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Terrace/Balcony Levels (view from the south-east), Summer Season



**Figure 25: Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Ground and Podium Level, Autumn Season**

## 7 MITIGATION MEASURES

Wind conditions around the Proposed Development were assessed devoid of landscaping or wind mitigation measures in order to assess a worst-case (i.e. windy) scenario.

Without landscaping, in Configuration 2, wind conditions at the south-western entrance to Building B, the entrance to the podium level café at the north of the Site and the associated seating area, the terrace level amenity spaces of Buildings D and E, a balcony on the western façade of Building D, and the south-eastern balconies of Building B would be one category windier than suitable for the intended uses. Strong winds associated with walking use conditions during the windiest season and with the potential to be a safety concern for users would be likely to occur on the terrace levels of Buildings D and E and at the south-eastern balconies of Building B. See Figures 43 to 53 of Appendix D for further detail.

The areas that would require mitigation in Configuration 2 would also require mitigation in Configuration 3. In addition to this, balconies on the western façade of Building B and a ground level area around the south-east of Building B would also have unsuitable wind conditions and would also require mitigation in Configuration 3. See Figures 54 and 55.

The proposed landscaping scheme (Figure 42 of Appendix C) would be expected to improve wind conditions at ground level such that the entrance to the café at the north of the Site and its associated seating area would be expected to be suitable for the intended use.

Following the assessment detailed above, the south-western entrance to Building B would be relocated north to an area which would have wind conditions suitable for standing use. This amendment, in conjunction with the proposed landscaping scheme would be expected to ensure that this entrance would have suitable wind conditions all year round in both the existing scenario and the cumulative scenario.

For the remaining locations identified, wind mitigation measures have been detailed below (with example Figures 56 to 60 in Appendix E) which would be expected to improve wind conditions such that they would be suitable for the intended uses of each location. Due to the likely presence of strong winds at the terrace levels of Buildings D and E and at the south-eastern balconies on Building B, further testing is recommended to assess if safety concerns are likely to have been fully mitigated.

No mitigation measures would be required for Configuration 4. However, mitigation would remain necessary as discussed in the event the 80 Cavesham Road and Vastern Court schemes cumulative schemes do not come forward as assessed.

### 7.1.1 Ground Level around the south-east of Building B

In the context of cumulative surrounds, a thoroughfare area around the south-eastern corner of Building B would have walking use wind conditions during the windiest season. These wind conditions would be windier than suitable for a pedestrian thoroughfare and would have the potential to be a safety concern for pedestrians and cyclists. Additional trees of at least 5m in height located at the southern façade of Building B around the south-east corner would be expected to improve wind conditions in this area.

Alternatively, a 50% porous screen of at least 2m in height and 2m in width placed perpendicular to the southern façade of Building B at the south-east corner of the building would be expected to improve wind speeds around this corner.

### **7.1.2 Building B and D Balconies**

Unsuitable wind conditions and the likely occurrence of strong winds at the balcony on the western facade of Building D, on balconies at the western façade of Building B (the south-most set of balconies), and at the south-eastern balconies located on Building B would likely benefit from a solid balustrade of at least 1.5m in height or a 1.8m tall side screen with a porosity no greater than 50%. These measures would be expected to ensure a safe and comfortable wind environment on the balconies around the Proposed Development.

### **7.1.3 Terrace Level Amenity Spaces**

Walking use wind conditions and the likely occurrence of strong winds at the terrace levels of Buildings D and E would likely require a solid balustrade of at least 1.5m in height. Additionally, planting of at least 1.5m in height or porous screens of 2m in height surrounding or breaking up the terrace space would be expected to provide adequate shelter to pedestrians in the effected areas. These measures would be expected to ensure a safe and comfortable wind environment at the terrace levels of Building D and E.

## 8 CONCLUDING REMARKS

This report has identified the wind microclimate effects on the Proposed Development, based on an assessment conducted using Computational Fluid Dynamics (CFD) simulations. The following is a summary of the key points described in the report:

- The meteorological data for the Site indicates prevailing winds blowing from the south-west throughout the year. There is a secondary wind from the north-east most common during the late spring season.
- Wind conditions at the existing Site with existing surrounding buildings range from suitable for sitting to standing use on-Site and in the nearby surrounding area during the windiest season. During the summer season there is an increase in the proportion of sitting use conditions. No strong winds would be likely to occur at the existing Site.
- With the Proposed Development, wind conditions would range from suitable for sitting to strolling use on- and off-Site at ground and podium levels during the windiest season. Entrances to Building B and the café at the north of the Site would be windier than suitable. During the summer season, wind conditions at the seating area to the west of the café as well as terrace level areas on Buildings D and E, and balconies of Buildings B and D would have windier than suitable conditions. Strong winds would be likely to occur at the terrace levels of Buildings D and E and at the south-eastern balconies on Building B, which would be a potential safety concern for occupants.
- Windier than suitable conditions identified around the Proposed Development would persist with the introduction of the cumulative schemes. Additionally, a ground level thoroughfare area on Vastern Road and a set of balconies along the western façade of Building B would have windy conditions and would require mitigation measures. Instances of strong winds with the potential to be a safety concern for cyclists and pedestrians would also be likely to occur at this location of Vastern Road to the south-east of Building B.
- With the addition of additional cumulative schemes conditions would range from suitable for sitting to strolling use on-Site and in the nearby surrounding area during the windiest season. All thoroughfares, entrances, terraces and balconies would have suitable wind conditions. The fixed seating area situated outside the podium café east of Building E would have an isolated area one category windier than suitable. Implementation of the proposed landscaping scheme would be expected to improve conditions. No strong wind exceedances would be expected to occur.
- The assessment of wind conditions at the Proposed Development have been conducted devoid of landscaping or wind mitigation measures in order to present a worst-case (i.e. windy) scenario. It is expected that with the introduction of the proposed landscaping scheme and relocation the entrance at the south-west of Building B, that all locations at ground level would have wind conditions suitable for the intended use.
- Wind mitigation measures have been suggested to improve wind conditions identified at ground level, balconies and terrace level areas around the Proposed Development that would be windier than suitable. Suggested wind mitigation measures include:
  - The addition of at least two trees which are at least 5m in height, at the south-east corner of Building B;
  - The addition of a 50% porous screen of at least 2m in height and 2m in width placed perpendicular to the southern facade of Building B at the south-east corner;

- Solid balustrades at least 1.5m in height at terrace levels and balconies expected to experience adverse wind conditions;
  - 1.8m tall side screens that are no more than 50% porous at balconies that are expected to have unsuitable wind conditions;
  - Strategically placed planting of at least 1.5m in height in terrace level areas with unsuitable wind conditions; and
  - Strategically placed planted trellises or porous screens of 2m in height in terrace level areas with unsuitable wind conditions.
- Prior to the development of wind mitigation measures wind conditions at the Proposed Development would be windier than suitable for the intended pedestrian uses, with instances of strong winds with the potential to be a safety concern at ground level and to balcony and terrace occupants likely to occur. Wind mitigation measures likely to improve wind conditions and reduce the occurrence of strong winds at ground, balcony and terrace levels have been suggested. It is recommended that these measures would be assessed through further quantitative testing to ensure a suitable wind environment at the Proposed Development for the intended uses.



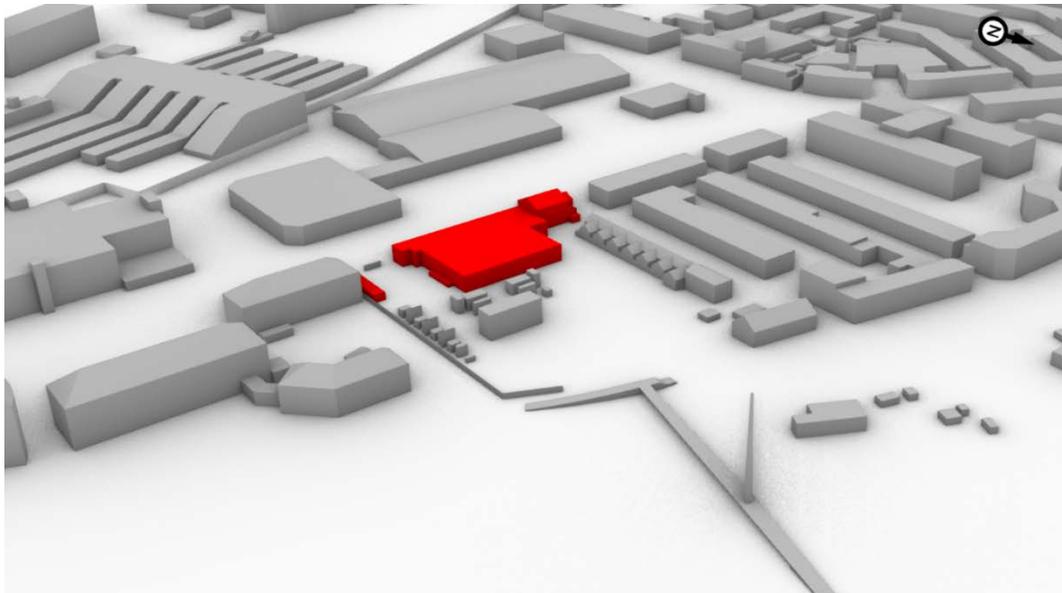
## 9 REFERENCES

1. Lawson T.V. (April 2001), Building Aerodynamics, Imperial College Press

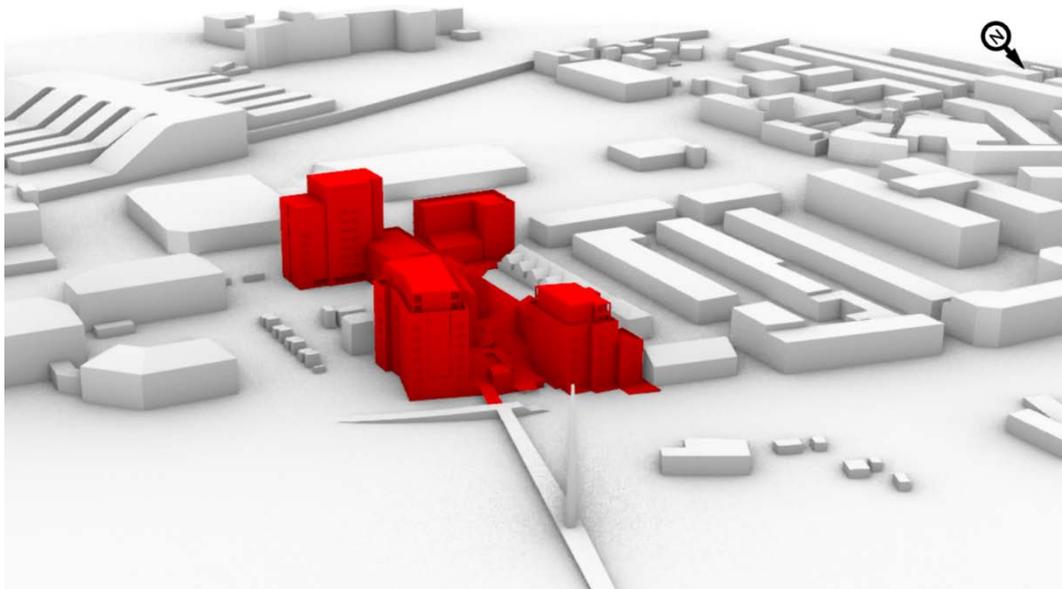
## APPENDIX A



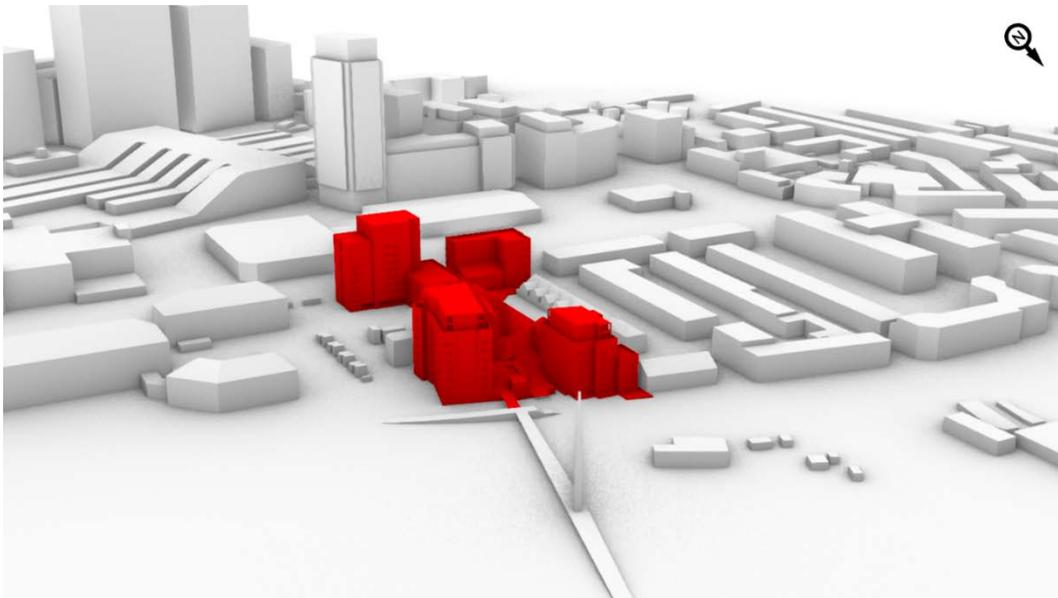
## APPENDIX A: 3D MODEL IMAGES



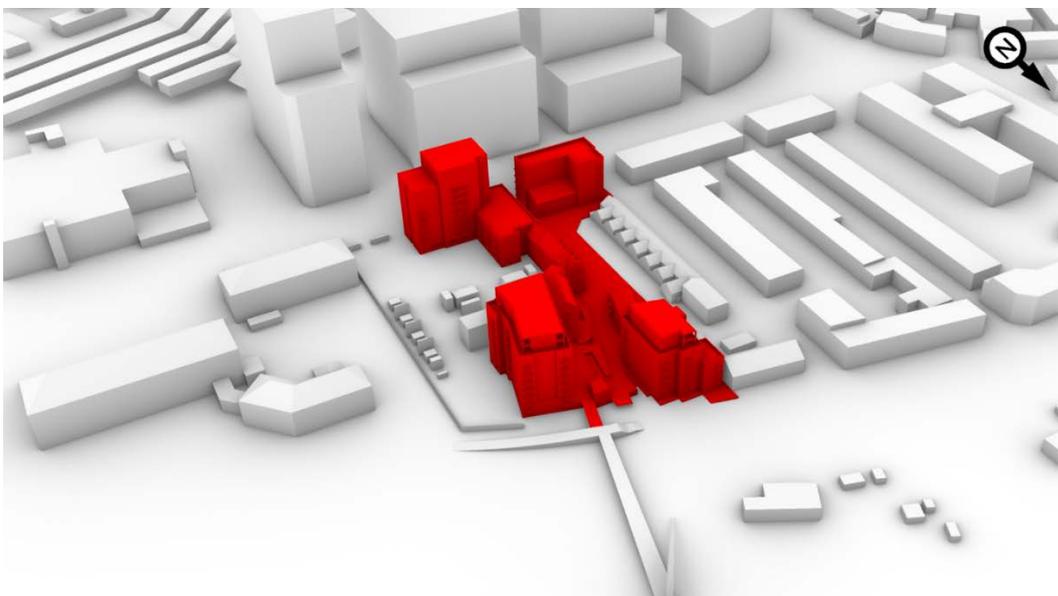
**Figure 26 Existing Site with Existing Surrounding Buildings (Configuration 1) - View from the north-east**



**Figure 27 Proposed Development with Existing Surrounding Buildings (Configuration 2) - View from the north-east**



**Figure 28 Proposed Development with Cumulative Surrounding Buildings (Configuration 3) - View in the Wind Tunnel View from the north-east**



**Figure 29 Proposed Development with Cumulative Surrounding Buildings including (including 80 Cavesham Road and Vastern Court schemes) (Configuration 4) - View in the Wind Tunnel View from the north-east**

## APPENDIX B



## APPENDIX B: ADDITIONAL PLOTS

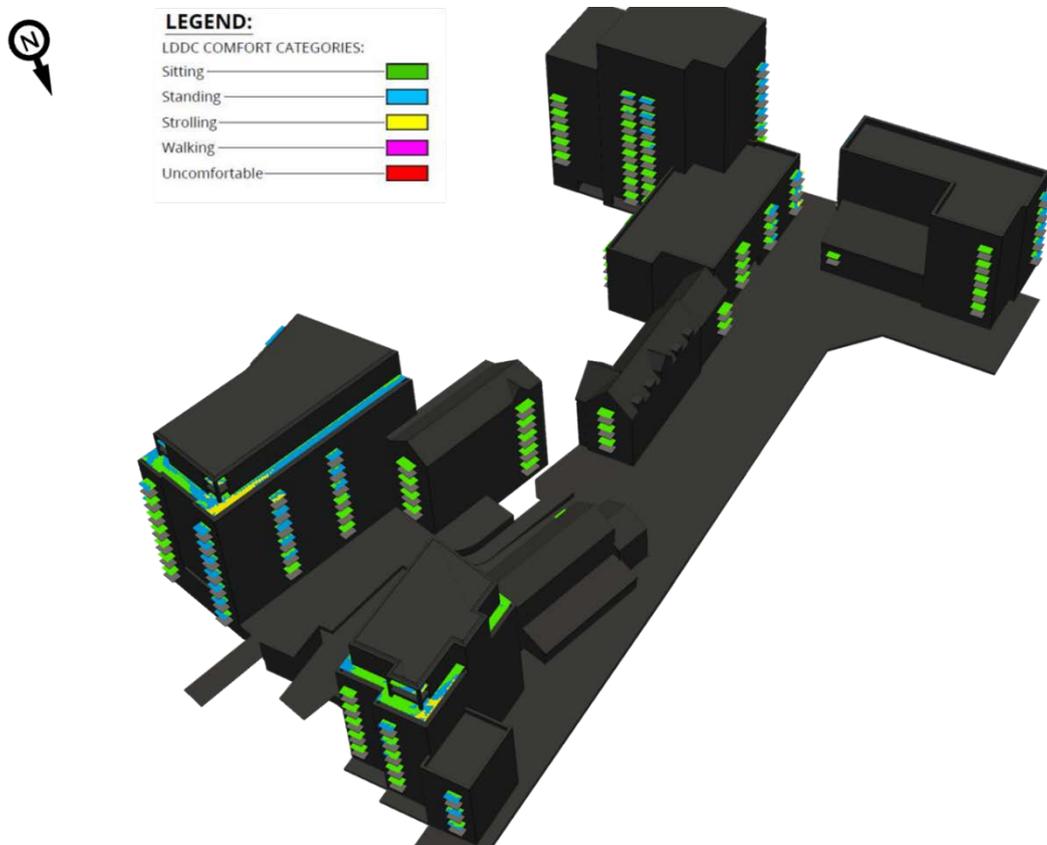


Figure 30 Configuration 2 - Proposed Development with the Existing Surrounding Buildings - Terrace/Balcony Levels (view from the north-west), Spring Season

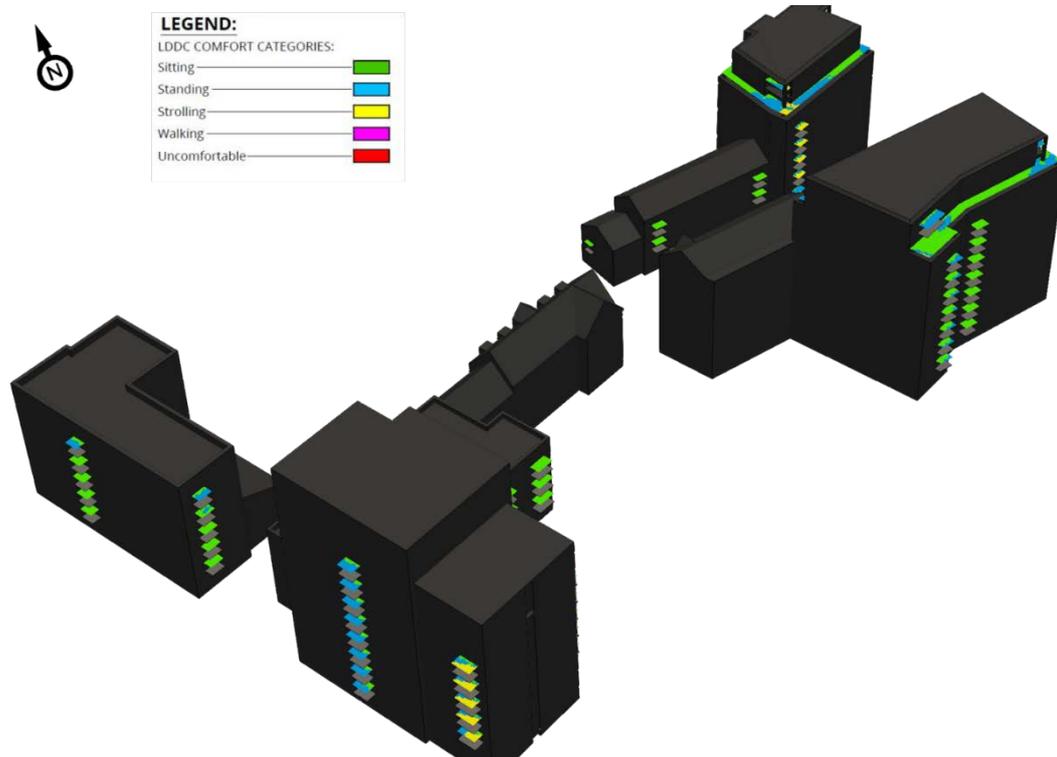


Figure 31 Configuration 2 – Proposed Development with the Existing Surrounding Buildings – Terrace/Balcony Levels (view from the south-east), Spring Season

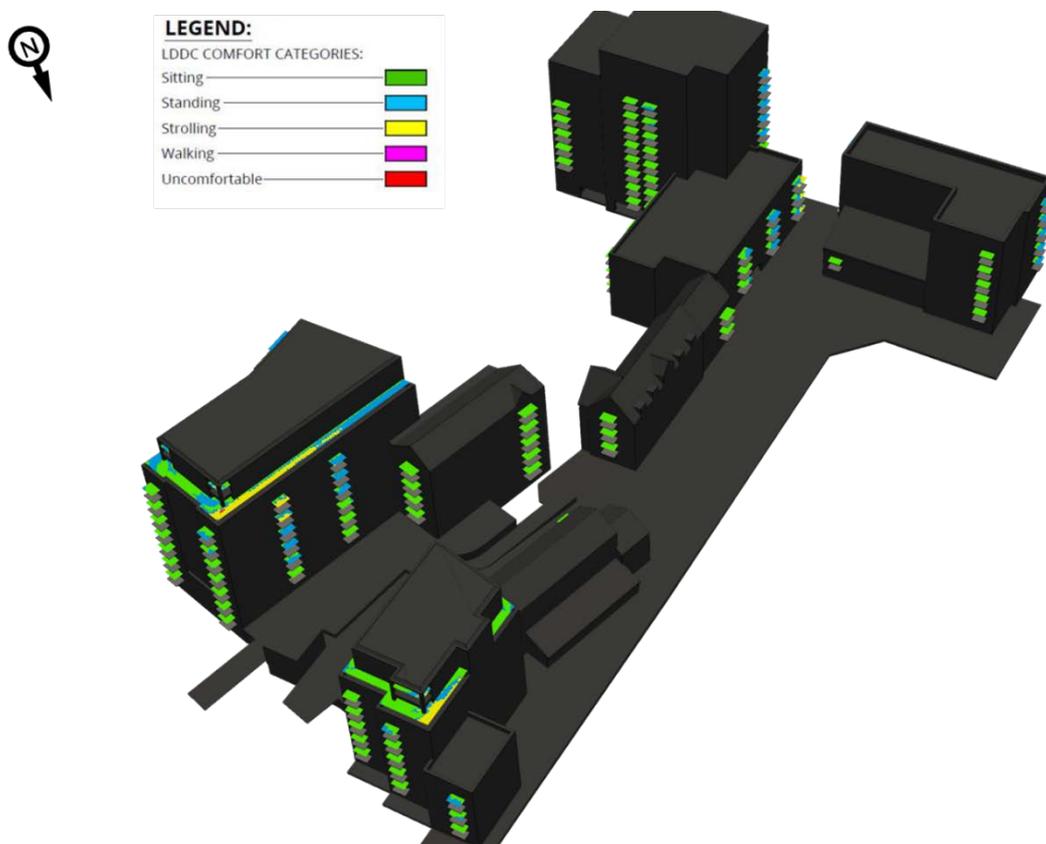


Figure 32 Configuration 2 – Proposed Development with the Existing Surrounding Buildings – Terrace/Balcony Levels (view from the north-west), Autumn Season

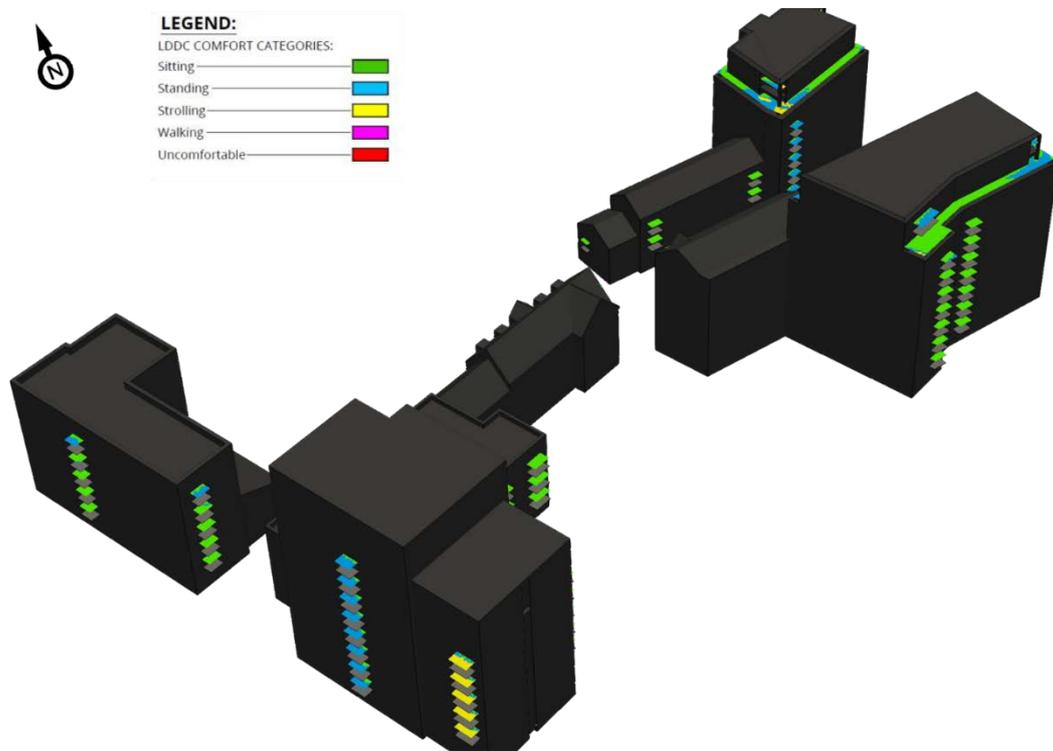
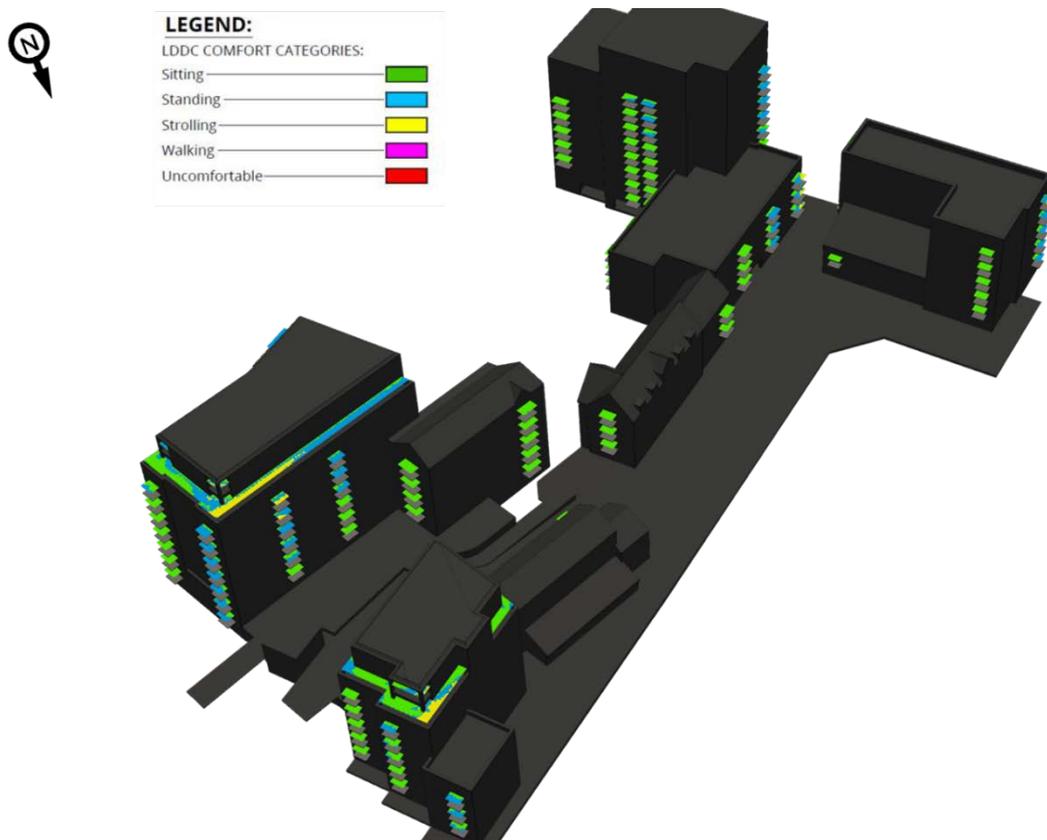
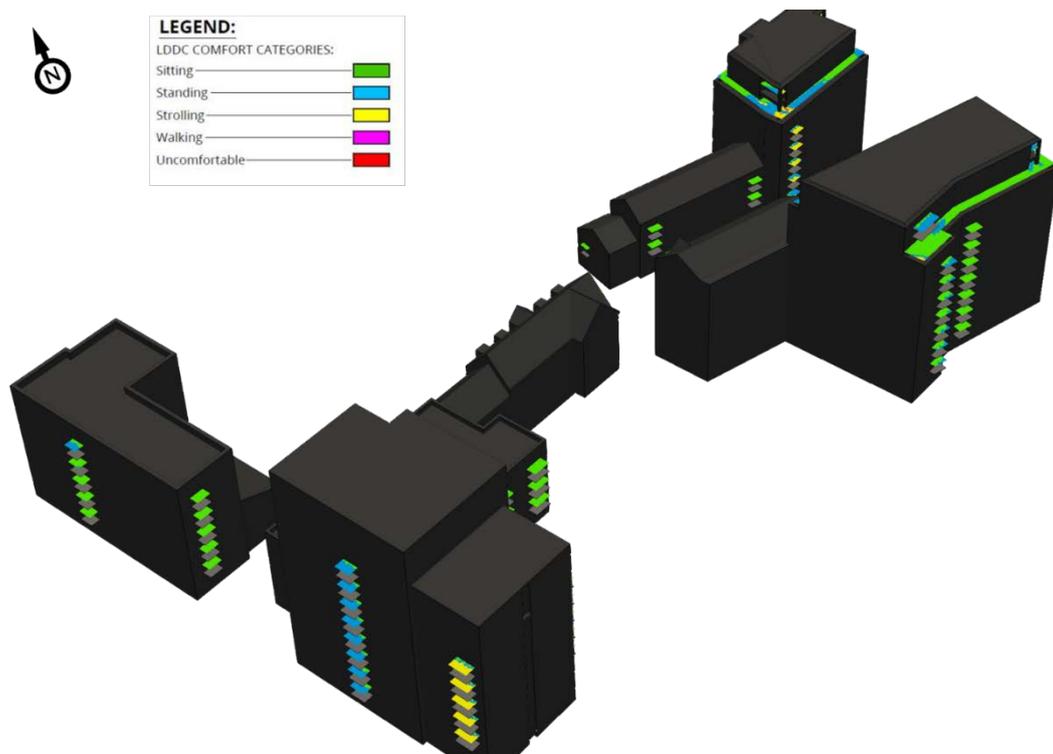


Figure 33 Configuration 2 - Proposed Development with the Existing Surrounding Buildings - Terrace/Balcony Levels (view from the south-east), Autumn Season



**Figure 34 Configuration 3 - Proposed Development with the Cumulative Surrounding Buildings - Terrace/Balcony Levels (view from the north-west), Spring Season**



**Figure 35 Configuration 3 - Proposed Development with the Cumulative Surrounding Buildings - Terrace/Balcony Levels (view from the south-east), Spring Season**

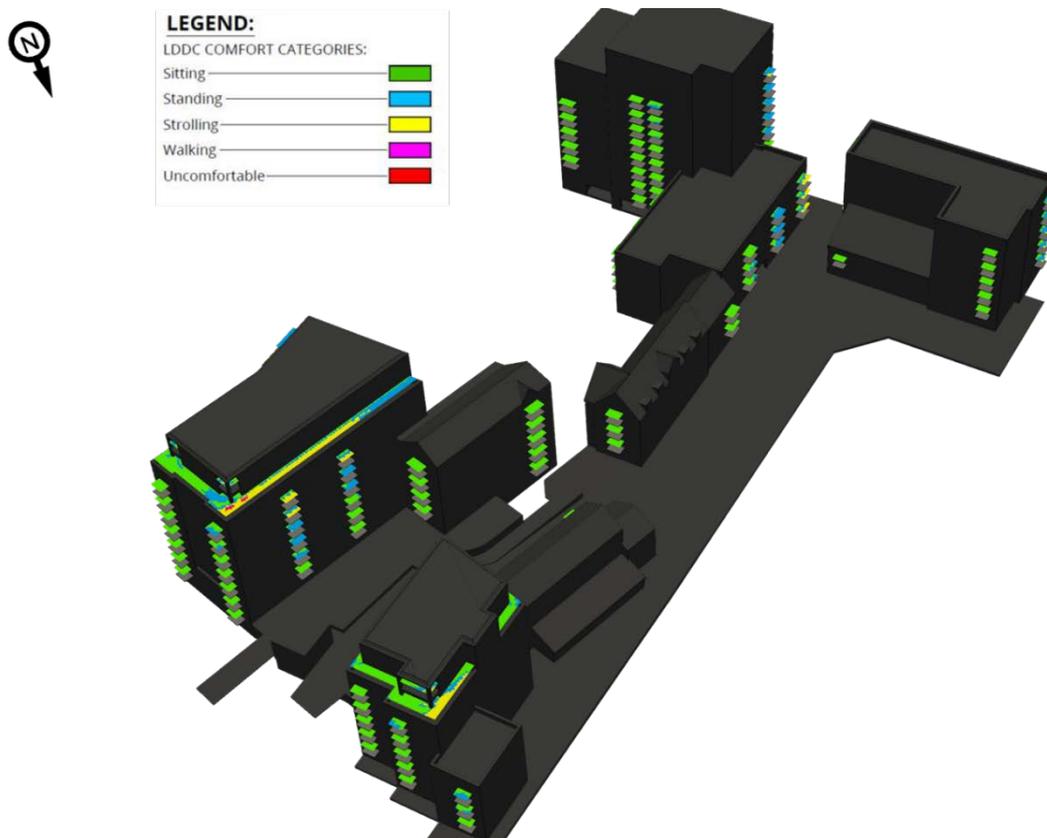


Figure 36 Configuration 3 – Proposed Development with the Cumulative Surrounding Buildings – Terrace/Balcony Levels (view from the north-west), Autumn Season

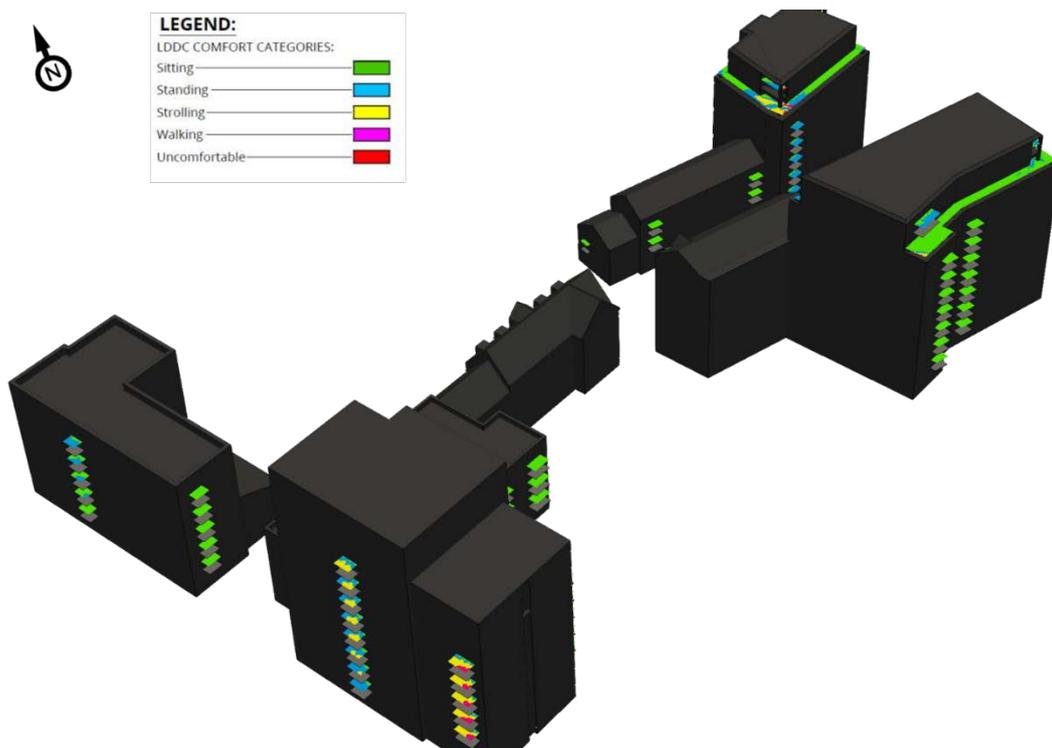
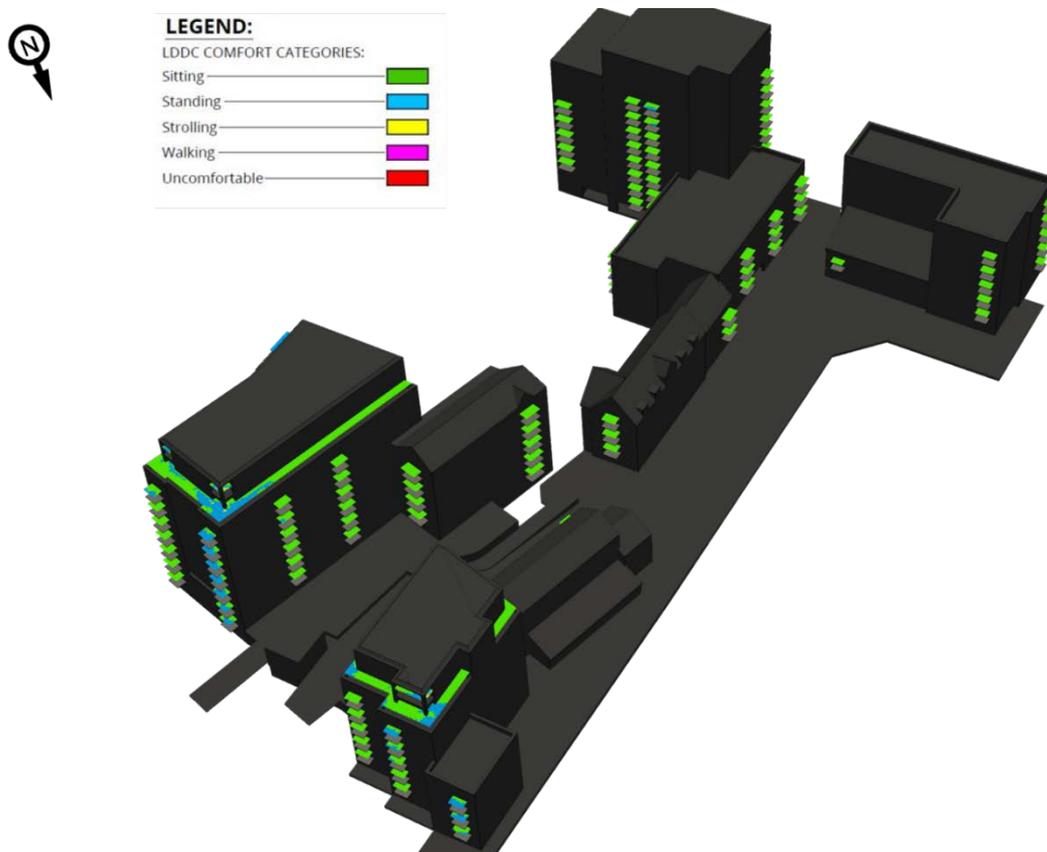
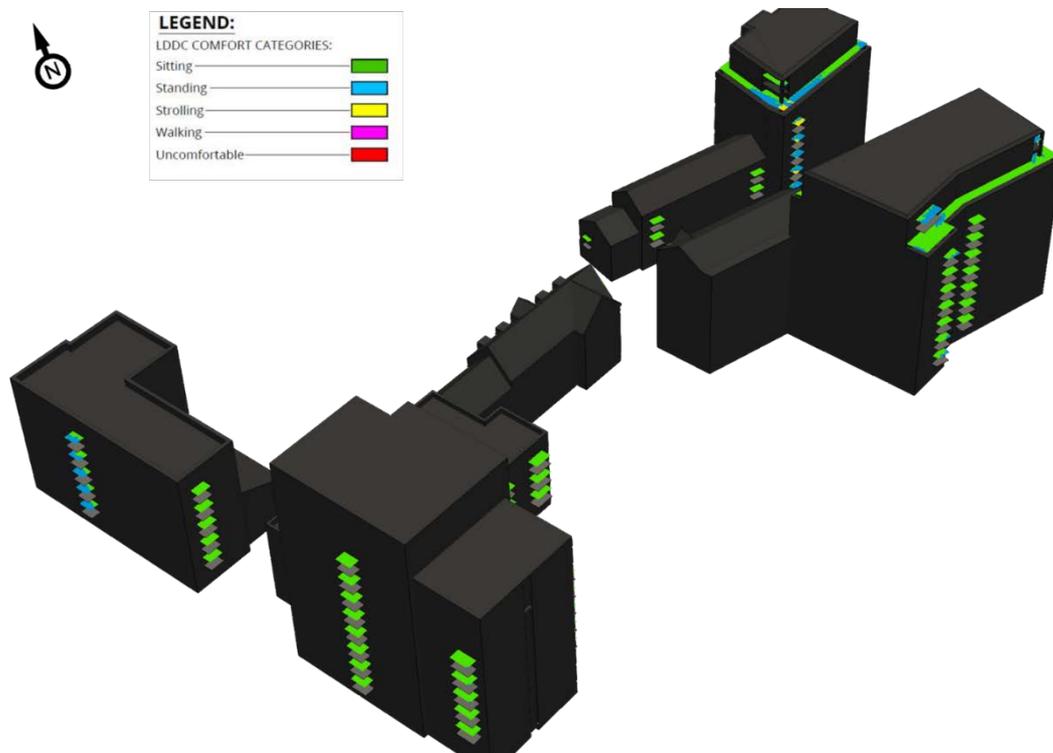


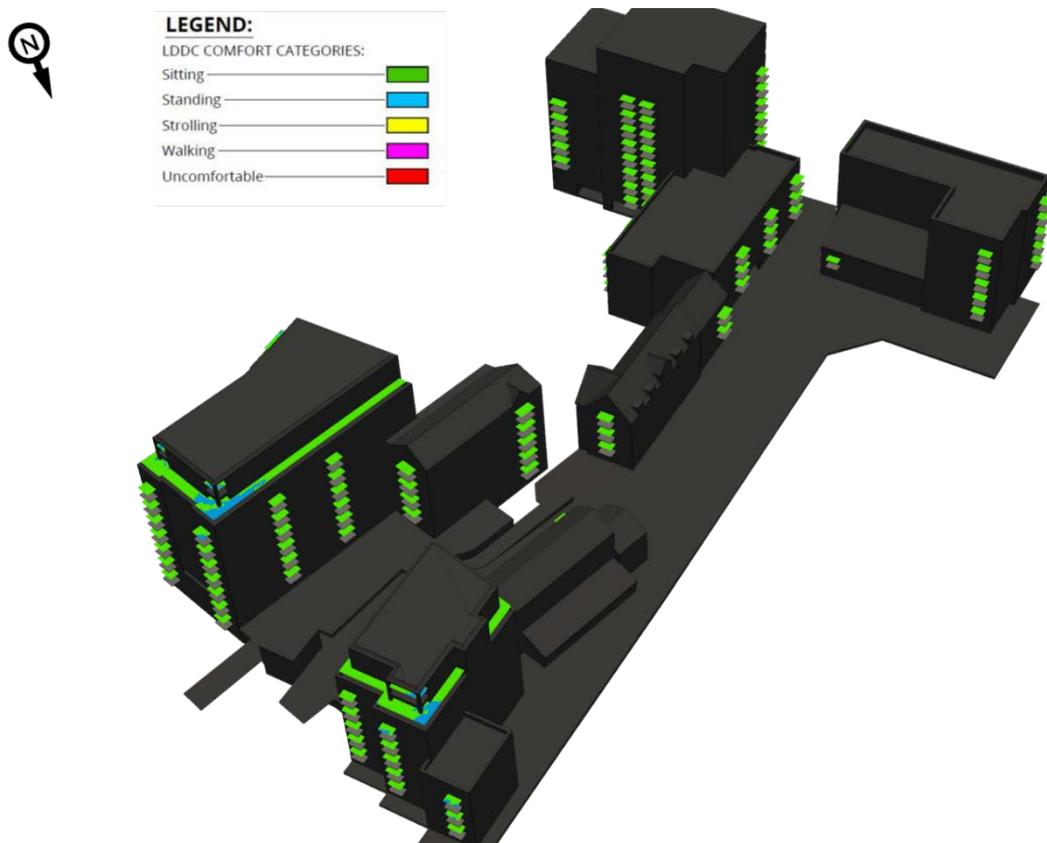
Figure 37 Configuration 3 – Proposed Development with the Existing Surrounding Buildings – Terrace/Balcony Levels (view from the south-east), Autumn Season



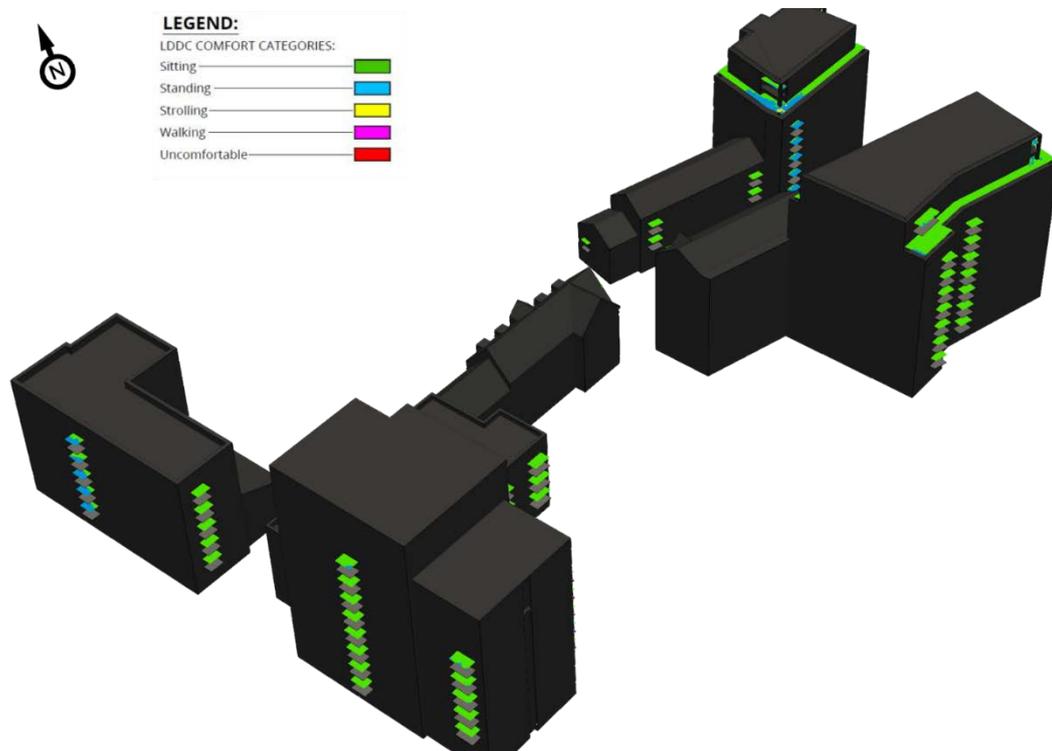
**Figure 38 Configuration 4 – Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) – Terrace/Balcony Levels (view from the north-west), Spring Season**



**Figure 39 Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Terrace/Balcony Levels (view from the south-east), Spring Season**



**Figure 40 Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Terrace/Balcony Levels (view from the north-west), Autumn Season**



**Figure 41 Configuration 4 - Proposed Development with the Cumulative Surrounding Buildings (including 80 Cavesham Road and Vastern Court schemes) - Terrace/Balcony Levels (view from the south-east), Autumn Season**

## APPENDIX C





## APPENDIX D



## APPENDIX D: LOCATIONS AROUND THE PROPOSED DEVELOPMENT WITH WIND MICROCLIMATE ISSUES

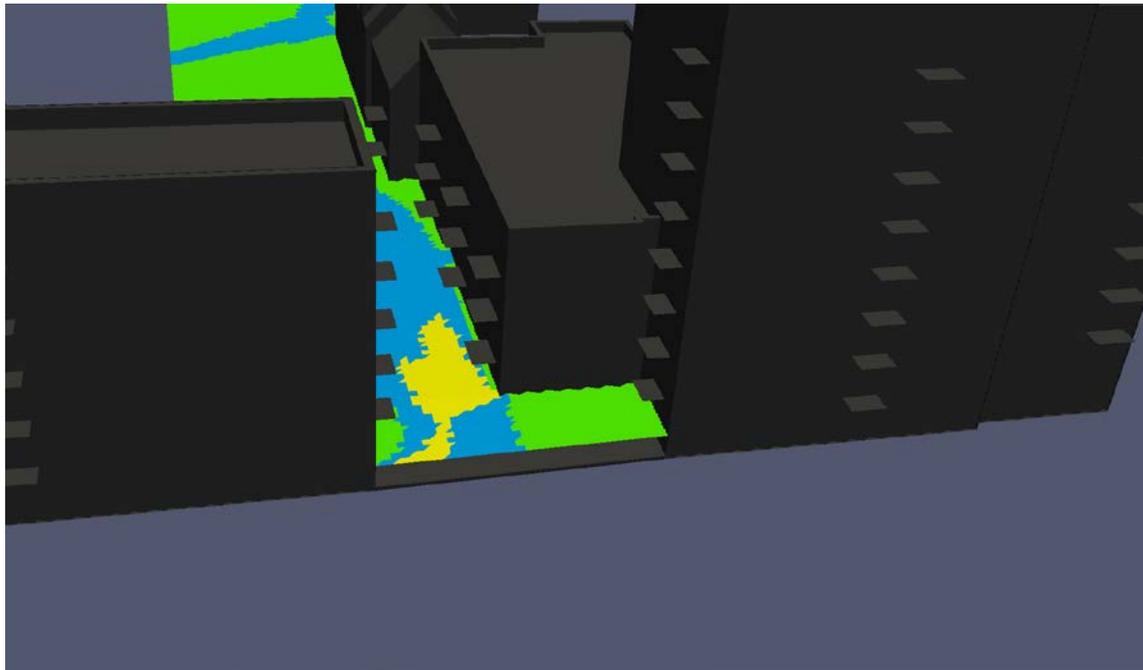


Figure 43 Image showing strolling use wind conditions around south-western entrance to Building B

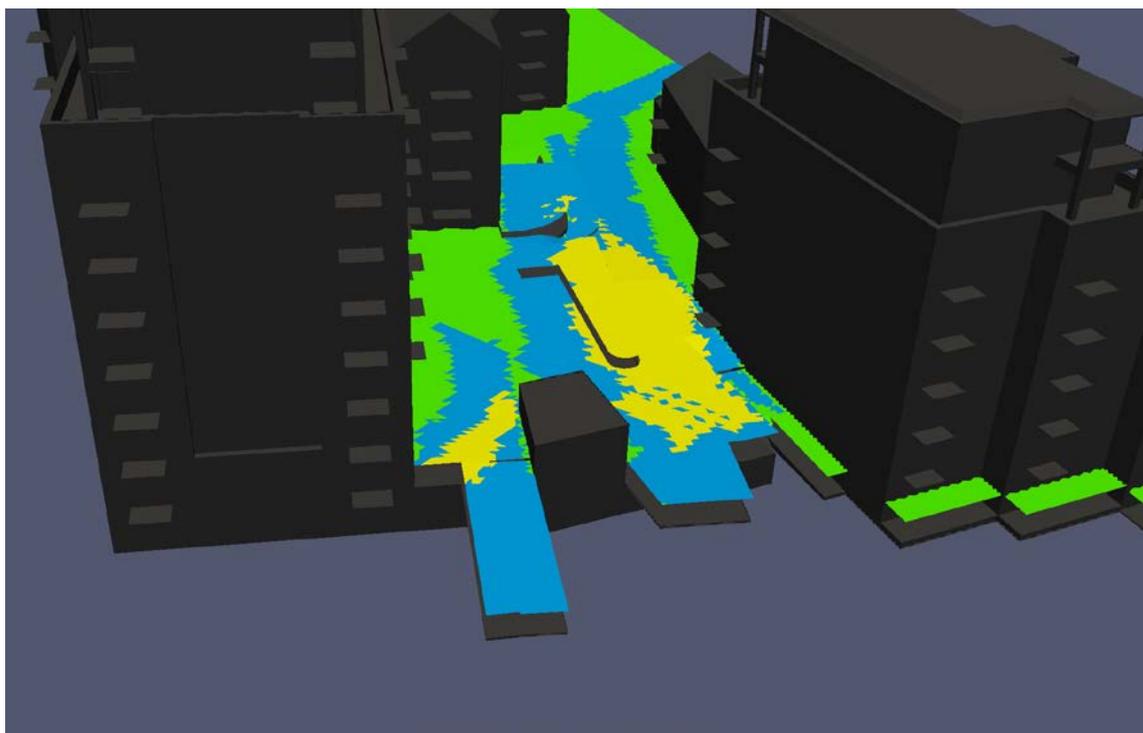


Figure 44 Image showing strolling use wind conditions around café entrance

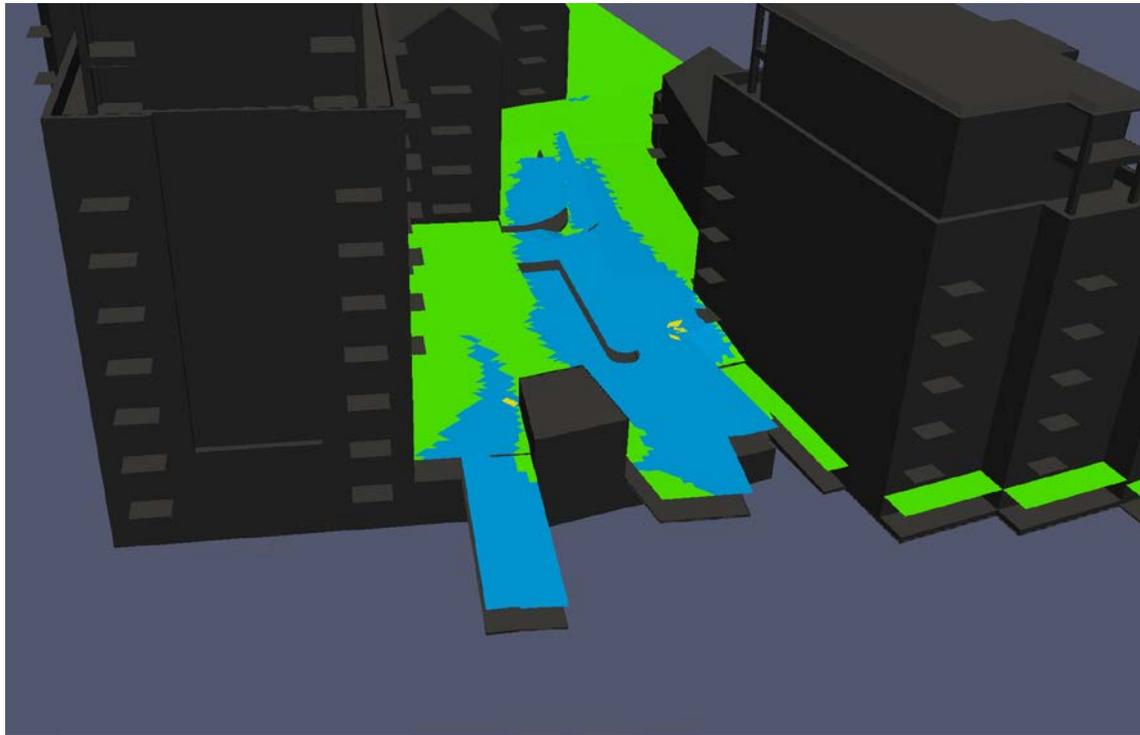


Figure 45 Image showing standing use wind conditions in café seating area during summer season



Figure 46 Image showing strolling use wind conditions at south-east balconies on Building B during summer season

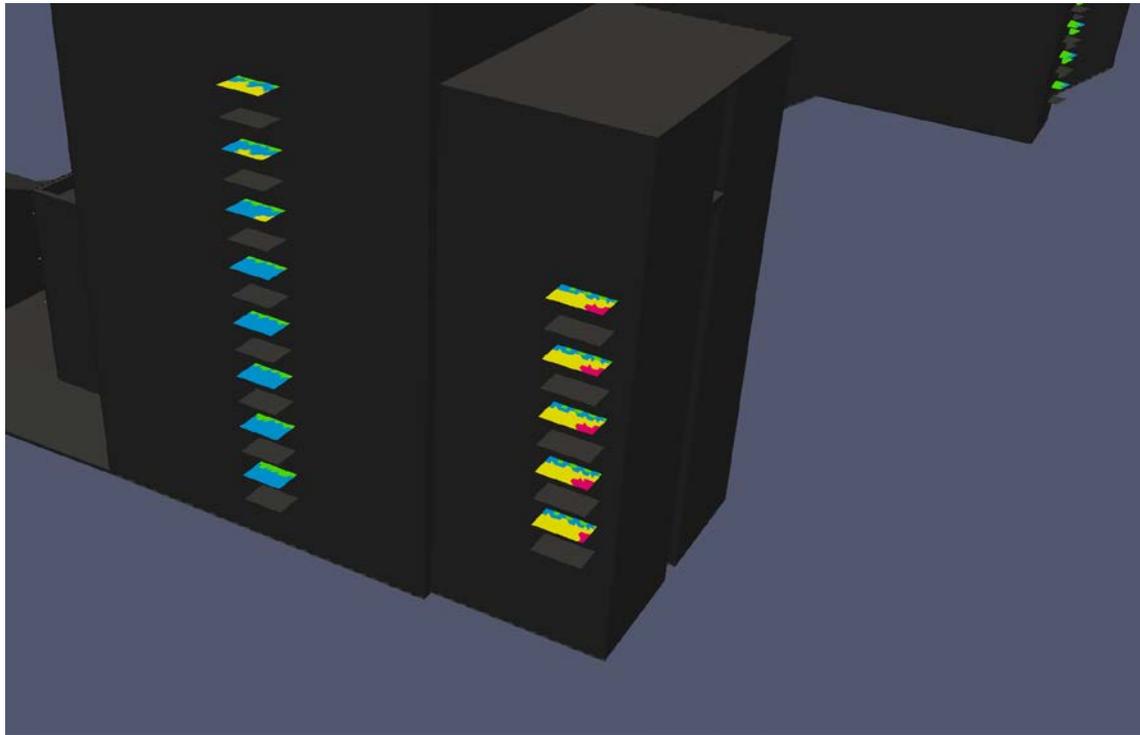


Figure 47 Image showing walking use wind conditions at south-east balconies on Building B during windiest season

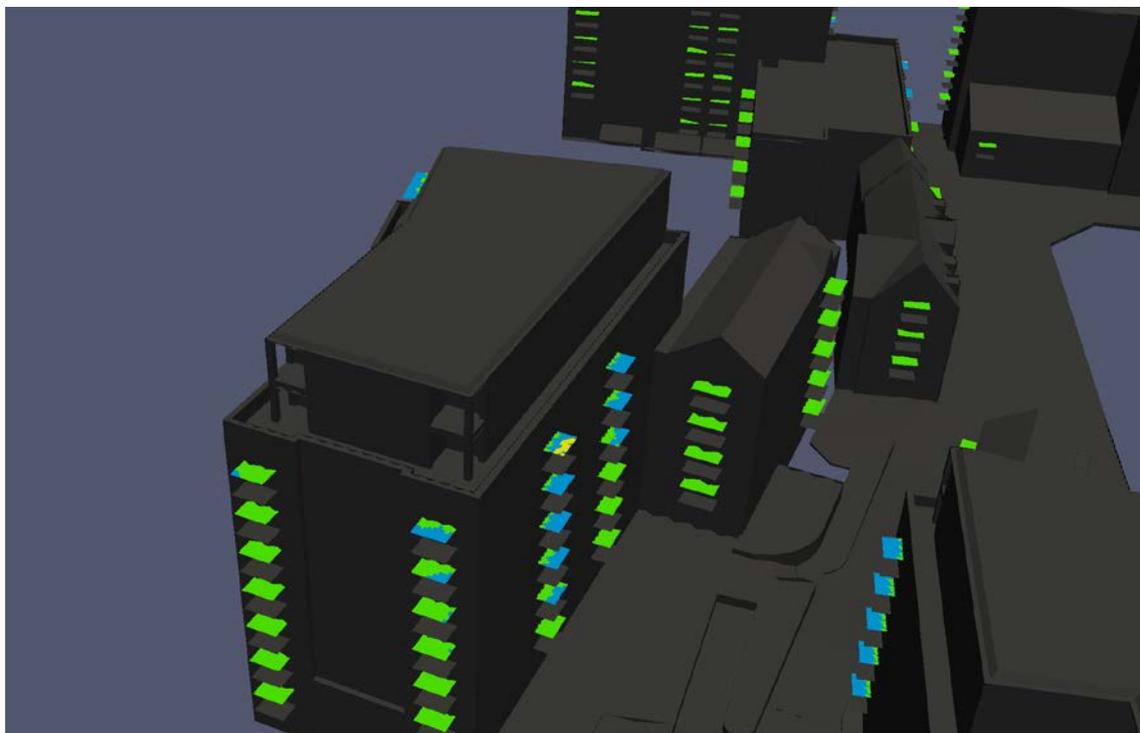


Figure 48 Image showing strolling use wind conditions at balcony on the western façade of Building D during summer season

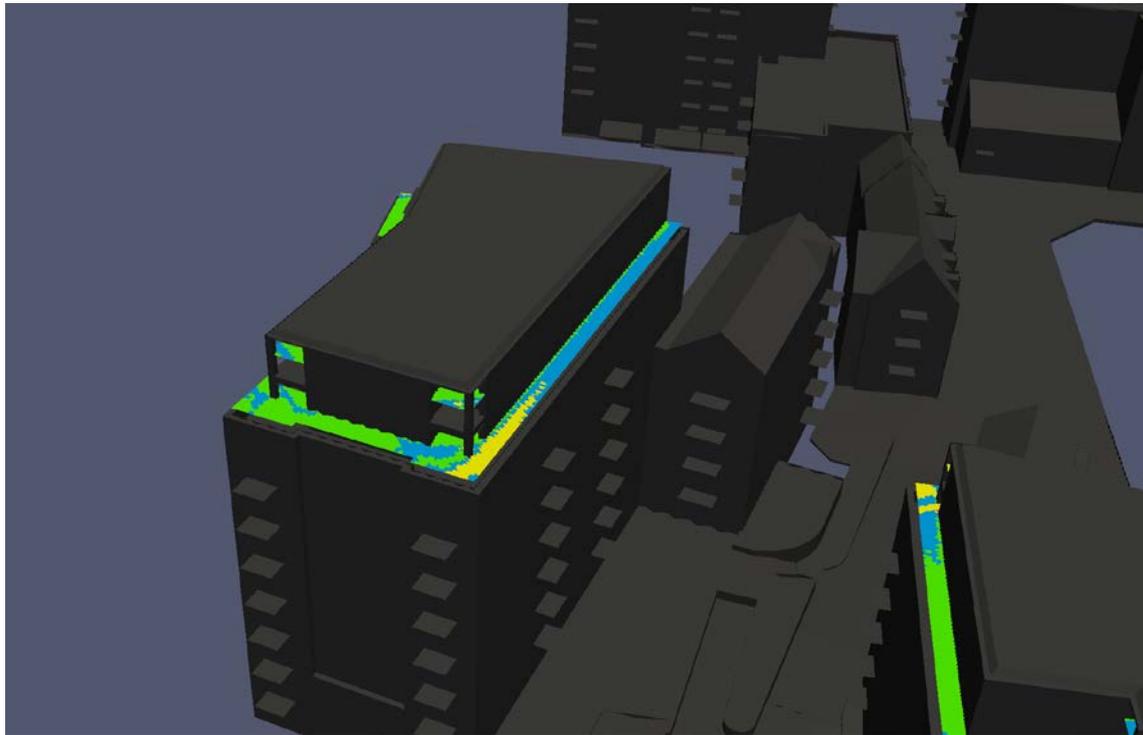


Figure 49 Image showing strolling use wind conditions at terrace level of Building D during summer season

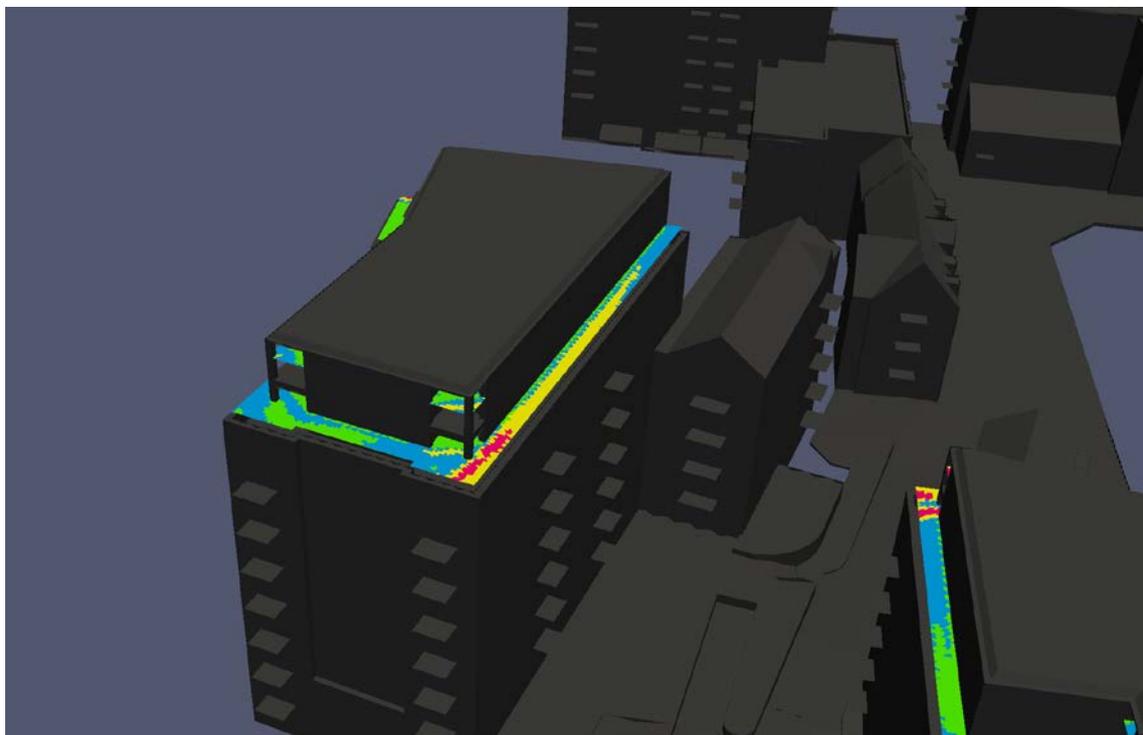


Figure 50 Image showing walking use wind conditions at terrace level of Building D during windiest season

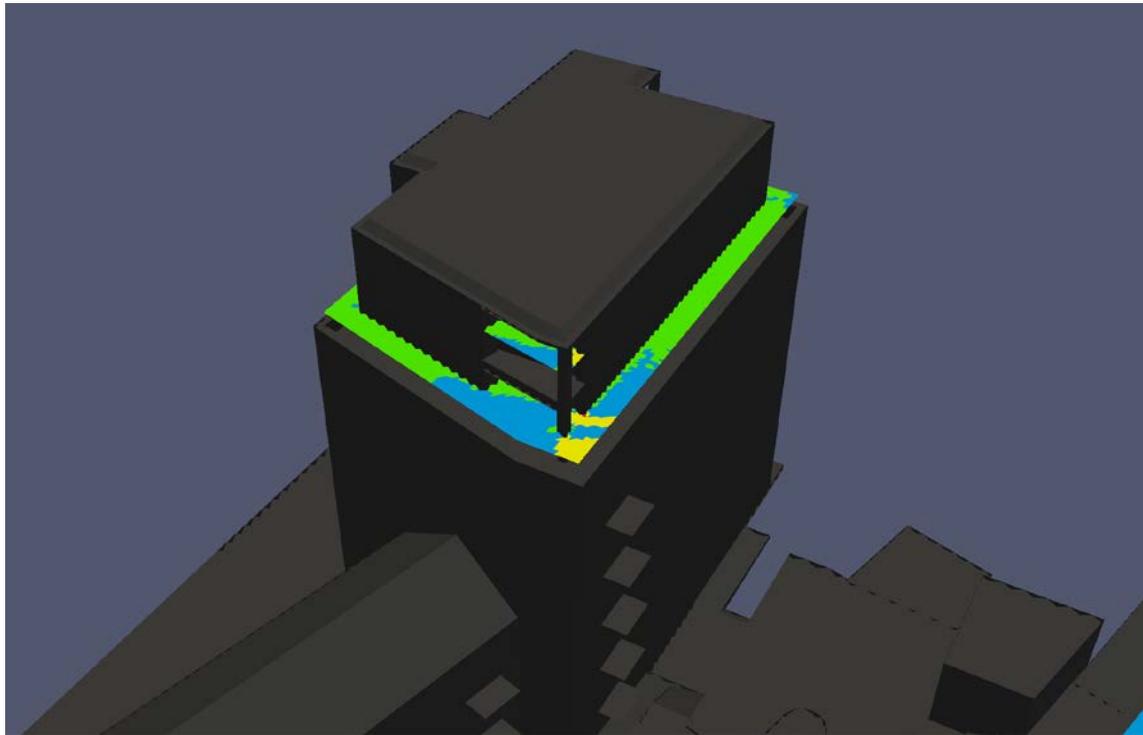


Figure 51 Image showing strolling use wind conditions at terrace level of Building E during summer season

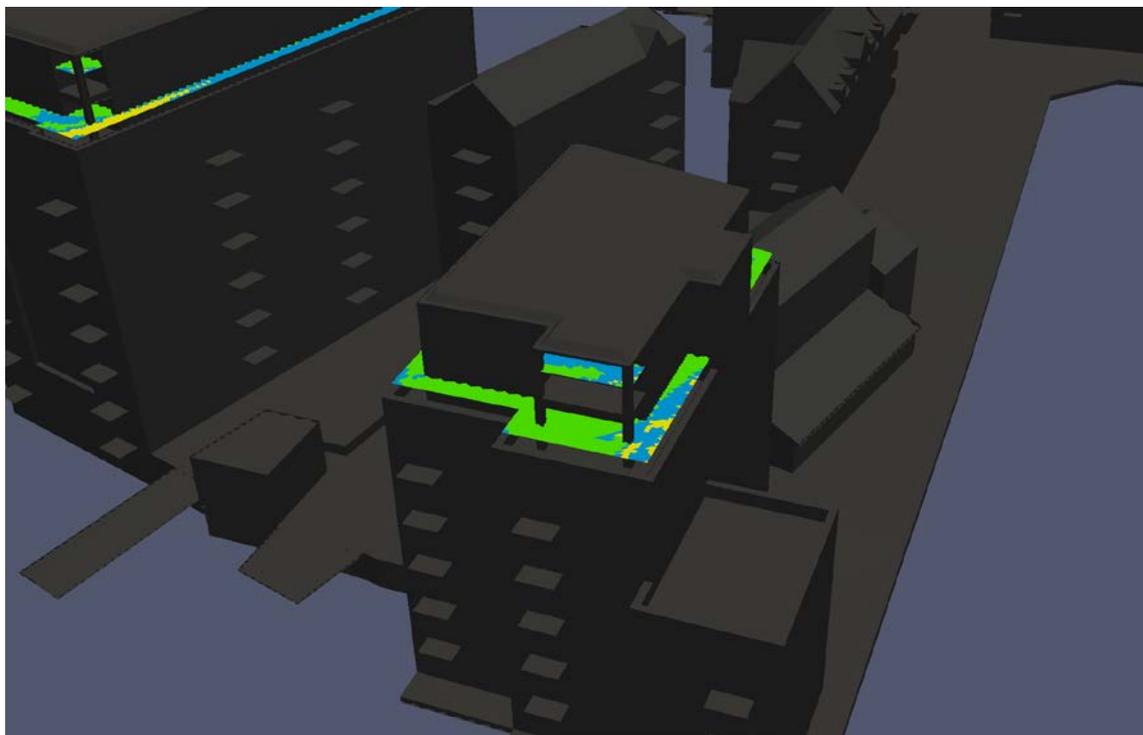


Figure 52 Image showing strolling use wind conditions at terrace level of Building E during summer season

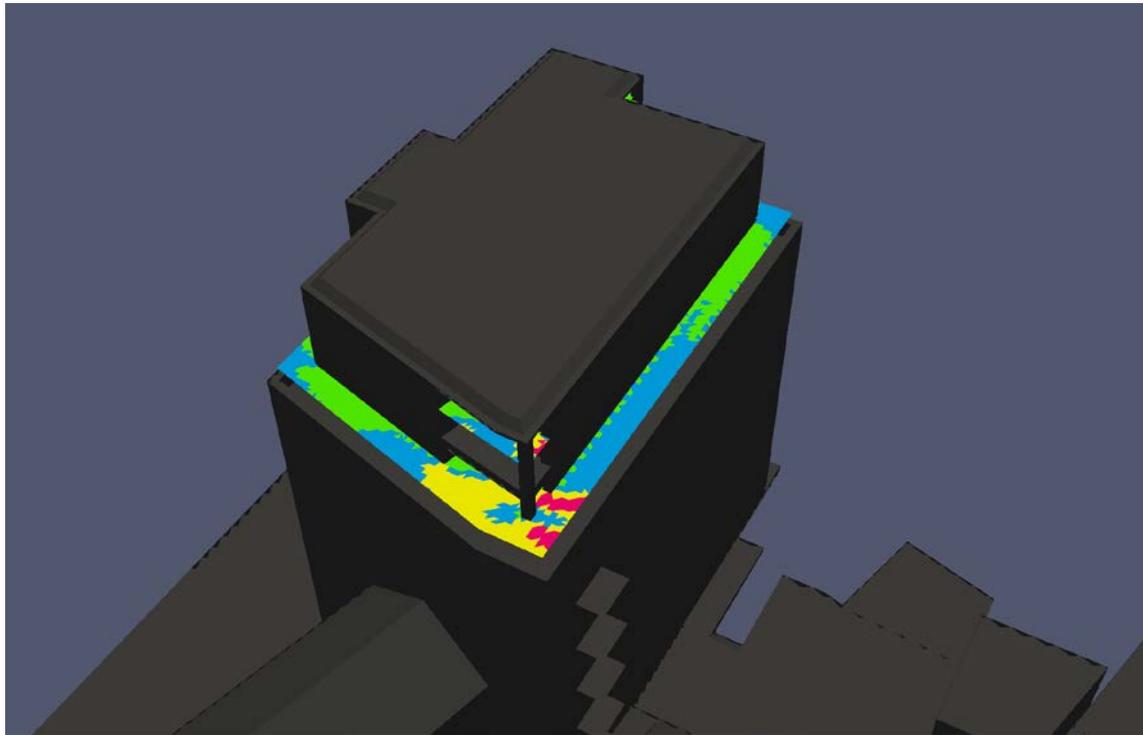


Figure 53 Image showing walking use wind conditions at terrace level of Building E during windiest season

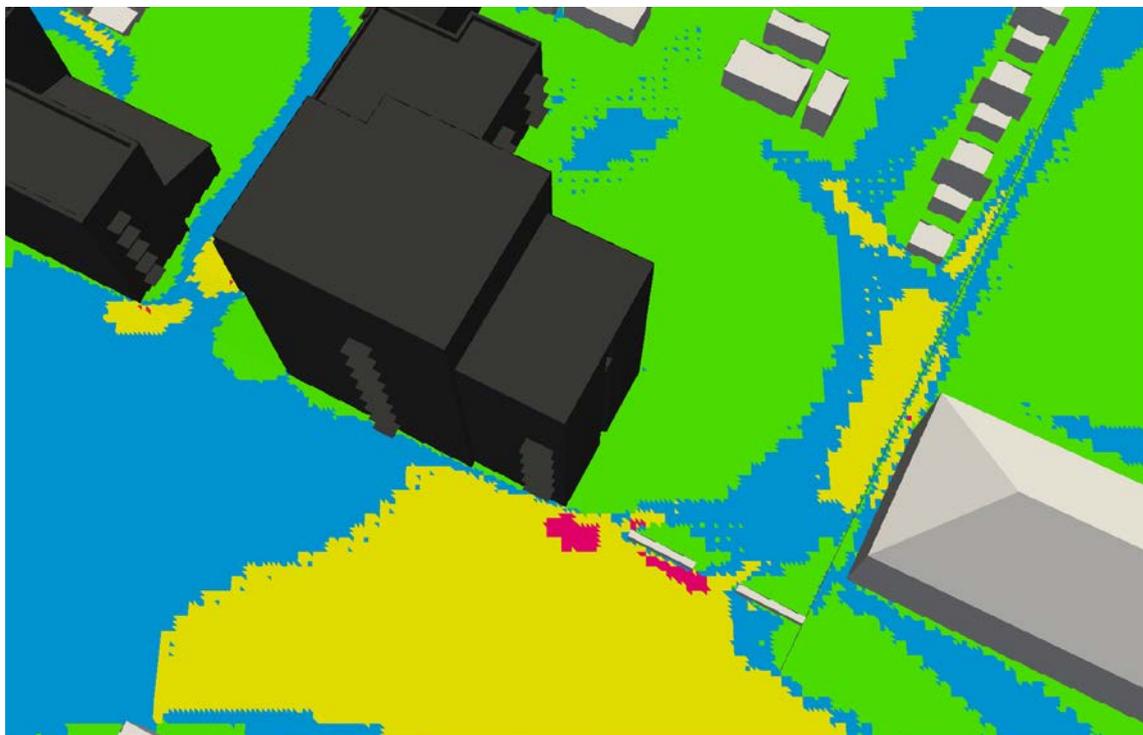
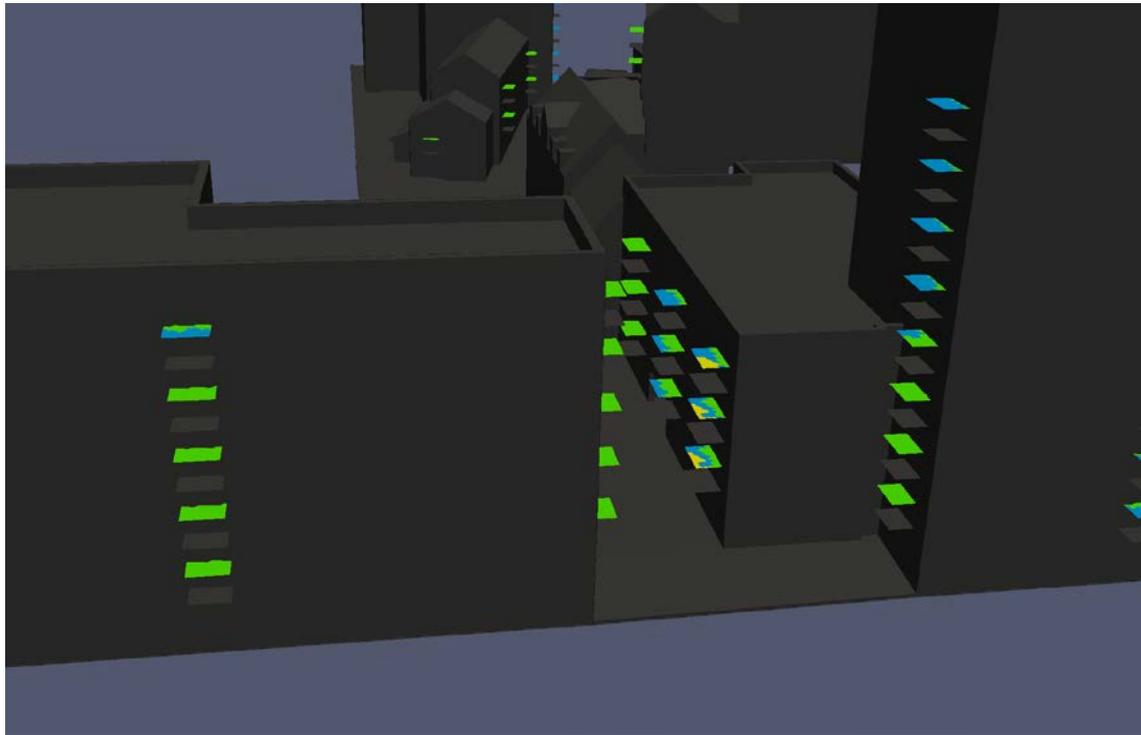


Figure 54 Image showing walking use wind conditions at south-east corner of Building B during windiest season, in context of the cumulative surrounds



**Figure 55 Image showing strolling use wind conditions at balconies on the western façade of Building B during summer season, in the context of the cumulative surrounds**

## APPENDIX E



## APPENDIX E: EXAMPLE WIND MITIGATION IMAGES



Figure 56 Examples of terrace level mitigation – planted trellis



Figure 57 Examples of balcony mitigation – Side Screen

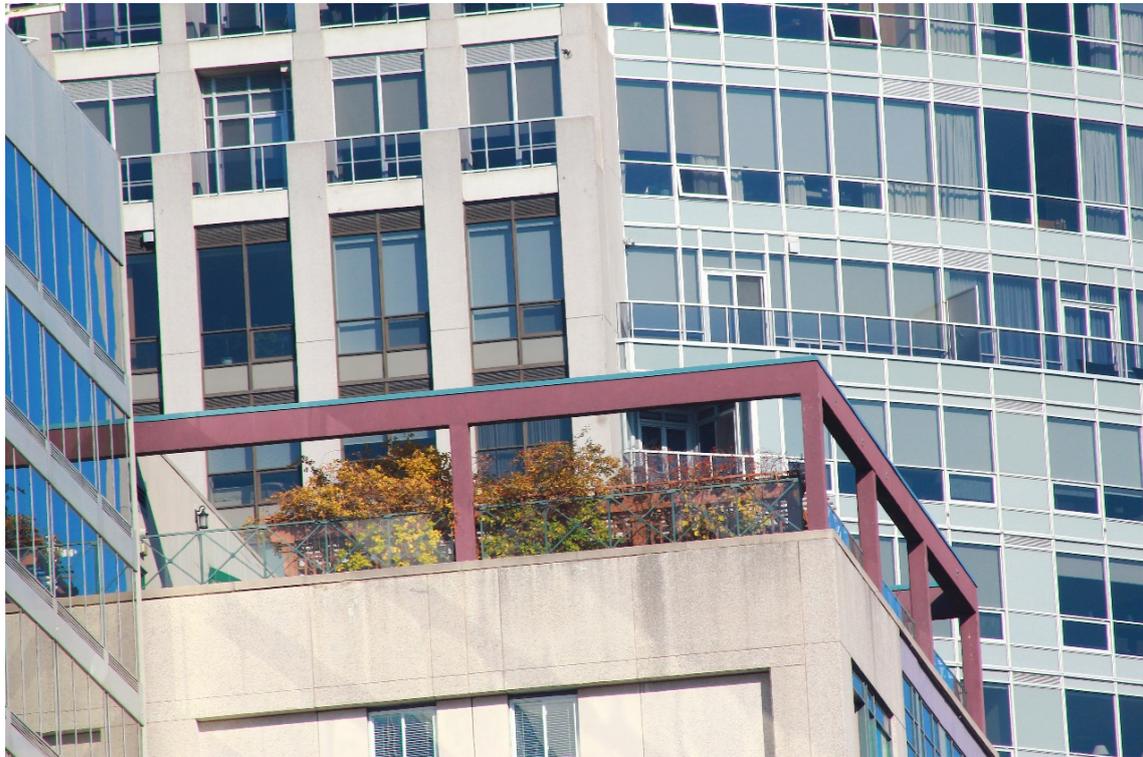
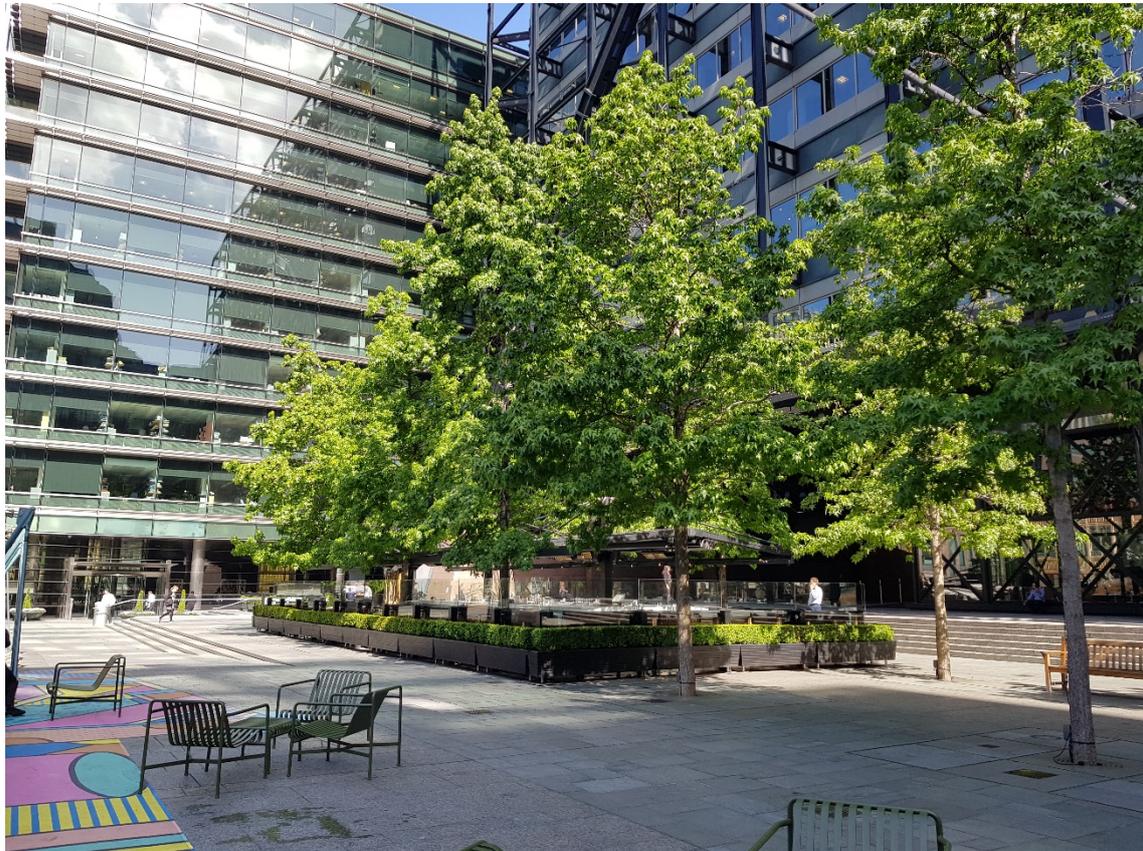


Figure 58 Example of terrace level mitigation - 1.5m tall balustrade and strategically placed planting



Figure 59 Example of ground level mitigation - porous screens



**Figure 60 Example of ground level mitigation - 5m tall trees**

## APPENDIX F



## APPENDIX F: BALCONY AMENDMENTS

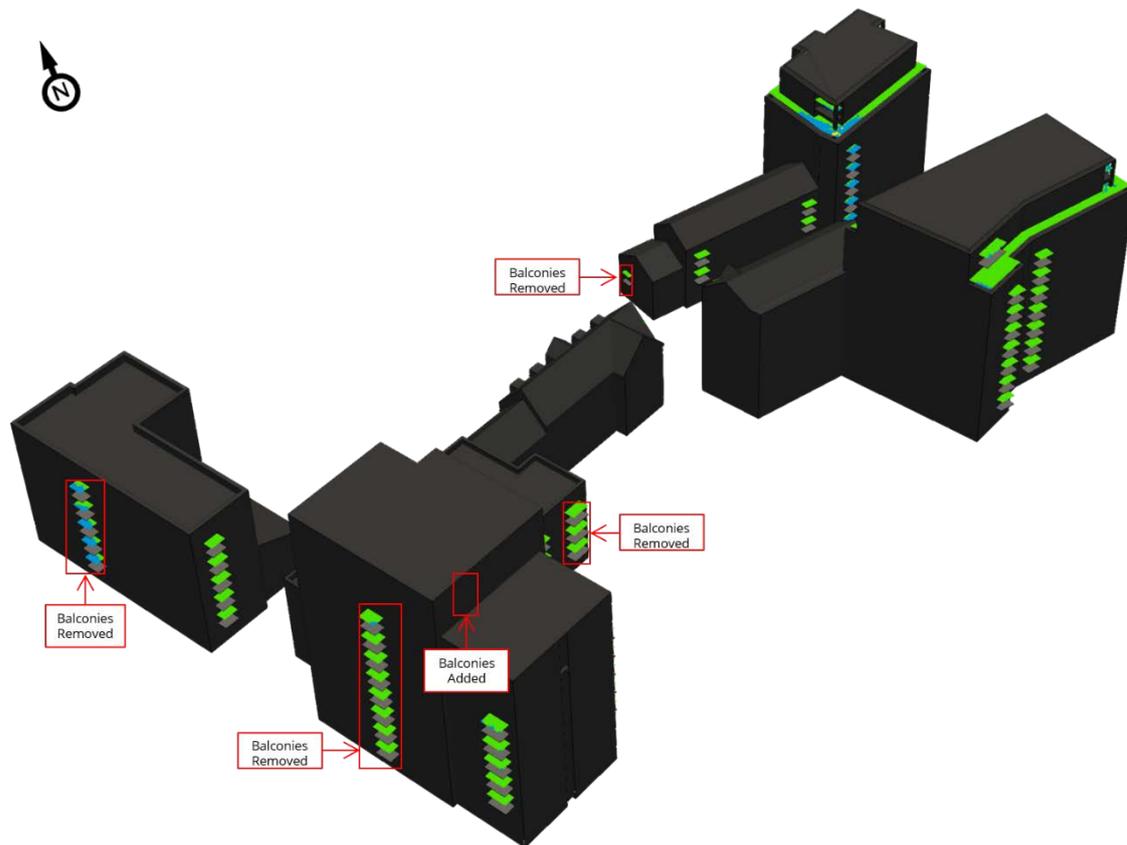


Figure 61 Proposed Development Post-Test Balcony Amendments (view from the south-east)

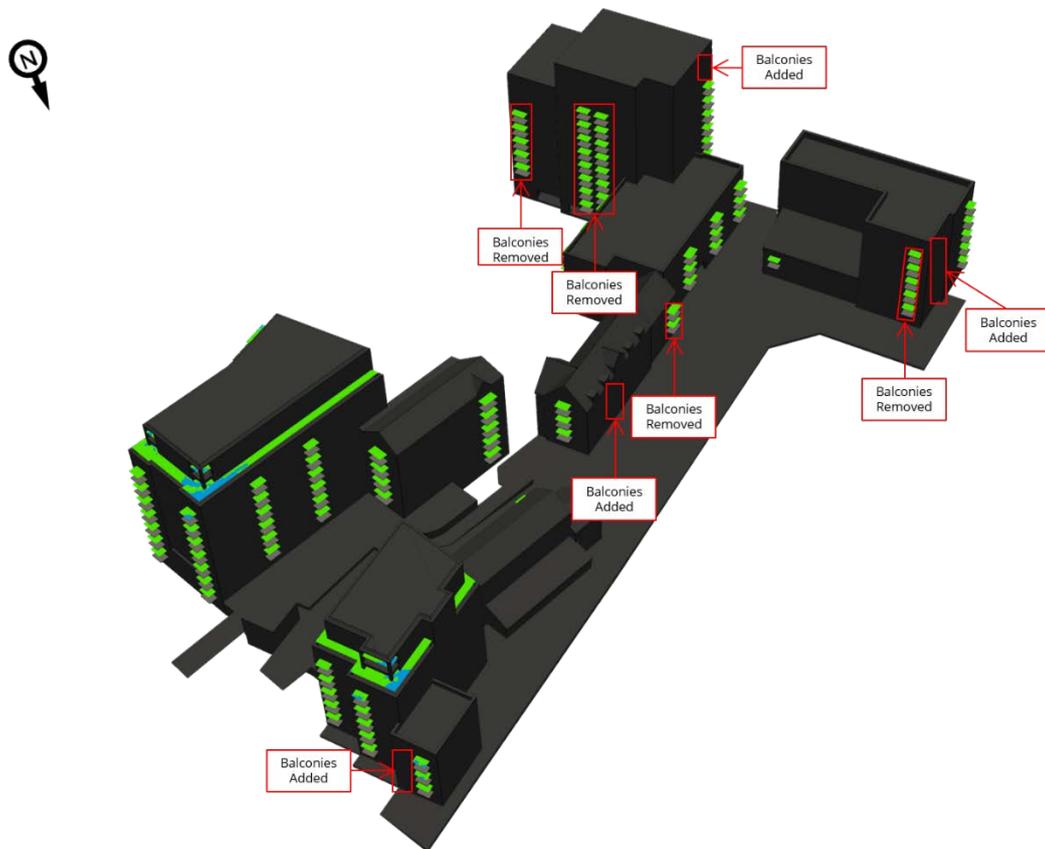


Figure 62 Proposed Development Post-Test Balcony Amendments (view from the north-west)