

From: Hanson, Sarah <Sarah.Hanson@reading.gov.uk>

Sent: 22 May 2020 12:53

To: Markwell, Jonathan <Jonathan.Markwell@reading.gov.uk>

Cc: Giles Sutton (GS Ecology) <giles@gsecology.co.uk>; Cook, Darren <Darren.Cook@reading.gov.uk>

Subject: FW: Vastern Rd 200188 Berkeley Homes

Jon,

With reference to the attached in response to my comments of 15 April 2020:

- Buffer - I think that when the EA, GS Ecology and I are asking for the buffer to be increased, we are specifically seeking the buffer between the path and buildings to be increased, i.e. so that the buildings are set back further to allow a greater landscape buffer (within the site) and I thought it was clear in comments that that was certainly what I was referring to - this (as I have stated) would allow for more meaningful tree planting. The applicant is however consistently taking reference to the buffer to mean the distance from the river and their response is just to repeat that they've provided the 10m required by the EA. They consider that meaningful tree planting can be provided within the actual landscape strip of approx. 5m - a point on which we disagree, which may be as a result of a difference in interpreting what 'meaningful' tree planting is - a point which I clarified in my comments.
- I note the justification for the lack of green roofs - seems to be a question of green roof Vs PV panels. No comment is given on the lack of green walls.
- In response to the request to increase natural SuDs across the site, the applicant has stated that they have 'included SuDs where possible' - as per my comments, this is confined to 'potential rain gardens in one location' - this is disappointing and I can only assume that the drainage strategy gives full justification for the drainage strategy proposed.
- I note tree species are being updated and will be submitted in due course.
- Vehicle tracking Vs trees - I have now found the tracking drawing which demonstrates that careful consideration is going to be required for species choice and/or clear stem height for trees alongside the road otherwise there will be conflict between canopies and high sided vehicles (anything more than a car) during first 5+ years following planting, e.g. until the trees can be practically crown lifted to above vehicle height.
- I requested confirmation of soil volume provision and my comments were clear on the reasons for this request. The applicant's response is that this will be dealt with via condition. This is not an acceptable response. Whilst full details can be agreed via condition, the applicant should submit a basic plan now showing the likely service route corridors and areas allocated for soil root provision, i.e. that can be allocated to roots either as soft landscape beds or under hard surfaces - those unimpacted by structures (above and below ground).
- North-south route - I will leave you to continue to consider the acceptability of this route with regard to potential improvements through building adjustments.

Regards,

Sarah Hanson
Natural Environment Officer
Planning Department
Directorate of Economic Growth and Neighbourhood Services
Reading Borough Council
Floor 1 North, Civic Offices
Bridge Street
Reading
RG1 2LU

Direct: 0118 937 2440
Mobile: 07855 125975

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