Pre-Submission Draft Local Plan Partial Update – full copies of representations received (L to O)

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Lagden, Rebecca

(Response from webform)

Title: Mrs

First name: Rebecca

Last name: Lagden

***Would you like to include the contact details of an agent(s)?*:** No

To which part of the Local Plan does this representation relate?: 20. (d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Do you consider the Local Plan is legally compliant?:

Do you consider the Local Plan is sound?: No

Do you consider the Local Plan complies with the Duty to co-operate?:

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

20.(d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Destroying the local natural environment, it's wildlife (flora and fauna) does not show that RBC is addressing the loss of wildlife and the potential impact to the area. With climate change being such an important issue, RBC has a duty of care to all current residents and future residents. Once destroyed this cannot be replaced. There are many species at risk and this is not something the local residents want.

RBC claims to be committed to conservation and protection yet is considering allowing this to be irreversibly ruined for future generations.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording or any policy or text. Please be as precise as possible.

Please upload any supporting information (if necessary).

Do you wish to make further comments concerning another paragraph, policy or area of the policies map?: No

If you wish to participate in the hearing session(s) please outline why you consider this to be necessary:

If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?: No, I do not wish to participate in hearing session(s)

Author name: Rebecca Lagden

Rejwerska, Marcelina

From: Rebecca Lagden
Sent: 18 December 2024 13:43
To: Planning Policy
Subject: Kentwood Hill / Armour Hill

Warning ! For the attention of RBC, BFfC Staff and Councillors

This mail is from an external sender - please do not click any links or open any attachments unless you trust this sender, and know the content is safe

Dear Planning Department,

I am sending this email in regard to RBC Partial Update to Local Plan (Regulation 19), in response to Questions 15 and 75.
I believe the Council's designation of only part of the land at Kentwood Hill (WR3s) and Armour Hill (WR3t) as Local Green Space is unsound. As a local resident, I believe that ALL the land should be granted Local Green Space status as it all satisfies the criteria.
There are a number of flora and fauna who depend on this land for survival and many residents feel the same.
As our council you are responsible for protecting these areas for the wildlife and for future generations. Once lost it will not return.

I await your response,

Kind regards,
Mrs Rebecca Lagden.

Latcham, Sarah

Rejwerska, Marcelina

From: Sarah Latcham
Sent: 18 December 2024 15:31
To: Planning Policy
Subject: RBC Partial Update to Local Plan (Regulation19)

Warning!
For the attention of
RBC, BFfC Staff and Councillors

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Good afternoon,

In relation to Questions 15 and 75, I believe that the Council's designation of only part of the land at Kentwood Hill (WR3s) and Armour Hill (WR3t) as Local Green space is unsound. All of this land should be granted Local Green Space as it all satisfies the criteria.

In addition, all of the evidence submitted on the variety of wildlife across this land seems to have been ignored. All of the land is vital to support this wildlife for hunting breeding, foraging and refuge.

Finally, I feel that it unsound of RBC Officers to take the view of the landlord TPLC and their agents, who want to develop the land when LGS is about local people protecting the green space that is important to them.

Regards,

Sarah Latcham.

Lawson, Adrian

Rejwerska, Marcelina

From: Adrian Lawson
Sent: 18 December 2024 11:45
To: Planning Policy
Subject: Local plan protection Kennet Meadows.

Warning!
For the attention of
RBC, BFfC Staff and Councillors

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EN7: LOCAL GREEN SPACE AND PUBLIC OPEN SPACE
I would like to suggest that the Local plan makes reference to the opportunities provided by the Kennet meadows shown in the attached map. Specifically their potential for recreation, access to open space, floodwater storage and biodiversity enhancement.

Adrian.

Mapledurham Properties Ltd

18th December 2024

<By Electronic Submission>

Mark Worringham
Planning Policy Manager
Planning Department
Reading Borough Council
First Floor North Rear
Civic Offices
Bridge Street
Reading
RG1 2LU

By Email Only: planningpolicy@reading.gov.uk

Dear Mark,

REPRESENTATIONS TO THE READING LOCAL PLAN UPDATE, REGULATION 19 PRE-SUBMISSION DRAFT CONSULTATION ON BEHALF OF MAPLEDURHAM PROPERTIES LIMITED, SITE CR14z

We write on behalf of our Freeholder client, Mapledurham Properties Limited (the client) in response to the Regulation 19 consultation on the Local Plan Partial Update (LPU).

We have previously submitted detail to support our case for inclusion within the LPU as part of Reading Borough Council's (Council) initial Call for Sites and again at Regulation 18 stage, which has resulted in the site being allocated as Site CR14z within the Pre-Submission Version of the LPU.

The submission made as part of the Regulation 19 consultation updates that previously submitted to provide more detail regarding potential design and materiality, plus further evolution of built form, massing and layout to respond to consultation undertaken with the Council and local stakeholders. Importantly, the submission made is focused upon Reading's ambitions to provide meaningful affordable housing, net zero development and to significantly green and improve the urban environment.

Whilst the client welcomes the allocation for residential development, representations are raised in respect of the extent of that currently proposed in the LPU, which is discussed in greater detail below with reference to the Housing and Economic Land Availability Assessment (HEELA) findings in respect of sites AB084 Sapphire Plaza and AB085 Royal Court.

In support of this submission, the following documents have been produced:

- Planning Position Statement (this document), produced by Opus Works;

- Updated Vision Statement, produced by ACG Architects;
- Updated Transport Note, produced by Stantec;
- Updated Heritage, Townscape and Visual Impact Assessment note, produced by Montagu Evans;
- Updated Daylight and Sunlight Technical Note, produced by Point2.

The purpose of the submission being made is to clearly identify the suitability of the Site, which comprises Sapphire Plaza and Royal Court. It is strongly contended that the site should be allocated for more substantial housing development than currently envisaged in the LPU.

In making our case for development, we have reviewed the Council's site selection methodology that has informed future policy aspirations for the Borough. The Project Team has also conducted its own assessment of built form to identify a scheme that could come forward within accepted policy and legislative parameters; this helping to meet acute housing need and more challenging housing delivery figures for the Borough.

Current LPU Position and Site Selection

The wider site, comprising Sapphire Plaza and Royal Court, will be allocated for residential development in the LPU. This is on account of Sapphire Plaza being identified for allocation alongside Royal Court which is already residential in nature. As the whole site will be allocated for residential uses, it is appropriate to consider the optimal use of this land, which is sustainably-located close to the town centre, transport links and amenities.

As identified in our Regulation 18 submission, Royal Court is in significant need of refurbishment and provides little by way of architectural and/or visual merit in what is a prominent 'island' location.

The nature of Royal Court, which is now 40 years old, means that it would be uneconomic to refurbish the flats to bring them up to date with required EPC standards. Additionally, redevelopment of Royal Court in isolation would lose the opportunity for a comprehensive scheme with Sapphire Plaza to come forward at a time when both the National Planning Policy Framework (NPPF) (as amended December 2024) and the LPU are clear on the need to identify and deliver much-needed housing to alleviate an acute, long-standing crisis in terms of supply and affordability.

The HEELA assessment of Royal Court was undertaken separately from Sapphire Plaza, which we contend is an erroneous start point for the site assessment; both the Call for Sites and Regulation 18 submissions made it clear that it was intended to redevelop the whole site. this including Royal Court and Sapphire Plaza. Indeed, the Regulation 18 Local Plan Consultation recognised the potential allocation for residential development of c. 250 – 400 units across the site.

By considering Royal Court separately, constraining the development potential to within its own red line and taking proximity to the canal and buildings to the south into account, the HEELA concluded that only 43 dwellings could be provided on site and the site was therefore discounted from further assessment.

Specifically, both sites AB084 or AB085 were not excluded from further consideration on account of any significant environmental constraint, as the Council's findings in respect of Stage 1b of the HEELA demonstrates (the tables below are provided for illustrative purposes and to define the nature of following critique. A larger text version of the tables is provided in Appendix 1 for completeness).

STAGE 1(B): EXCLUSION OF SITES FROM FURTHER CONSIDERATION											
Site Code	Site Title	In Functional Flood Plain	In Special Area of Conservation	in Special Protection Area	Within 400m of Thames Basin Heaths	In Ramsar site	In SSSI	In SANG	Ancient Woodland	Relevant hazard zone	EXCLUDE FROM FURTHER CONSIDERATI
AB084	Sapphire Plaza, Watlington Street	No	No	No	No	No	No	No	No	No	**No**
AB085	Royal Court, Kings Road	No	No	No	No	No	No	No	No	No	**No**

Stage 2B: Assessing Suitability identifies minor issues related to the development potential of both Royal Court and Sapphire Plaza, as set out below. Our considerations are made against the relevant points raised in each case (the extracts are there more for signposting and can be read in full and larger font within the HELAA Volume II detailed tables).

STAGE 2(B): ASSESSING SUITABILITY									
SITE		GENERAL LOCATION							
Site Code	Site Title	Within/ adjoining existing urban area?	Distance from centre	Previously developed?	Existing public transport links?	Existing/clear potential highway link?	Access and highway safety issue?	Location comments	Suitability conclusion (general location)
AB084	Sapphire Plaza, Watlington Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		*Suitable*
AB085	Royal Court, Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		*Suitable*

It is clear that both sites are well-located and sustainable.

SITE		EXISTING HOUSING OR ECONOMIC USE				
Site Code	Site Title	In existing employment use?	In existing residential use?	In other existing economic use?	Existing use comments	Suitability conclusion (existing use)
AB084	Sapphire Plaza, Watlington Street	Yes - occupied	No	None	Would require justification for loss of employment use.	*Potentially suitable*
AB085	Royal Court, Kings Road	No	Yes	None	Loss of residential could be suitable subject to uplift and provision for existing residents	*Potentially suitable*

Sapphire Plaza is now vacant and the office market is subject to significant oversupply of space. A number of recent office redevelopment applications have seen the principle of loss of employment use accepted and the proposed CR14z allocation also acknowledges this.

In relation to Royal Court, the intention would be to provide accommodation within the redeveloped scheme for existing residents, which would be subject to engagement with leaseholders during the pre-application and determination processes. A phased redevelopment with Sapphire Plaza forming the first phase would allow for decanting of Royal Court residents prior to demolition of the existing building.

SITE		ENVIRONMENTAL AND OPEN SPACE DESIGNATIONS AND ISSUES									
Site Code	Site Title	Within AONB?	Within Green Belt?	Identified Public Open Space?	Local Green Space?	Common land?	Agricultural land?	Tree Preservation Order	Local Wildlife Site?	Local Nature Reserve?	Area of Biodiversity Action Plan habitat?
AB084	Sapphire Plaza, Watlington Street	No	No	No	No	No	None	No	No	No	No
AB085	Royal Court, Kings Road	No	No	No	No	No	None	No	No	No	No

SITE							
Site Code	Site Title	Biodiversity Opportunity Area?	Major Landscape Feature?	Likely presence of protected species?	Source Protection Zone	Environmental comments	Suitability conclusion (environment)
AB084	Sapphire Plaza, Watlington Street	No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	*Potentially suitable*
AB085	Royal Court, Kings Road	No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	*Potentially suitable*

Both sites are not subject to any environmental or open space designations. Both sites are adjacent to the Kennet and Avon Canal which is defended and built-up in this location, hence the identification of

both sites almost entirely within Flood Zone 1. The existing development sits at a distance to the canal of 5.66m (to Sapphire Plaza) and 5.75m (to Royal Court). The proposed scheme which sits between 6.99m and 7.41m therefore represents betterment over the current on-site position, as well as opportunity to build in further flood capacity through SuDS. A marked-up plan to demonstrate the current and proposed distances from built form to the canal are set out in Appendix 2. It is also noted that changes could be made to the scheme, if considered necessary, to incorporate further improvements, which will form part of pre-application discussions with the Council and Environment Agency.

SITE		HERITAGE							
Site Code	Site Title	Scheduled Ancient Monument	Area of Archaeological Potential	Conservation Area	Historic Park and Garden	Listed Building(s)	Locally listed building(s)	Heritage comments	Suitability conclusion (heritage)
AB084	Sapphire Plaza, Watlington Street	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only		*Potentially suitable*
AB085	Royal Court, Kings Road	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only		*Potentially suitable*

There are no meaningful heritage assets in the vicinity of either site. Nevertheless, a significant Heritage, Townscape and Visual Impact Assessment has been undertaken to assist with design development, which is summarised later in this report.

SITE		HEALTH AND SAFETY										
Site Code	Site Title	Within COMAH consultation zone?	Within AWE DEP2?	Within AWE consultation zone?	Land affected by potential contamination?	Land affected by potential instability?	Within AQMA?	Light pollution?	Potential noise and disturbance effects?	Other health and safety issues?	Health and safety comments	Suitability conclusion (health and safety)
AB084	Sapphire Plaza, Watlington Street	No	No	No	Part	No	Yes	No	Yes	No	Noise effects from IDR	*Potentially suitable*
AB085	Royal Court, Kings Road	No	No	No	Part	No	Yes	No	Yes	No	Noise effects from IDR	*Potentially suitable*

There are no health and safety matters requiring further consideration save for the location of the site in an Air Quality Management Area (as is the majority of the Borough and all of the town centre). Provision of geothermal heating and cooling within the scheme will offset the need to open windows for ventilation, with this also being subject to robust M&E proposals to meet the Council's expectations in this regard.

SITE		FLOOD RISK					
Site Code	Site Title	% of site in Flood Zone 3	% of site in Flood Zone 2	Highest level of surface water flood risk	Other flood risk	Flooding comments	Suitability conclusion (flood risk)
AB084	Sapphire Plaza, Watlington Street	0	0	1 in 1000 year	Reservoir (wet)		*Potentially suitable*
AB085	Royal Court, Kings Road	1	2	1 in 1000 year	Reservoir (wet)		*Potentially suitable*

Both sites are largely within Flood Zone 1 and are at very limited risk of surface water flooding. The development proposals propose betterment in terms of the distance relationship between built form and the canal and it is proposed to discuss further opportunities for improvement with the LLFA during the course of pre-application engagement. It is recognised that detailed discussions with the Environment Agency will be required in respect of riparian issues and permits for development in this location and it is intended to progress these as part of the pre-application process.

SITE		DESIGN AND AMENITY				
Site Code	Site Title	Overlooking/ privacy issues?	Character issues?	Surrounding residential density	Design and Amenity Comments	Suitability conclusion (design and amenity)
AB084	Sapphire Plaza, Watlington Street	Yes	No	294	At SW of site the site is very close to residential windows on building to south.	*Potentially suitable*
AB085	Royal Court, Kings Road	Yes	No	260	At SE of site the site is very close to residential windows on building to south. Would not be potential to move beyond existing building line on this part of the site.	*Potentially suitable*

The minimum separation between the existing development and existing buildings is 10.8m (Sapphire Plaza) and 17.64m (Royal Court), which has been accurately measured following a topographical

survey and is as shown in Appendix 2. The proposed development creates betterment in this regard in respect of the new tower block with a minimal distance of 13.1m with this façade not creating overlooking to the south due to the east-west orientation of rooms in the tower block. Similarly, overall separation distances improve in relation to the mansion block, these being between 16.3m and 21.2m, but there is one incidence of lesser separation at 15.3m. In this regard, it is notable that the current design and layout has been robustly reviewed in terms of daylight and sunlight and rights to light to ensure that a policy and legislation compliant scheme can come forward. Minor changes to the design and layout can be made to provide further mitigation as part of pre-application design development, if considered necessary.

SITE		UTILITIES						
Site Code	Site Title	Potential issue with water provision?	Potential issue with wastewater provision?	Potential issue with electricity provision?	Potential issue with communications provision?	On-site utilities e.g. sub station?	Utilities Comments	Suitability conclusion (utilities)
AB084	Sapphire Plaza, Watlington Street	Yes	No	Potentially	No	No	Adequate lead-in times needed for water infrastructure. No surface water to be discharged to public sewer	*Potentially suitable*
AB085	Royal Court, Kings Road	Yes	No	Potentially	No	No	Adequate lead-in times needed for water infrastructure. No surface water to be discharged to public sewer	*Potentially suitable*

There are acknowledged issues with water provision which will be subject of discussions with Thames Water. As with other schemes coming forward, it is recognised that it is incumbent on the utilities provider to reinforce infrastructure to enable development to come forward. In respect of electricity provision, it is noted that Sapphire Plaza has a very large substation on site given its previous use by the HMRC which required secure supply. As such, there is no issue with provision to it or Royal Court. In addition, and importantly, the proposed provision of geothermal heating and cooling supported by PV electricity generation enables the site to deliver a net zero scheme (or very close to it), thus reducing further strain on Reading's very constrained electrical capacity. This is a very significant benefit to the Council, providing certainty over delivery and a strong precedent in terms of delivering policy-compliant development to the requirements of Policy CC4 in line with Reading's current and emerging ambitions.

SITE		OTHER CONSIDERATIONS									
Site Code	Site Title	Public Rights of Way?	Asset of Community Value?	Site needed for minerals use?	Minerals safeguarding?	Site needed for waste use?	Safeguarded for Crossrail?	Site needed for other strategic transport schemes?	Community aspirations	Comments	Suitability conclusion (other)
AB084	Sapphire Plaza, Watlington Street	No	No	No	Yes	No	No	No	None		*Potentially suitable*
AB085	Royal Court, Kings Road	No	No	No	Yes	No	No	No	None		*Potentially suitable*

In terms of other considerations, whilst the site is in a minerals safeguarding area, its previous wholesale redevelopment will have reduced the potential for meaningful extraction.

SITE		OVERALL	
Site Code	Site Title	SUITABLE FOR DEVELOPMENT ? (OVERALL)	COMMENTS
AB084	Sapphire Plaza, Watlington Street	**Suitable**	
AB085	Royal Court, Kings Road	**Unsuitable**	Reduction of site to 0.13 ha to accommodate 10m buffer to riverbank and avoid too close a relationship to residential windows to south leads to a 43 dwelling development, a net gain of 8, which does not meet the net gain of 10 threshold

As noted above, it is considered that the conclusions made on Royal Court have not sufficiently considered the ability to aggregate with Sapphire Plaza which would bring forward greater development quantum, plus the existing nature of built form on site, which is located within 5.66m of the canal. The Council's conclusions regarding availability and achievability therefore have not been able to consider the wider development scenario for which our revised submission is made and will be the subject of pre-application engagement in the new year.

It is contended that the HEELA should have reviewed sites AB084 and AB085 both separately (as undertaken) but also together, as the purpose of the site selection exercise is not only to determine the suitability, availability and deliverability of sites, but also the optimal means of delivering much-needed housing within what is a highly-constrained Borough and in light of very challenging housing need figures; both as identified by the Council in its July 2024 Housing Needs Assessment and within the NPPF.

The disaggregation of Royal Court from Sapphire Plaza removed the opportunity for comprehensive redevelopment to be assessed and allocated accordingly within the LPU and it is therefore strongly contended and recommended that the sites are reviewed together prior to final decisions being made regarding the direction of the LPU.

The above request is made on grounds that, if reviewed together, additional capacity available to Royal Court would clearly have provided more than the 45 units required to enable further assessment of development potential.

In a similar manner, the disaggregation into two sites has also constrained the ability of Sapphire Plaza to optimise its own site potential, with this leading to a significantly lower residential allocation than that suitable, available and deliverable and as earlier identified in the Regulation 18 LPU.

Taking the above into account, whilst the allocation of Sapphire Plaza for residential uses is welcomed, Mapledurham Properties currently objects to the extent of the allocation set out in Policy CR14z. It is respectfully requested that the LPU is revised to reflect the allocation parameters previously advocated in the Regulation 18 LPU, which in turn would provide a more supportive context for impending pre-application submissions and associated dialogue with the Council (this Regulation 19 submission in effect doubles up as a pre-application package, albeit one where it is expected to add further detail during a phased PPA process).

Given the beneficial location, which is separated from the majority of surrounding uses by the road network, set within the IDR, adjacent to tall buildings and the town centre and which occupies a landmark location in terms of views from north, south, east and west, it is clear that meaningful, beneficial development can come forward. The opportunity to gentrify a tired, but prominent site and uplift surrounding public realm is also advocated.

Further detail to substantiate our preferred planning position is set out below to respond to the key planning considerations.

<u>Principle of Development</u>

The allocation of Sapphire Plaza as proposed, alongside the existing use of Royal Court sets the principle of residential development on site. The CR14z allocation is indicative and there is no cap on an increase in the number that can be delivered, but it is considered that a comprehensive redevelopment would still be wholly compatible in terms of principle, whilst enabling other LPU objectives to be met.

In this regard the LPU recognises the need for much-needed housing in the Borough as set out in paragraph 4.4.1 which supports Policy H1: Provision of Housing:

"There is a pressing need for additional housing in Reading and the surrounding area. Whatever the approach to identifying a specific level of housing need and provision, it is clear that strong delivery of new housing is required across the whole plan period."

The site comprising Sapphire Plaza and Royal Court is sustainably-located, self-contained, will allow for the provision of geothermal heating and cooling powered by on-site photovoltaic (PV) panels without the need for connection to the grid and enables significant urban greening, biodiversity net gain (BNG) and public realm enhancement, including connection to the open space opposite, which will substantially benefit the wider locality.

The updated Vision Statement provided by ACG identifies the site-specific benefits that will be brought forward by a comprehensive redevelopment on site, and which can be summarised as:

- Provision of 320 – 450 homes, based on current plans (as submitted here).
- Inclusion of policy-compliant affordable housing, based on current plans and proposed tenure.
- Bringing forward additional housing on a site that is well-suited to it, as shown by due diligence undertaken on Heritage, Townscape and Visual Impact, Daylight and Sunlight and Transport, which in turn will help the Council to meet more challenging housing need figures in a co-ordinated and appropriate manner, taking the pressure off other sites to achieve this.
- A net-zero development, including Geothermal heating and cooling and PV panels with opportunity for future connection to a heat network, in line with the Council's ambitions and emerging Governmental legislation.
- Significant biodiversity net gain (10%+) and urban greening (0.4+) in excess of policy standards.
- Intention to increase tree canopy cover, both on site and through contributions to the open space and canal side area, to help the Council meet its ambitions.
- Provision of highly thermally efficient homes with low running costs.
- Inclusion of community and healthcare uses within the scheme to combat low provision in the town centre.
- Creation of a high-quality, aesthetically pleasing and visually striking development, forming a step change in Reading's architecture, aligning with the ambitions of Policy CR10 regarding tall buildings.
- Substantial improvement to the public realm, particularly the canal frontage, improving passive surveillance, opportunities for leisure and meeting, and enhancing the visual value of the locality for public benefit.
- Opportunity to provide a bridge link to the adjacent public open space, enhancing local benefit accrued from this area by reconnecting back to the community.
- Ability to use parts of the scheme, both Co-Living and BTR (for traditional market and affordable if this comes forward) for key worker accommodation, particularly for the NHS, Reading College, University of Reading and the Council.

The proposals are unique in Reading, this being on account of world-class expertise in geothermal heating and cooling sitting within the client ownership, which in turn has allowed the Project Team more certainty regarding that deliverable.

The proposals will mark a step-change in development quality and sustainability and allow a truly iconic and stand out scheme to make a positive impact on a currently neglected and unimpressive part of the town.

The proposals either meet or exceed the policies set out below and it is considered that the Council will be able to support the principle of development on this basis. More detailed proposals will be developed and submitted for pre-application assessment by the Council early in the new year:

- All cross-cutting policies, CC1- CC9

- Relevant environmental policies, EN1, EN5, EN7, EN10 – EN13, EN15, EN18, EN19
- Relevant employment policies, EM3, EM4
- Relevant housing policies, H1 – H5, H7, H10, H14, H15
- Relevant transport policies, TR3 – TR5
- Relevant central Reading policies, CR2, CR3, CR6

Housing Need

The Reading Housing Needs Assessment, July 2024, recognises the need to increase the delivery of housing in the Borough and, in particular, affordable housing and family homes. It is recognised in this document that the Council's preferred delivery of 735 dwellings per annum (dpa) (to meet housing without the 35% Standard Method (SM) uplift, but with jobs led housing need) falls short of the overall Governmental requirement of 878 dpa. To respond to the higher SM figures, the LPU now proposes delivery of 825 dpa and identifies how this is to be achieved through existing and proposed site allocations as well as windfall from small sites.

Whilst the increased delivery of housing sites in the Borough identified in the LPU is commendable, this is considered to pose a challenge to the Council in light of:

1. A 10 year average housing delivery of 674.1 dpa, as identified in the Council's 2023 Annual Monitoring Report (AMR).
2. The increased delivery relying on significant windfall development of c.120 dpa.
3. Severe electrical constraints within the Borough that are hampering supply, in turn delaying construction and undermining potential to deliver net zero development as envisaged
4. The housing delivery figures proposed still falling short of the headline SM figure

Taking this into account, it is clear that:

- Better optimising sites to deliver more housing where they can be shown to be technically and environmentally robust is both sensible and necessary.
- Identifying sites that can generate (and potentially) export their own power, whilst providing self-sufficient heating and cooling through geothermal provision is a differentiator making that site more deliverable and therefore reliable than others.
- Optimising and prioritising such sites will allow the Council more certainty over delivery, receipts for infrastructure delivery and security regarding 5YHLS.

The proposals set out in ACG's updated Vision Statement have been subject to significant further due diligence that has helped to identify acceptable built form parameters taking into account adjacent development, heritage assets, environmental constraints and key views. As such, the proposals submitted for the Council's consideration are deliverable and are supported by expert assessment.

Delivery of much-needed housing is the key priority for the planning system. The NPPF enshrines the primacy of this, alongside the redevelopment of brownfield land and a focus on providing affordable accommodation and that for the elderly. The provision of a community of small and affordable self-contained co-living units through to larger 3 bed market or BTR units is creative and again distinctive and will allow for movement of people within the scheme as personal and family circumstances change; discussions with the NHS have highlighted the importance of this flexibility in accommodation and it is the applicant's intent to progress dialogue with the Council to determine potential for key worker accommodation within the Co-Living and standard-sized accommodation to meet this purpose as part of the affordable housing offer.

To conclude on housing need, it is contended that the current LPU allocation for CR14z is amended to enable:

- More dwellings to come forward
- Meaningful, purpose-built accommodation to meet targeted need, such as that for key workers
- Highly sustainable, built form, powered by a net zero geothermal and PV solution

Protecting existing residents

Whilst we have addressed this point above, we reiterate our understanding that the Council would wish to ensure that existing residents at Royal Court are protected from displacement on any whole site development and that conversations are necessary to offer the opportunity to take space in the new development. As stated above., Sapphire Plaza could be built first to allow for decanting direct from one property to the other without the need for interim accommodation. Residents of the new development would also benefit from accommodation meeting 21st century needs, with this providing access to amenity areas, on-site community uses, a potential link to adjacent green, open space and market-leading renewable on-site energy generation, which would provide significantly lower utility costs.

Proposed Accommodation

As identified in the updated Vision Statement, there are a number of options to allow a well-considered scheme to come forward on site.

The preferred option is Option O which proposes 137 Build to Ren (BTR) or traditional Market and Affordable accommodation alongside 202 Co-Living Units. Option L identifies a potential uplift to 445 dwellings if brought forward as a solely Co-Living scheme.

Alongside the residential accommodation it is proposed to provide c. 725m^2 of non-residential uses, comprising a large waterfront café area and a Community Centre and/or Healthcare space. .

The ground floor plan identifies how it is intended to locate residential and non-residential uses alongside intervening spaces. It is considered that the approach will maximise activity and surveillance around the site, which is one of the current disadvantages with the layout of buildings and spaces. In this regard consideration is also being given to linking the site directly to the Public Open Space opposite, which would be done via a bridge connected to the Watlington Street datum located close to the existing road bridge on the western side of the site.

The ground floor will be raised to provide flood protection, which will also allow for an outdoor element to the cafe space. Ramp access to the external cycle stores and café entrance will be provided in this manner with this set within landscaping to the river in this location. The approach, which is not yet shown on the emerging plans, will provide much-needed greening, connecting to the green space opposite, as well as a buffer from the development to the canal.

It is currently proposed to provide a split of accommodation, with BTR and Co-living currently favoured. The buildings, however, can be developed in a number of ways, including traditional Private for Sale and Affordable Housing, full BTR or full Co-living.

The dual-accommodation BTR/Co-living scheme is proposed for the reasons highlighted above, particularly the benefit that could be afforded to key workers from Royal Berkshire Hospital and those on lower incomes with a desire to live close to Reading's town centre. This matter will be discussed in more detail with the Council at pre-application stage with a view to engaging further with the NHS,

University of Reading, Reading College and the Council regarding how the accommodation may be able to meet their key worker needs.

Basement Parking

It is proposed to provide basement parking within the scheme. Whilst this may appear controversial given the Council's usual desire for car-free development, the proposals could provide a location for:

- Trades to park in a secure manner, given very little available space within the town centre
- Staff parking for the Royal Berkshire Hospital (as offered to the NHS) and, in particular, for district nurses.
- Potential for larger car club provision and/or EV charging to help the Council better achieve its ambitions in this regard

Discussions with the Environment Agency to ensure that the car park is secure, watertight and robustly planned would be necessary and these will be progressed at pre-application stage. It is noted that the car park is not necessary for the scheme to progress, but is proposed on grounds of the myriad economic and social advantages it can create.

Geothermal Heating and Cooling

The Council's ambitions regarding the development of a Heating Network or Heating Zones forms a significant part of the LPU and it is recognised that this is also a key aim at Governmental level within legislation likely to be developed in 2025 within the following 24 months.

Delivery of heat networks in Reading is challenging on a number of grounds:

1. There are no current heat networks and it is uncertain when these will come into play
2. The communal equipment required to connect to heat networks is often more costly, which renders developments less viable
3. Investors will not accept any gas-powered approach, even if more cost-effective

The size of the combined Sapphire Plaza and Royal Court site, and in particular its width along the Kennet Canal, allows for a geothermal solution to come forward. Provision of basement car parking helps take advantage of this approach, but is not essential. It is the intention to develop this detail to support pre-application discussions.

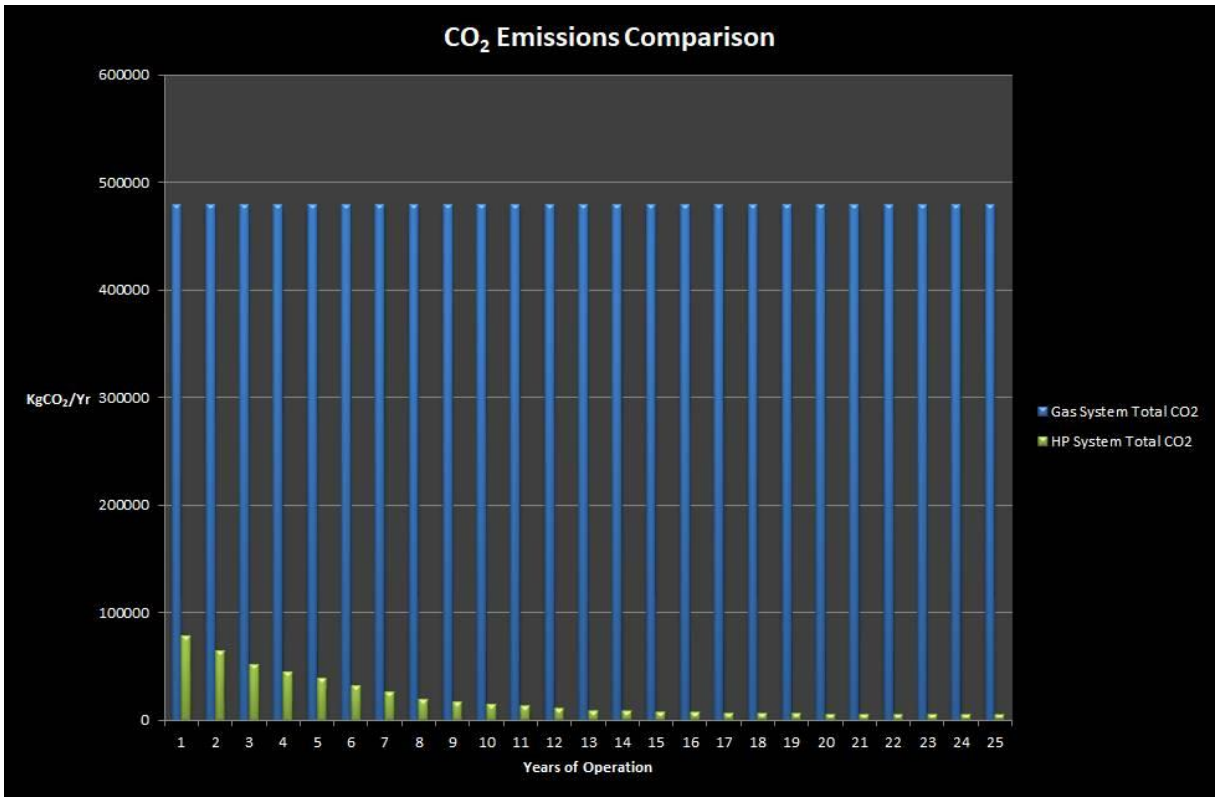
Provision of geothermal heating and cooling on site will provide a significant benefit, strongly align with the Council's emerging LPU ambitions and provide a case study example to demonstrate how this can be achieved in an economically-acceptable manner.

Considerations regarding the amount of car parking for the residential and non-residential uses remain open to discussion, with the location of the site warranting a significantly-reduced or car-free scheme. Should this be the Council's preference, the basement space can either be discounted or re-used/partly re-used as an EV charging facility for cars visiting the town.

Further to assessment of the site and the proposed development, Ground Source Consult Ltd have summarised that there are no obvious barriers to drilling such as source protection zones or sites of special scientific interest which may require an onerous permitting process.

In terms of heat pumps, there are a couple of options; first is a centralized system to distribute domestic hot water and low temperature hot water through the building. The alternative is a shared ground loop which distributes ground energy to each space, with each space having its own heat pump. The advantage of the second type of system is that each owner or occupier of the space pays for the heat they use, they can set their temperatures to what they want, which generally increases efficiency.

Assuming a c.30 W/m2 for peak load for a high specification building of the type proposed the system will be developed at 900 kW, a comparison of which below shows estimated CO2 savings against mains gas. The client welcomes the opportunity to discuss the potential for geothermal heating and cooling on this site with the Council's Sustainability Team.



Tall Buildings

The LPU identifies the extension of the Tall Buildings zone through an 'Areas of Less Suitability for Tall Buildings' area. The LPU Proposals Map has been amended to identify these buffer areas where additional height may be accepted and two new criteria have been added to Policy CR10: Tall Buildings to set out the policy expectations in this regard:

"v) In addition to the three clusters, 'areas of less suitability for tall buildings' are shown on the Proposals Map, within which tall buildings will not be suitable unless a clear case can be made that the cluster approach would not be undermined when all significant views are taken into account and that all of the other aspects of this policy are complied with.

vi) Outside the three clusters and the 'areas of less suitability for tall buildings', tall buildings will not be permitted".

To assist consideration of proposals, previous policy criterion v) of Policy CR10 has been renumbered as policy criterion vii) and retained to detail a series of clear requirements for tall buildings with a strong focus on quality, individuality and amenity.

It is Mapledurham Properties strong belief that the redevelopment of Sapphire Plaza and Royal Court can meet or exceed these policy criteria; the location is one of very few in the Borough that is essentially isolated from other development, this being on account of being an island site surrounded by road infrastructure, making it both possible and appropriate to generate height without unacceptable adverse impact on neighbouring amenity or the character of the area. Given the location at the confluence of several roads that predominantly form the IDR, it is entirely appropriate to better define the locality through a landmark structure that will generate visual interest and aid wayfinding.

Our considerations against each of the Policy CR10 vii) criteria is set out below:

"*In addition to the area-specific requirements, all tall building proposals should be of excellent design and architectural quality, and should:*

The design proposals are at an early stage, but have been subject to initial engagement with Ward Councillors and local stakeholders, most notably Abbey Ward Members, the Reading Civic Society, Conservation Area Advisory Committee, REDA and the Federation of Small Business. The Vision Statement provided by ACG identifies a well-considered design and layout of high architectural quality and distinctiveness that can also provide a step-change in sustainability. It is intended to develop the proposals further through multi-stage engagement with Council Officers and the Design Review Panel, seeking the opinion of the public and local stakeholders throughout this process. The intent is to provide a building of striking quality that defines the positive direction of the town into the future.

• *Enhance Reading's skyline, through a distinctive profile and careful design of the upper and middle sections of the building;*

It is evident from the ACG Vision Statement that a distinctive and exceptional design is being pursued in a location that has the space around it to accommodate such a structure. The proposals recognise a distinct top, middle and bottom order alongside design intricacy at various points to bring forward high levels of façade quality, interest and contrast and with it a building that will stand out in a positive and beneficial manner.

• *Contribute to a human scale street environment, through paying careful attention to the lower section or base of the building, providing rich architectural detailing and reflecting their surroundings through the definition of any upper storey setback and reinforcing the articulation of the streetscape;*

The current buildings, which feature ground floor undercrofts and long sections of blank façade, are of minimal visual merit and the replacement of these buildings is highly warranted. Close attention has been paid to interaction at the public level and active frontage is provided around the building to encourage engagement with passers-by and to draw them into the building. The focus on the human scale has enabled greater consideration to be given to how the development will address the canal and open space beyond, potentially directly connecting into it. Passive surveillance is provided throughout to mitigate anti-social behaviour which is a current problem. Breaks in the architecture to provide amenity spaces and let in light, positively consider massing, whilst setbacks across the building create spaces for residential use, urban greening and provision of PV panels. There is significant articulation proposed within the facades and the colour scheme chosen, whilst indicative, does recognise the site name and uses this to add distinction.

• *Contribute to high-quality views from distance, views from middle-distance and local views;*

In developing the scheme, a full HTVIA has been undertaken, which has informed the location and size of massing proposed. The resultant proposals place height where it is beneficial; at key vistas, whilst ensuring that views around the site are appropriately maintained. The HTVIA document submitted as part of the Regulation 19 package on information clearly identifies the very significant assessment that has taken place.

• *Take account of the context within which they sit, including the existing urban grain, streetscape and built form and local architectural style;*

The ACG Vision Statement identifies the significant work that has gone into determining the existing site context, but also how this has influenced design, materiality and colouring. The existing urban grain is multi-faceted, with low-rise residential areas located to the east (well-separated) and south (again, well-separated and shielded by the substantial Q2 development) and larger flatted and commercial development forming the predominant pattern to the north and west. Within this, an appropriate architectural approach has emerged which enhances the streetscape,

• *Avoid bulky, over-dominant massing;*

The proposals are sensitively spread across the substantial site width, allowing for a tall building and a mansion block typology to come forward. The HTVIA and daylight and sunlight due diligence undertaken has helped to determine outlook from locations around the site and how development will interact with those locations depending on the nature and extent of built form proposed. The resultant built form is broken down and located where appropriate to do so, ensuring that it blends in well with the streetscene where needed, as in the view from the east on Kings Road, whilst creating a beneficial visual impact on the IDR to support and enhance that currently provided by Verto.

• *Conserve and, where possible, enhance the setting of conservation areas and listed buildings;*

There are no listed buildings in the immediate locality, but the positioning and height of development has taken into consideration the listed churches on Watlington Street and Queens Road and other notable buildings such as the Huntley and Palmers building.

• *Use high quality materials and finishes;*

The Vision Statement submitted identifies a desire to provide a visually striking and distinctive building constructed out of high quality, long-lasting materials. The applicant looks forward to working with the Council to develop this concept further.

• *Create safe, pleasant and attractive spaces around them, and avoid detrimental impacts on the existing public realm;*

The existing public realm suffers from anti-social behaviour and is visually unattractive and unwelcoming with little connection to its immediate surroundings. By contrast, the new scheme seeks to connect back to the public realm, to enhance this and the canal-side area and to re-connect with the public open space to the north. Great thought has gone into creating a scheme that benefits both residents to the scheme and those living close to it.

• *Consider innovative ways of providing green infrastructure, such as green walls, green roofs and roof gardens;*

It is proposed to provide a series of podium spaces and terraces within the site alongside green and brown roofs. Given the low existing site coverage, which is essentially nearly all hardstanding, there is a real opportunity to transform this area of the town centre.

• *Locate any car parking or vehicular servicing within or below the development;*

There are plans for basement parking, which could service the development, be used for car clubs or benefit other user groups who are currently underprovided for such as District Nurses, Hospital Workers or Tradespeople.

• *Maximise the levels of energy efficiency in order to offset the generally energy intensive nature of such buildings;*

The site is being designed to be Reading's most sustainable building. This is this development's USP. It will create a strong precedent.

• *Mitigate any wind speed or turbulence or overshadowing effects through design and siting;*

The scheme will be subject to wind and microclimate testing early in the pre-application process to ensure that an appropriate design and layout can emerge.

• *Ensure adequate levels of daylight and sunlight are able to reach buildings and spaces within the development;*

The significant technical work undertaken by Point2 have comprehensively demonstrated that the current scheme, as submitted, meets all salient BTE guidelines regarding daylight and sunlight.

• *Avoid significant negative impacts on existing residential properties and the public realm in terms of outlook, privacy, daylight, sunlight, noise, light glare and night-time lighting;*

The scheme has been designed in a manner where windows are typically over 20m away from closest neighbours. The scheme is at an early stage of design development, but it is considered that this is achievable whilst delivering the expected quantum set out in this submission. Pre-application technical work and engagement with statutory consultees and officers will support our approach to ensure that a technically-diligent and beneficial sets of proposals can emerge.

• *Provide managed public access to an upper floor observatory and to ground floors where appropriate, and ensure that arrangements for access within the building are incorporated in the design stage;*

The proposals seek to provide a meaningful ground floor internal space for the public, alongside much-needed healthcare and community facilities.

• *Incorporate appropriate maintenance arrangements at the design stage".*

As with all major developments, the operation, management and maintenance of the building will be subject to a high level of scrutiny to ensure that a co-ordinated, attractive and beneficial, long-term development is able to be brought forward and maintained in this fashion over the longer term.

As Policy CR10 and the proposals map are currently published, Mapledurham Properties objects to the LPU. It is contended that the removal of Royal Court from assessment within the HEELA unintentionally created a missed lost opportunity to robustly consider a wider site redevelopment at Sapphire Plaza and Royal Court and consequently the extension of the Policy CR10 buffer zone was not given the due consideration it should have had.

It is clear that the site is located within an area that is distinct from the low to medium-rise residential zones to the east and south. It is also evident that the Q2 building to the south creates a strong visual barrier to development on-site. Further, land to the east and west is subject to very significant distance separation on account of the IDR (which is four lane in this location, plus paths on both sides), plus land to the north is separated by the canal and open space in addition to the IDR.

Land to the north-west and north is identified within the Proposals Map for Tall Buildings, in the case of Verto, which is G +17 storeys in height and is located immediately to the north-west, as identified by the red shaded block below. The Tall Buildings zone extension is identified directly to the north of the development site, stretching along the northern bank of the Canal between Gas Works Road and Orts Road estate to the south. In addition, to this, an implemented (but not yet completed) consent for a 9 storey block at Clarendon House is identified as the blue block to the west and the Q2 development, also identified as a blue block, is a completed 10 storey building which is located directly to the south of the site.

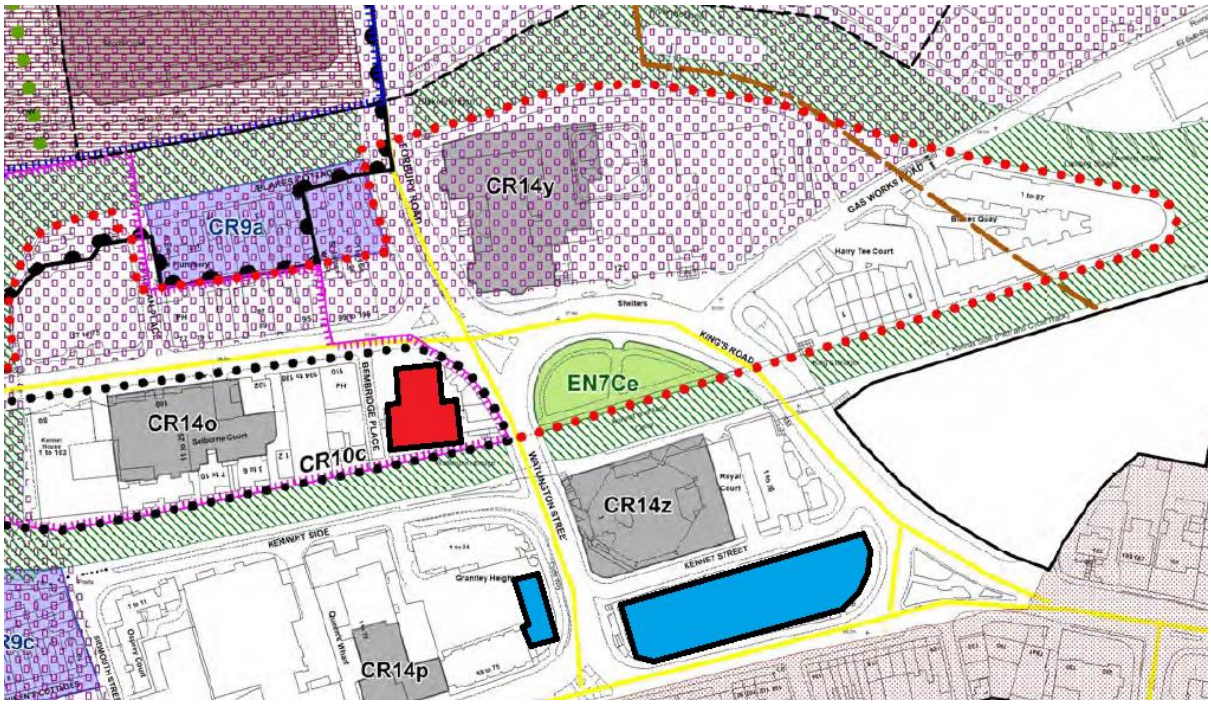


Figure 1 – LPU Proposals Map (our emphasis)

Whilst there are currently no proposed changes to Policy CR10, Tall Buildings, it is considered that a small extension to the eastern grouping to accommodate all or part of Site Cen9 is warranted. The rationale for this is as follows:

- The site is located directly adjacent to the 'Verto' on Kings Road and the Prudential Buildings, which represent the current extent of the Tall Buildings: Eastern Grouping
- The island site is bordered on all sides by the local highway network, which combined with site size, provides the necessary separation and opportunity to optimise densities and better deliver upon the challenging quantum, mix and tenure requirements set out in the LPU
- The site is adjacent to 10 storey development to the south at Q2 and implemented 9 storey development at Clarendon House to the east, ref: 180909, providing further rationale for height in the intervening area between these buildings and the Tall Buildings zone.
- Detailed HTVIA and Daylight and Sunlight Assessment has identified appropriate built form parameters for development on site, enabling more height to come forward without unacceptable impact on the surrounding locality.
- The whole-site proposals will help to realise substantial other benefits, as listed above in respect of delivery of more affordable accommodation, opportunity to bring forward healthcare and community uses on site, geothermal heating and cooling and substantial urban greening and visual uplift.

More detail in support of our proposals to review Policy CR10: Tall Buildings is set out in the HTVIA that supplements this submission.

Heritage, Townscape and Visual Impact Assessment (HTVIA)

Montagu Evans has undertaken a comprehensive HTVIA to support this stage of the proposals. In respect of the detailed work undertaken, Further to the assessment undertaken of the emerging proposals at Sapphire Plaza and Watlington Street, it is strongly contended that Policy CR10: Tall Buildings should be amended to include the Site within the 'Areas less suitable for Tall Buildings'. The case for height at the Site is made in context of the assessment of built form undertaken in respect of a significant number of views from around the Site.

In making the case for height, which would extend across the whole site and is made in relation to the built form identified in ACG's Vision Statement, the HTVIA robustly identifies that the site can accommodate further development than that currently identified in the Reg 19 Local Plan, this being more akin to that previously allocated at Regulation 18 stage.

From the initial HTVIA analysis undertaken it is clear that a scheme of up to 20 storeys could be appropriate and brought forward in an acceptable manner on site. This would include both Sapphire Plaza and Royal Court and would respond positively to the emerging residential character of this part of Reading.

Daylight and Sunlight

Point2 has considered daylight and sunlight impact on surrounding properties as a consequence of the proposals.

The location of the site, which is separated on all sides by the local highway network and is situated to the north of the nearest neighbouring building, benefits this process immeasurably and enables the proposed built form to come forward in high compliance with BRE guidance. Point 2 conclude on this basis that *'…The site currently contains relatively low density massing, as a result windows within site facing properties are impacted by few obstructions. Any uplift of massing will inevitably result in noticeable daylight impacts to some residential properties, however it is important to consider the residual daylight levels these properties will subsequently enjoy.*

This approach is common in an urban environment, and it has been held at appeal that noticeable reductions of daylight are not to be equated with "unacceptable impacts" and the use of alternative target values have frequently been considered acceptable across the country – noting various appeal decisions. The proposal has been designed to ensure that daylight impacts on neighbouring properties are commensurate with the locale. As a result, the reductions of daylight are generally modest and site facing properties are left with residual daylight levels which are commensurate or better than one would expect in the locale. It is considered that the proposal responds very well to its location.

The scheme is considered acceptable given its location (and use of appropriate alternative target values) and would conform to planning guidance'

<u>Highways and Access</u>

Stantec has reviewed the site to consider trip generation, access, servicing requirements and car parking standards.

It is concluded further to this assessment that the site is situated in a highly sustainable location with direct access to the pedestrian/cycle network and public transport connections.

The principle of vehicle access and servicing from Kennet Street is currently shown by the existing operation of Sapphire Plaza and Royal Court. This will be maintained through the redevelopment proposals while improving pedestrian and cycle access to the Site.

The current concept scheme for the proposed development is for 338 homes, comprising of 216 Co-Living and 122 Build to Rent units. These figures are based on the illustrative scheme and are not yet confirmed. Vehicle access to the Site will be gained from Kennet Street, while multiple pedestrian access points are to be provided around the site boundary.

A preliminary TRICS assessment has been undertaken to obtain trip rates and in turn provide an estimated trip generation for the Site. This assessment showed that the Site has the potential to generate a maximum of 189 two-way people trips during any given peak hour. This trip generation is to be further refined through the development process.

Given the existing and previous site use, the forecast level of net traffic generation is not anticipated to impact the local highway network beyond capacity. There are no concerns regarding highway safety.

It is considered that the principle of residential development of the site meets the transport tests for developments set out in the December 2024 NPPF (Paragraphs 115–118). The site redevelopment is considered acceptable from a transport and traffic perspective.

Conclusions

Mapledurham Properties Limited very much welcome the opportunity to comment on the emerging Local Plan Update and look forward to working proactively and productively with the Council during the policy-making process in respect of the site at Sapphire Plaza and Royal Court. As noted, this submission will be made alongside a pre-application submission early in the New Year to allow for more engagement with Officers and Statutory Consultees to enable discussions on the finer details of the proposals.

The due diligence undertaken to support our submission clearly robustly identifies that the site is suitable, available and deliverable and that a whole-site redevelopment will provide significant benefits that could not be achieved simply through allocation of Sapphire Plaza – no development will come forward on the basis of one of the two sites coming forward in isolation for the reasons set out in this document.

The proposals represent a uniquely sustainable scheme that will also transform an area subject to poor urban greening and tree cover, anti-social behaviour and urban blight. most sustainable solution and one that will rejuvenate the site and provide lasting benefits within the locality.

A comprehensive approach has been taken to the development, which has been subject to local engagement and consequent refinement to ensure that it meets a series of competing wants. In particular, this scheme focusses on how to deliver meaningful affordable housing to the groups that can benefit from it the most, key workers, in turn this benefitting the town through the attraction and retention of this part of the workforce.

We trust that the comments provided are taken in the positive and proactive manner in which they have been submitted and we remain open to discussing matters further with the Council's Planning Policy Team as necessary to ensure that the site can be allocated for further, appropriate levels of housing development as evidenced in the submission made.

Yours sincerely,

Jonathan Walton

Planning and Development Director

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Appendix 1 – HEELA Detailed Site Tables (Site Selection Process)

READING HOUSING AND ECONOMIC LAND AVAILABILITY ASSESSMENT

VOLUME II - DETAILED TABLES

November 2024

STAGE 1(A): IDENTIFICATION OF SITES AND BROAD LOCATIONS

Site Code	2017 Site Code	Site Title	Postcode	Easting	Northing	Ward	Size (ha)	Existing use	Source	Area character	Application ref	Existing local plan ref	Resi gain permitted total 24	Resi loss permitted total 24	Resi gain completed 24
AB001	AB001 (part)	29-35 Station Road	RG1 1LG	471490	173690	Abbey	0.04	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB002	AB001 (part)	17-27 Station Road		471490	173660	Abbey	0.06	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB003	AB001 (part)	13-15 Station Road		471490	173650	Abbey	0.02	Offices, retail	Existing allocations	Town Centre	230202	CR11a	0	0	0
AB004	AB001 (part)	23 Friar Street	RG1 1DP	471490	173600	Abbey	0.01	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB005	AB001 (part)	24 Friar Street	RG1 1DP	471485	173600	Abbey	0.02	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB006	AB001 (part)	27-29 Friar Street	RG1 1DP	471440	173600	Abbey	0.03	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB007	AB001 (part)	1 Merchants Place	RG1 1DT	471440	173620	Abbey	0.02	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB008	AB001 (part)	30-31 Friar Street	RG1 1RD	471420	173610	Abbey	0.1	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB009	AB001 (part)	32-34 Friar Street	RG1 1DX	471410	173600	Abbey	0.04	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB010	AB001 (part)	35-39 Friar Street	RG1 1DX	471390	173600	Abbey	0.16	Offices, retail	Existing allocations	Town Centre		CR11a	0	0	0
AB011	AB001 (part)	8 Merchants Place	RG1 1DT	471415	173660	Abbey	0.01	Retail	Existing allocations	Town Centre		CR11a	0	0	0
AB012	AB002 (part)	52-55 Friar Street and 12 Greyfriars Road	RG1 1DX	471300	173600	Abbey	0.26	Retail, ancillary offices	Existing allocations	Town Centre		CR11b	0	0	0
AB013	AB002 (part)	Greyfriars House, 20 Greyfriars Road	RG1 1NL	471265	173655	Abbey	0.12	Offices	Existing allocations	Town Centre	200211	CR11b	0	0	0
AB015	AB003 (part)	Station Hill Plot F, Garrard Street		471380	173670	Abbey	0.18	Cleared site	Existing allocations	Town Centre	201533	CR11c	184	0	0
AB016	AB003 (part)	Station Hill Phase 2		471400	173730	Abbey	0.91	Cleared site	Existing allocations	Town Centre	192032	CR11c	0	0	0
AB017	AB003 (part)	Station Hill Phase 3		471330	173750	Abbey	0.89	Offices, cleared site	Existing allocations	Town Centre	192032	CR11c	750	0	0
AB018	AB008	Cattle Market		471000	173820	Abbey	2.46	Cattle market, various commercial, car park	Existing allocations	Town Centre		CR12a	0	0	0
AB019	AB009 (part)	45 Caversham Road	RG1 7BT	471110	173750	Abbey	0.15	Cleared site	Existing allocations	Town Centre	201420	CR12b	40	0	0
AB020	AB009 (part)	31 Great Knollys Street	RG1 7HU	471050	173730	Abbey	0.04	Office, industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB021	AB009 (part)	Unit B1-B11, Great Knollys Street	RG1 7HN	471020	173730	Abbey	0.15	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB022	AB009 (part)	Bellman Court, Great Knollys Street	RG1 7HN	471010	173710	Abbey	0.1	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB023	AB009 (part)	63 Great Knollys Street	RG1 7HN	470980	173710	Abbey	0.1	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB024	AB009 (part)	Units A1-A3 Great Knollys Street	RG1 7HN	470950	173720	Abbey	0.07	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB025	AB009 (part)	Unit A2, North Street	RG1 7DA	470950	173710	Abbey	0.02	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB026	AB009 (part)	1a North Street	RG1 7DA	470950	173700	Abbey	0.04	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB027	AB009 (part)	16 North Street	RG1 7DA	470950	173680	Abbey	0.04	Office	Existing allocations	Town Centre		CR12b	10	0	0
AB028	AB009 (part)	12-14 North Street	RG1 7DA	470960	173660	Abbey	0.04	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB029	AB009 (part)	Units C1-C11, Weldale Street	RG1 7BX	470990	173670	Abbey	0.22	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB030	AB009 (part)	7 Weldale Street	RG1 7BX	471040	173680	Abbey	0.14	Industrial	Existing allocations	Town Centre		CR12b	0	0	0
AB031	AB009 (part)	Land between Chatham Street and Weldale Street		471029	173610	Abbey	1.21	Cleared site	Existing allocations	Town Centre		CR12b	418	0	253

AB032	AB010	Chatham Street		471110	173540	Abbey	1.62	Roundabout, dual carriageway	Previous allocation	Town Centre			0	0	0
AB033	AB011 (part)	Broad Street Mall	RG1 7QG	471230	173350	Abbey	1.78	Retail, offices, car park	Existing allocations	Town Centre		CR12d	422	0	0
AB034	AB011 (part)	Fountain House, 2 Queens Walk	RG1 7QF	471150	173340	Abbey	0.12	Offices	Existing allocations	Town Centre		CR12d	48	0	0
AB035	AB011 (part)	Pentahotel, Oxford Road	RG1 7RH	471100	173370	Abbey	0.32	Hotel	Existing allocations	Town Centre		CR12d	0	0	0
AB036	AB011 (part)	Queens Court, Queens Walk	RG1 7QF	471100	173320	Abbey	0.28	Student accommodation	Existing allocations	Town Centre		CR12d	0	0	0
AB037	AB011 (part)	20 Hosier Street	RG1 7JL	471290	173320	Abbey	0.08	Club	Existing allocations	Town Centre		CR12d	0	0	0
AB038	AB011 (part)	19-23 St Mary's Butts	RG1 2LN	471330	173320	Abbey	0.06	Public house, retail, offices	Existing allocations	Town Centre		CR12d	0	0	0
AB039	AB012 (part)	Hosier Street		471190	173230	Abbey	1.91	Cleared site, public open space, car park	Existing allocations	Town Centre		CR12e	0	0	0
AB040	AB012 (part)	Hexagon Theatre, Hosier Street	RG1 7QF	471110	173270	Abbey	0.48	Theatre	Existing allocations	Town Centre		CR12e	0	0	0
AB041	AB012 (part)	Thames Valley Police, Castle Street	RG1 7TH	471180	173140	Abbey	0.55	Police station	Existing allocations	Town Centre		CR12e	0	0	0
AB042	AB012 (part)	Magistrates Court, Castle Street	RG1 7TQ	471260	173190	Abbey	0.4	Magistrates court	Existing allocations	Town Centre		CR12e	0	0	0
AB043	AB013	Reading Prison		472070	173560	Abbey	1.44	Vacant prison	Existing allocations	Town		CR13a	0	0	0
AB044	AB017 (part)	Eaton House, 106-112 Oxford Road		470880	173420	Abbey	0.44	Offices	Existing allocations	Town Centre		CR12c	0	0	0
AB045	AB017 (part)	10 Eaton Place	RG1 7LP	470900	173470	Abbey	0.04	Offices	Existing allocations	Town Centre		CR12c	0	0	0
AB046	AB017 (part)	115 Chatham Street	RG1 7JX	470860	173480	Abbey	0.17	Cleared site	Existing allocations	Town Centre	210349	CR12c	54	0	0
AB047	AB017 (part)	121 Chatham Street	RG1 7JE	470830	173480	Abbey	0.05	Doctors surgery	Existing allocations	Town Centre		CR12c	0	0	0
AB048	AB017 (part)	Future House, 125 Chatham Street	RG1 7JG	470800	173470	Abbey	0.08	Offices	Existing allocations	Town Centre		CR12c	0	0	0
AB049	AB017 (part)	The Face Bar, Ambrose Place	RG1 7JE	470830	173450	Abbey	0.1	Club	Existing allocations	Town Centre		CR12c	0	0	0
AB050	AB057	Central Swimming Pool, Battle Street		470650	173500	Abbey	0.55	Cleared site	Existing allocations	Urban	221405	CR14a	49	0	0
AB052	AB032	173-175 Friar Street	RG1 1BP	471650	173510	Abbey	0.14	Retail, offices	Existing allocations	Town Centre	061033, 220577, 220579	CR14d	26	0	0
AB053	AB053	27-32 Market Place	RG1 2DE	471680	173500	Abbey	0.04	Retail uses, offices and residential	Existing allocations	Town Centre	220545	CR14d	8	0	0
AB054	AB022	3-10 Market Place, Abbey Hall & Abbey Square	RG1 2EG	471740	173460	Abbey	0.27	Offices, retail	Existing allocations	Town Centre	210478, 211261, 221446	CR14e	182	0	0
AB055	AB026 (part)	Vue Cinema, The Oracle	RG1 2AG	471720	173200	Abbey	0.53	Cinema, restaurants	Existing allocations	Town Centre	221917	CR14g	0	0	0
AB056	AB026 (part)	Oracle Riverside Car Park	RG1 2AG	471620	173120	Abbey	0.91	Car park, restaurants	Existing allocations	Town Centre		CR14g	0	0	0
AB057	AB068	Apex Plaza, Forbury Road	RG1 1AX	471660	173760	Abbey	0.93	Offices	Opportunity in established use	Town		CR11d	0	0	0
AB058	AB067	Brunel Arcade, Station Approach	RG1 1LZ	471550	173760	Abbey	0.58	Railway station uses	Opportunity in established use	Town		CR11d	0	0	0
AB059	AB018	143-145 Oxford Road	RG1 7UY	470780	173340	Abbey	0.14	Church	Previous allocation	Urban			0	0	0
AB060	AB020	9-27 Greyfriars Road	RG1 1NU	471240	173700	Abbey	0.17	Offices	Previous allocation	Town			0	0	0
AB061	AB024	Reading Central Library, Abbey Square	RG1 3BQ	471810	173400	Abbey	0.1	Library	Previous allocation	Town Centre			0	0	0
AB062	AB025	The Anchorage, 34 Bridge Street	RG1 2LU	471500	173040	Abbey	0.15	Offices	Previous allocation	Town			0	0	0
AB063	AB052	The Oracle Shopping Centre, Yield Hall Place	RG1 2AH	471650	173320	Abbey	0.04	Service road	Opportunity in established use	Town Centre	120124		0	0	0
AB064	AB058	78 Oxford Road	RG1 7LJ	471010	173410	Abbey	0.03	Retail, residential	Opportunity in established use	Town Centre	050014, 161860, 182175, 190549		0	0	0
AB065	AB059	149-153 Oxford Road	RG1 7UY	470760	173360	Abbey	0.1	Residential	Opportunity in established use	Urban	090795		0	0	0
AB066	AB060 (part)	40 Oxford Road	RG1 7LA	471150	173440	Abbey	0.02	Retail, offices	Outstanding planning permissions	Town Centre	200756		6	0	0
AB067	AB060 (part)	38 Oxford Road & 5 Cheapside	RG1 7AG	471160	173440	Abbey	0.02	Retail, offices	Opportunity in established use	Town Centre	091455, 211517		0	0	0

AB068	AB064	159 Oxford Road	RG1 7UY	470730	173350	Abbey	0.03	Community use, residential	Opportunity in established use	Town Centre	101747		0	0	0
AB069	AB065	Queens Arms PH, Great Knollys Street	RG1 7HL	470930	173760	Abbey	0.07	Café	Opportunity in established use	Town Centre	121544		0	0	0
AB070	AB069	37-43 Blagrave Street	RG1 1PZ	471600	173700	Abbey	0.04	Offices	Opportunity in established use	Town			0	0	0
AB071	AB071	Rising Sun 18 Forbury Road	RG1 1SB	471720	173700	Abbey	0.02	Public house	Opportunity in established use	Town			0	0	0
AB072	AB072	The Butler PH, Chatham Street	RG1 7DS	470900	173500	Abbey	0.11	Public house	Opportunity in established use	Town	180365		0	0	0
AB073	AB074	7 Blagrave Street	RG1 1PJ	471620	173620	Abbey	0.02	Retail	Refused or withdrawn applications	Town Centre	151345, 230238		0	0	0
AB074	AB078	Land at Regent Court, Great Knollys Street	RG1 7HW	471110	173820	Abbey	0.02	Parking	Refused or withdrawn applications	Town Centre	090601		0	0	0
AB075	AB079	1-3 Greyfriars Road	RG1 1NU	471240	173630	Abbey	0.03	Office	Refused or withdrawn applications	Town Centre	070944		0	0	0
AB076	AB094	160-163 Friar Street	RG1 1HE	471600	173550	Abbey	0.06	Offices	Opportunity in established use	Town	160212		0	0	0
AB077	AB097	15-18 Friar Street, 2-16 Station Road and Harris Arcade		471540	173630	Abbey	0.31	Retail, bars, offices	Opportunity in established use	Town Centre	211214		0	0	0
AB078	AB098	Clarendon House 59-75 Queens Road	RG1 4BN	472190	173290	Abbey	0.16	Offices	Outstanding planning permissions	Town Centre	180909		39	0	0
AB079	AB100	Rear of 8-32 Clifton Street		470620	173260	Abbey	0.16	Back gardens and garages	Opportunity in established use	Urban			0	0	0
AB080	AB101	Part of City Wall House, 26 West Street	RG1 1TZ	471260	173460	Abbey	0.05	Serviced apartments	Opportunity in established use	Town Centre	170251		0	0	0
AB081	AB102	Tangent House, 16 Forbury Road	RG1 1SB	471700	173700	Abbey	0.05	Office and education/training	Refused or withdrawn applications	Town Centre	161648		0	0	0
AB082		Aquis House, 49-51 Forbury Road	RG1 1PL	471570	173670	Abbey	0.35	Offices, car parking	Opportunity in established use	Town			0	0	0
AB083		33 Blagrave Street	RG1 1PW	471610	173660	Abbey	0.07	Offices	Opportunity in established use	Town			0	0	0
AB084		Sapphire Plaza, Watlington Street	RG1 4TA	472250	173320	Abbey	0.25	Offices	Opportunity in established use	Town			0	0	0
AB085		Royal Court, Kings Road	RG1 4AE	472300	173340	Abbey	0.16	Residential	Opportunity in established use	Town			0	0	0
AB087		Epping House, 55 Russell Street	RG1 7XG	470780	173120	Abbey	0.05	Offices	Outstanding planning permissions	Urban	211878		7	0	0
AB088		87 Broad Street	RG1 2AP	471380	173430	Abbey	0.06	Retail, offices	Outstanding planning permissions	Town	220934		6	0	0
AB089		200-202 Broad Street	RG1 7QJ	471260	173450	Abbey	0.02	Retail, offices	Outstanding planning permissions	Town Centre	220970, 230330		9	0	0
AB090		165 Oxford Road	RG1 7UZ	470720	173360	Abbey	0.05	Dentists	Outstanding planning permissions	Urban	201864		5	0	0
AB091		House of Fraser, The Oracle	RG1 2AS	471520	173160	Abbey	0.64	Retail	Outstanding planning permissions	Town	191841		0	0	0
AB093		1-15 Queen Victoria Street & 145-148 Friar Street	RG1 1SY	471490	173550	Abbey	0.15	Retail, offices	Opportunity in established use	Town Centre	221232		0	0	0
AB094		138-144 Friar Street	RG1 1EX	471460	173560	Abbey	0.13	Pub, retail, bar	Opportunity in established use	Town	221235		0	0	0
AB095		100 Kings Road	RG1 3BW	472070	173360	Abbey	0.19	Serviced apartments	Opportunity in established use	Town	161449		0	0	0
AB096		149-150 Friar Street and 2-4 Queen Victoria Street	RG1 1EX	471530	173570	Abbey	0.02	Offices, retail	Opportunity in established use	Town Centre	170210		0	0	0
AB097		Former Debenhams, The Oracle	RG1 2AS	471660	173270	Abbey	0.56	Retail, restaurants	Opportunity in established use	Town	221916		0	0	0
AB098		Warwick Arms, 77-79 Kings Road	RG1 3DD	472070	173400	Abbey	0.03	Restaurant	Refused or withdrawn applications	Town	201845		0	0	0
AB099		20-22 Duke Street	RG1 4RU	471740	173310	Abbey	0.08	Pub (vacant)	Vacant and derelict site	Town			0	0	0
AB100		23-24 Market Place	RG1 2DE	471680	173517	Abbey	0.01	Restaurant, offices	Outstanding planning permissions	Town	221880		5	0	0
AB101		Civic Offices, Bridge Street	RG1 2LU	471417	173150	Abbey	0.85	Council offices	Outstanding planning permissions	Town	231495		0	0	0
AB102		13-15 Market Place	RG1 2EG	471720	173490	Not specified	0.06	Bank	Opportunity in established use	Town Centre	230626		0	0	0
AB103		Queens Wharf, Queens Road	RG1 4QE	472150	173260	Abbey	0.08	Offices	Opportunity in established use	Town			0	0	0
BA001	BA002	Rear of 303-315 Oxford Road	RG30	470140	173400	Battle	0.22	Rear gardens, garages	Existing allocations	Urban	211626	WR3h	0	0	0
BA002	BA003 (part)	Land adjacent to 22 Portman Way	RG30 1AH	469880	173890	Battle	0.21	Industrial	Existing allocations	Urban		WR3i	0	0	0
BA003	BA004	Land at Moulsford Mews		469720	173680	Battle	0.16	Cleared site	Outstanding planning permissions	Urban	051348, 201391, 220706	WR3j	26	0	0
BA004	KE001	784-794 Oxford Road	RG30 1EL	468860	174030	Battle	0.22	Retail, workshop	Existing allocations	Urban		WR3k	0	0	0
BA005	KE018	816 Oxford Road	RG30 1EL	468800	174090	Battle	0.23	Car sales & commercial	Existing allocations	Urban	220452	WR3l	0	0	0
BA006	BA006	Land at Reading West Station		470140	173100	Battle	0.62	Railway cutting	Opportunity in established use	Urban			0	0	0
BA007	BA008	133-137 Wantage Road	RG30 2SL	469270	173180	Battle	0.14	Residential	Opportunity in established use	Urban			0	0	0
BA008	BA010	2-6 Portman Road and 1-5 Loverock Road	RG30 1EA	470170	173870	Battle	1.05	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA009	BA011	Ashmere Terrace, 8-12 Portman Road and 7-11 Loverock Road	RG30 1DZ	470070	173960	Battle	1.4	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA010	BA012	14 Portman Road and the Portman Centre	RG30 1DZ	469940	174030	Battle	1.67	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA011	BA013	16-22 Portman Road and 47-73 Loverock Road	RG30 1DZ	469800	174060	Battle	1.18	Industrial/warehousing	Opportunity in established use	Urban			0	0	0

BA012	BA005, BA014, BA015	24-28 Portman Road and 75-83 Loverock Road	RG30 1EA	469680	174070	Battle	1.45	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA013	BA016	Battle Farm Trading Estate and 60 and 85 Loverock Road	RG30 1EA	469550	174090	Battle	1.56	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA014	BA017	38-40 Portman Road and 103 Loverock Road	RG30 1JG	469450	174110	Battle	0.99	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA015	BA018 (part)	Albury Close	RG30 1BD	469360	174140	Battle	0.76	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA016	BA019	Broughton Close and 44-50 Portman Road	RG30 1DZ	469280	174140	Battle	1.06	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA017	BA020	50-60 Portman Road and 117-123 Loverock Road	RG30 1DZ	469180	174170	Battle	1.59	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA018	BA021	62 Portman Road	RG30 1EA	469060	174190	Battle	0.8	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA019	BA009, BA022	Bridgewater Close	RG30 1JT	469120	173990	Battle	1.61	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
BA020	BA023	Wigmore Lane	RG30	469290	174320	Battle	0.73	Industrial/warehousing	Opportunity in established use	Rural			0	0	0
BA021	BA018 (part)	42 Portman Road	RG30 1EA	469350	174080	Battle	0.22	Office	Outstanding planning permissions	Urban	200693		16	0	0
BA022	BA024	Scours Lane and Littlejohn's Farm	RG30 1LQ	469500	174600	Battle	101.42	Agriculture, allotments and sport and recreation	Opportunity in established use	Rural			0	0	0
BA023		126 Tilehurst Road	RG30 2LX	469630	173050	Battle	0.07	House	Refused or withdrawn applications	Urban	201268		0	0	0
BA024		Curzon Club, 362 Oxford Road	RG30 1AQ	469710	173640	Battle	0.08	Social club	Opportunity in established use	Urban	220869, 221345		0	0	0
BA025		Part of Tesco Car Park, Portman Road		469650	173943	Battle	0.59	Car park	Opportunity in established use	Urban	231041		0	0	0
CA001	CA003	St Martin's Precinct, Church Street	RG4 8BA	471340	174720	Caversham	1.71	Retail	Outstanding planning permissions	Urban	140997		40	0	0
CA002	CA007	Cantay House, Ardler Road, Caversham	RG4 5AE	472120	174750	Caversham	0.33	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
CA003	CA011	Former Caversham Nursery, 82 Gosbrook Road	RG4 8BJ	471770	174730	Caversham	0.16	Cleared site	Surplus and likely surplus public land	Urban			0	0	0
CA004	CA012	68 St John's Road	RG4 5AL	472200	174840	Caversham	0.16	Industrial/warehousing	Refused or withdrawn applications	Urban	211867, 220350		0	0	0
CA006		Land rear of 27-43 Blenheim Road	RG4 7RT	471050	175380	Caversham	0.2	Undeveloped land	Refused or withdrawn applications	Suburban	181471		0	0	0
CA007		Hemdean House School, Hemdean Road, Caversham	RG4 7SD	471290	175200	Caversham	0.93	School (to be closed), nursery	Opportunity in established use	Suburban			0	0	0
CH001	TH004	Rear of 1 & 3 Woodcote Road & 21 St Peter's Hill		470560	175180	Caversham Heights	0.33	Residential gardens	Existing allocations	Suburban		CA1f	0	0	0
CH002	TH006	142 Kidmore Road, Caversham	RG4 7NB	470770	176060	Caversham Heights	0.21	House, residential gardens	Opportunity in established use	Suburban	081064		0	0	0
CH003	TH003	Land adjacent to 54 Highdown Hill Road, Emmer Green	RG4 8QP	471050	177030	Caversham Heights	0.61	Woodland	Rural sites	Suburban	091591		0	0	0
CH004	MA002	20 Chazey Road	RG4 7DS	470070	175460	Caversham Heights	0.167	House and garden	Opportunity in established use	Suburban	091031		0	0	0
CH005	MA003	Outlands, Upper Warren Avenue		469580	175420	Caversham Heights	0.53	House and garden	Opportunity in established use	Suburban	091474		0	0	0
CH006	TH001	Highdown School, Surley Row	RG4 8LR	471190	176450	Caversham Heights	0.28	School and playing field	Opportunity in established use	Suburban	120329		0	0	0
CH007	MA001	Chazey Farm, The Warren		469140	175190	Caversham Heights	1.69	Farm	Outstanding planning permissions	Rural	030275		0	0	0
CH008	MA004	Land at Chazey Court Farm		469130	175070	Caversham Heights	0.29	Agriculture	Opportunity in established use	Rural			0	0	0
CH009	MA005	Plots A & B Gravel Hill		469320	175490	Caversham Heights	0.17	Gardens	Opportunity in established use	Suburban			0	0	0
CH010	MA006	Highridge, Upper Warren Avenue		469710	175250	Caversham Heights	0.32	Residential	Opportunity in established use	Suburban			0	0	0
CH011	MA007	161 Upper Woodcote Road	RG4 7JR	469680	176090	Caversham Heights	0.24	Residential	Opportunity in established use	Suburban			0	0	0
CU001	WH015	177 Basingstoke Road	RG2 0HX	471850	171350	Church	0.4	Site under construction	Outstanding planning permissions	Urban	150715		0	0	0
CU002	CH005	Land rear of 50-52 Cressingham Road	RG2 7JR	472820	170980	Church	0.239	Residential gardens	Opportunity in established use	Suburban	110336		0	0	0
CO001	MI018	Yeomanry House, Castle Hill	RG1 7TA	470870	172930	Coley	0.44	Office	Existing allocations	Urban	190629	WR3e	0	0	0
CO002	MI012	4 Berkeley Avenue	RG1 6JE	471040	172610	Coley	0.06	Vehicle dealership	Opportunity in established use	Urban		WR3f	0	0	0
CO003	BA001 (part)	211-221 Oxford Road	RG1 7PX	470510	173400	Coley	0.16	Retail, offices	Existing allocations and briefs	Urban		WR3g	0	0	0
CO004	BA025	53-55 Argyle Road	RG1 7YL	470270	173220	Coley	0.07	Mental health clinic	Outstanding planning permissions	Urban	170134		10	0	0

CO005	MI005	Reading Link Retail Park, Rose Kiln Lane		471160	172180	Coley	2.12	Retail park	Opportunity in established use	Urban			0	0	0
CO006	MI009	Webb's Close, Berkeley Avenue	RG1 6JP	470770	172580	Coley	0.19	Residential	Opportunity in established use	Urban			0	0	0
CO007	MI011	31 Bath Road	RG1 6HL	470320	172700	Coley	0.09	Residential	Opportunity in established use	Urban	080643		0	0	0
CO008	MI013 (part)	Kilnbrook House		471260	172220	Coley	0.16	Offices	Opportunity in established use	Urban			0	0	0
CO009	MI013 (part)	Rose Kiln Lane Court, Rose Kiln Lane	RG2 0HP	471300	172320	Coley	0.66	Offices	Outstanding planning permissions	Urban	211138, 220255		38	0	0
CO010	MI016	8-12 Rose Kiln Lane	RG2 0JD	471150	172000	Coley	1.79	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
CO011	MI017	Land west of A33 and south of Berkeley Avenue	RG2 0RR	471320	172550	Coley	0.41	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
CO012	MI001	Fobney Mead, Island Road		470520	171120	Coley	2.18	Former fish farm and laboratory	Previous allocation	Rural			0	0	0
CO013		72 Berkeley Avenue	RG1 6HY	470500	172560	Coley	0.33	Nursery	Opportunity in established use	Urban			0	0	0
CO014		Wensley Road		470040	171960	Coley	2.36	Garages, undeveloped land, residential	Outstanding planning permissions	Suburban	200122		46	0	0
CO015		4 Downshire Square	RG1 6NJ	470450	172900	Coley	0.08	House	Refused or withdrawn applications	Urban	191358, 200571		0	0	0
CO016		45 Tilehurst Road	RG1 7TT	470170	173030	Coley	0.09	House	Refused or withdrawn applications	Urban	220243		0	0	0
CO017		48 Bath Road	RG1 6PG	470190	172730	Coley	0.08	Serviced apartments	Refused or withdrawn applications	Urban	201195		0	0	0
CO018		Berkshire Records Office, Coley Hill	RG1 6AF	470860	172870	Coley	0.44	Records office	Outstanding planning permissions	Urban	211485		0	0	0
EG001	PE002	Part of Reading Golf Course, Kidmore End Road	RG4 8SQ	471610	176770	Emmer Green	12.13	Golf course including golf club	Opportunity in established use	Suburban	211843	CA1b	223	0	0
EG002	PE001	Land at Lowfield Road	RG4 6NL	473030	175900	Emmer Green	0.93	Temporary housing	Existing allocations	Suburban		CR1c	0	0	0
EG003	PE003	Rear of 200-214 Henley Road, 12-24 All Hallows Road & 4, 7 & 8 Copse Avenue		472870	175370	Emmer Green	0.87	Residential gardens	Existing allocations	Suburban		CR11d	2	0	2
EG004	PE004	Rear of 13-14a Hawthorne Road & 282-292 Henley Road		473300	175600	Emmer Green	0.37	Residential gardens	Existing allocations	Suburban		CR11e	4	0	4
EG005	PE009	Caversham Park	RG4 8TZ	472500	176200	Emmer Green	38.28	Former office and broadcasting facility and gardens	Existing allocations	Suburban		CR2	0	0	0
EG006	PE005	205-219 Henley Road	RG4 6LJ	473080	175210	Emmer Green	0.62	Residential gardens	Opportunity in established use	Suburban	190887, 220189		0	0	0
EG007	PE006	241-251 Henley Road	RG4 6LJ	473210	175320	Emmer Green	0.79	Residential and gardens	Refused or withdrawn applications	Suburban	071274		0	0	0
EG008	PE007	Rear of 9 Chalgrove Way, Emmer Green		472100	176730	Emmer Green	0.22	Residential gardens	Refused or withdrawn applications	Suburban	080645		0	0	0
EG009	PE008	58 Crawshay Drive, Emmer Green	RG4 8SY	471700	177320	Emmer Green	0.21	House and garden	Opportunity in established use	Suburban	060637		0	0	0
EG010		Land north east of Caversham Park Road		473100	176840	Emmer Green	0.49	Undeveloped land	Urban extensions and new settlements	Rural			0	0	0
KA001	AB026 (part)	John Lewis Depot, Letcombe Street		471700	173080	Katesgrove	0.37	Depot	Existing allocations	Urban		CR14g	0	0	0
KA002	KA030	Central Club, London Street	RG1 4SQ	471750	173150	Katesgrove	0.05	Community centre	Existing allocations	Urban	221364, 221663	CR14h	0	0	0
KA003	KA008	Enterprise House, 89-97 London Street	RG1 4QA	471870	172900	Katesgrove	0.15	Offices	Existing allocations	Urban	111087	CR14i	0	0	0
KA004	KA002	Corner of Crown Street and Southampton Street	RG1 2QU	471710	172820	Katesgrove	0.08	Vacant site	Existing allocations	Urban		CR14j	0	0	0
KA005	KA016	268 Elgar Road South	RG2 0BT	471540	171920	Katesgrove	0.41	Industrial/warehousing	Existing allocations	Urban		SR3	0	0	0
KA006	KA009	272-274 Elgar Road South	RG2 0BZ	471540	171920	Katesgrove	0.41	Industrial/warehousing	Existing allocations	Urban		SR3	0	0	0
KA007	KA029	Makro, Elgar Road South	RG2 0DD	471600	171760	Katesgrove	3.51	Retail	Existing allocations	Urban		SR3	0	0	0
KA008	KA017	Keyline Builders Merchants, Elgar Road South	RG2 0BU	471740	171690	Katesgrove	1.05	Industrial/warehousing	Existing allocations	Urban		SR3	0	0	0
KA009	MI010 (part)	Sehmi Builders Merchants, Rose Kiln Lane	RG2 0ND	471400	172400	Katesgrove	0.38	Industrial/warehousing	Existing allocations	Urban		SR4a	0	0	0
KA010	MI010 (part)	Pulleyn Park, Rose Kiln Lane	RG2 0JZ	471420	172300	Katesgrove	0.91	Car dealerships	Existing allocations	Urban		SR4a	0	0	0
KA011	KA028	169-173 Basingstoke Road	RG2 0DY	471880	171450	Katesgrove	0.8	Industrial/warehousing	Existing allocations	Urban		SR4c	0	0	0
KA012	KA011	The Woodley Arms PH, Waldeck Street	RG1 2RF	471850	172420	Katesgrove	0.09	Cleared site	Existing allocations	Urban	171893	ER1a	0	0	0
KA013	KA001	25-31 London Street	RG1 4PS	471810	173190	Katesgrove	0.1	Office	Previous allocation	Urban			0	0	0
KA014	KA004	21 South Street	RG1 4QU	471930	173110	Katesgrove	0.14	Arts centre	Existing allocations and briefs	Urban			0	0	0

KA015	KA006	40 and 62-68 Silver Street	RG1 2ST	471890	172720	Katesgrove	0.14	Cleared site	Vacant and derelict site	Urban			0	0	0
KA016	KA012	75-77 London Street	RG1 4QA	471870	173030	Katesgrove	0.18	Catering and leisure	Outstanding planning permissions	Urban	220244		15	0	0
KA017	KA013	11 Glebe Road	RG2 7AG	472160	172110	Katesgrove	0.18	House and garden	Opportunity in established use	Suburban			0	0	0
KA018	KA014	Preston Road and Nimrod Way		471600	172110	Katesgrove	2.82	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA019	KA015	Britten Road	RG2 0AU	471660	171970	Katesgrove	2.9	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA020	KA018	160 Basingstoke Road	RG2 0HJ	471800	171590	Katesgrove	1.11	Car dealership	Opportunity in established use	Urban			0	0	0
KA021	KA019 (part)	Graham, Cradock Road	RG2 0JU	471710	171590	Katesgrove	1.27	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA022	KA020	Reading Approach & Chancery Gate Business Park, Cradock Road	RG2 0EE	471440	171590	Katesgrove	2.36	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA023	KA021	196 Basingstoke Road & 5 Cradock Road	RG2 0HH	471790	171480	Katesgrove	0.45	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA024	KA022	Arkwright Road	RG2 0LU	471680	171440	Katesgrove	2.61	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA025	KA023	2-12 and 3-17 Boulton Road and 7 Cradock Road	RG2 0NH	471540	171470	Katesgrove	2.29	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA026	KA024	14-22 and 39-47 Boulton Road and 11 & 15 Cradock Road	RG2 0NH	471410	171470	Katesgrove	1.57	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA027	KA025	19-37 Boulton Road	RG2 0NH	471450	171340	Katesgrove	1.34	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA028	KA026	Car dealerships, north of Rose Kiln Lane	RG2 0LJ	471570	171300	Katesgrove	1.13	Car dealerships	Opportunity in established use	Urban			0	0	0
KA029	KA027	Hyperion Way	RG2 0HG	471700	171290	Katesgrove	1.32	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA030	MI015	25-29 Rose Kiln Lane	RG2 0JJ	471290	171970	Katesgrove	3.07	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA031	MI004	21 Rose Kiln Lane	RG2 0LE	471290	172110	Katesgrove	0.56	Trade counter	Opportunity in established use	Urban			0	0	0
KA032	MI014	Car dealerships, Rose Kiln Lane	RG2 0JZ	471340	172200	Katesgrove	1.17	Car dealerships	Opportunity in established use	Urban			0	0	0
KA033		Land at 9 Upper Crown Street	RG1 2SS	471770	172780	Katesgrove	0.35	Car park	Opportunity in established use	Urban	211614		0	0	0
KA034	KA019 (part)	Tunbridge Jones, Cradock Road	RG2 0JT	471620	171570	Katesgrove	0.69	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KA036		54-58 Queens Road	RG1 4RP	472040	173170	Katesgrove	0.16	Offices	Outstanding planning permissions	Urban	201749, 191660		29	0	0
KA037		43 London Street	RG1 4PS	471830	173140	Katesgrove	0.08	Office, clinic	Outstanding planning permissions	Urban	191043		21	0	0
KA038		The Faculty, 23-27 London Road	RG1 5BJ	471940	172930	Katesgrove	0.05	Serviced apartments	Outstanding planning permissions	Urban	201221		15	0	0
KA039		40-48 Mount Pleasant	RG1 2TD	471920	172580	Katesgrove	0.06	Car workshop	Outstanding planning permissions	Urban	201880		6	0	0
KA040		34-38 Southampton Street	RG1 2QL	471590	172940	Katesgrove	0.03	Cleared site	Outstanding planning permissions	Urban	181117		11	1	0
KA041		Zoar Strict Baptist Chapel, South Street	RG1 4QN	471960	173110	Katesgrove	0.03	Cleared site	Outstanding planning permissions	Urban	182188, 211063		8	0	0
KA042		75-81 Southampton Street	RG1 2QU	471720	171800	Katesgrove	0.08	Retail	Outstanding planning permissions	Urban	211636		19	0	0
KA043		220 Elgar Road South	RG2 0BW	471500	172100	Katesgrove	0.14	Industrial, driving test centre	Refused or withdrawn applications	Urban	210526, 220258		0	0	0
KA044		Trinity Hall, South Street	RG1 4QU	472050	173140	Katesgrove	0.09	Vacant student accommodation	Vacant and derelict site	Urban	220385		0	0	0
KA045		85-87 Basingstoke Road	RG2 0HA	471880	171640	Katesgrove	0.06	Offices	Opportunity in established use	Urban	182091, 190358		0	0	0
KA046		11 Basingstoke Road	RG2 0EW	472090	171980	Katesgrove	1.93	Office, telephone	Opportunity in established use	Urban			0	0	0
KA047		85 Pell Street	RG1 2NP	471645	172818	Katesgrove	0.03	Salvage yard	Outstanding planning permissions	Urban	201757		5	0	0
KA048		12-18 Crown Street	RG1 2SE	471797	172886	Katesgrove	0.09	Serviced apartments	Outstanding planning permissions	Urban	201138		44	0	0
KE001	KE010	Charters Car Sales, Oxford Road	RG31	467240	175320	Kentwood	0.33	Car dealership	Existing allocations	Suburban		WR3r	0	0	0
KE002	KE008 (part)	Land at Kentwood Hill		467190	174200	Kentwood	1.52	Builders merchants, undeveloped land	Existing allocations	Suburban		WR3s	0	0	0
KE003	KE008 (part)	Land at Armour Hill		467150	174370	Kentwood	0.41	Car park, access track, undeveloped land	Existing allocations	Suburban		WR3t	0	0	0
KE004	KE002	1025-1027 Oxford Road	RG31 6TL	467190	175290	Kentwood	0.19	Cleared site	Outstanding planning permissions	Suburban	070937		12	2	0
KE005	KE004	Land adjacent to Stadium Way		468600	174260	Kentwood	0.5	Undeveloped land	Outstanding planning permissions	Urban	220637		0	0	0
KE006	KE005	Land at Scours Lane	RG30 6AX	468380	174600	Kentwood	0.56	Undeveloped land	Vacant and derelict site	Rural			0	0	0
KE007	KE006	1015 Oxford Road	RG31 6TL	467260	175230	Kentwood	0.16	House and garden	Opportunity in established use	Suburban	091205, 201556, 221506		0	0	0
KE008	KE007	The Restoration PH, 928 Oxford Road	RG30 6TJ	468320	174450	Kentwood	0.19	Public house	Opportunity in established use	Suburban	120913, 211142		0	0	0
KE009	KE008 (part)	Allotments and the Withies, Kentwood Hill		467090	174300	Kentwood	2.91	Allotments, woodland.	Opportunity in established use	Suburban			0	0	0

KE010	KE008 (part)	Victoria Recreation Ground, Kentwood Hill		467050	174100	Kentwood	1.87	Recreation ground	Opportunity in established use	Suburban			0	0	0
KE011	KE012	64 Portman Road and 127 Loverock Road	RG30 1DZ	468980	174230	Kentwood	0.74	Industrial/warehousing	Opportunity in established use	Urban	190591		0	0	0
KE012	KE013	Stadium Way	RG30 6BX	468740	174310	Kentwood	4.08	Industrial/warehousing	Opportunity in established use	Urban	201108		0	0	0
KE013	KE009	2-4 Deacon Way	RG30 6AZ	468520	174350	Kentwood	0.58	Industrial building	Opportunity in established use	Urban			0	0	0
KE014	KE014	Io Trade Centre, Deacon Way	RG30 6AZ	468460	174390	Kentwood	0.66	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KE015	KE015	1-11 and 6-12 Deacon Way	RG30 6AZ	468390	174480	Kentwood	2.49	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KE016	KE016	15-21 Deacon Way	RG30 6AZ	468200	174620	Kentwood	1.03	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KE017	KE017	Gresham Way Industrial Estate	RG30 6AW	468030	174730	Kentwood	0.76	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
KE018		Rear of 169-185 Rodway Road	RG30	467580	174380	Kentwood	0.21	Garages	Opportunity in established use	Suburban	190889		0	0	0
NO001	NO001	Dee Park (exluding 103 Dee Rd)		468400	173600	Norcot	16.4	Residential, school	Existing allocations	Urban	091606	WR1	705	363	515
NO002	NO009	103 Dee Road	RG30 4FS	468530	173340	Norcot	0.85	Fire station	Existing allocations	Urban	100126, 221130	WR3m	54	0	0
NO003	NO002	The Meadway Centre, Honey End Lane	RG30 4AB	468380	172720	Norcot	2.99	Shopping centre, residential, superstore	Existing allocations	Urban	150945, 191496	WR3o	0	0	0
NO004	NO004	2, 4, 6 Water Road and 158 Dee Road	RG30 2NN	468670	173330	Norcot	0.21	Residential	Outstanding planning permissions	Suburban	141022, 161507		11	4	0
NO005	NO003	16c Upton Road	RG30 4BJ	468510	173130	Norcot	0.16	Undeveloped land	Vacant and derelict site	Suburban			0	0	0
NO006	NO006	1-15 St Georges Road	RG30	469090	173800	Norcot	0.15	Vehicle repairs	Opportunity in established use	Urban	221255		0	0	0
NO007	NO007	Sterling Way Industrial Estate	RG30 6HW	468520	174070	Norcot	1.55	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
NO008	NO008	Upton Road Industrial Estate	RG30 4BJ	468580	173100	Norcot	2.17	Industrial/warehousing	Opportunity in established use	Suburban			0	0	0
NO009		63-86 Rowe Court	RG30 2HZ	468730	173830	Norcot	0.1	Cleared site	Outstanding planning permissions	Suburban			24	24	0
NO010		Grovelands Baptist Church, Oxford Road	RG30 1HJ	469440	173690	Norcot	0.08	Church	Refused or withdrawn applications	Urban	171086, 181555		0	0	0
NO011		Land adjacent to Thorpe House, Colliers Way	RG30 2NS	469010	173260	Norcot	0.32	Open space	Refused or withdrawn applications	Suburban	171219, 180849, 182114		0	0	0
PA001	PA006	Alexander House, Kings Road	RG1 4LS	472930	173240	Park	0.16	Offices	Existing allocations	Urban	162057, 210536, 210902, 210906	ER1g	43	0	0
PA003	PA001	261-275 London Road	RG1 3NY	473320	173310	Park	0.16	Car wash, garage, retail	Existing allocations	Urban		ER1i	0	0	0
PA004	PA007	131 Wokingham Road	RG6 1LW	474080	172590	Park	0.15	Car hire	Existing allocations	Suburban	080635	ER1k	0	0	0
PA005	PA003	Land at Green Road	RG6 1JT	474030	172520	Park	0.44	Undeveloped land	Vacant and derelict site	Suburban	101734		0	0	0
PA006		27 Hamilton Road	RG1 5RA	473390	173000	Park	0.09	HMO	Opportunity in established use	Urban	161779		0	0	0
PA007		70-78 Wokingham Road	RG6 iJL	473650	172960	Park	0.12	Hotel	Refused or withdrawn applications	Urban	211714		0	0	0
PA008		51 Church Road, Earley	RG6 1EY	474490	172250	Park	0.23	Hotel	Opportunity in established use	Suburban			0	0	0
RE001	RE010	3-29 Newcastle Road	RG2 7TN	472290	171720	Redlands	0.47	Residential and gardens	Existing allocations	Urban	040581, 221585	SR4b	0	0	0
RE002	RE016	Dingley House, 3-5 Craven Road	RG1 5LE	472580	172910	Redlands	0.33	Clinical uses	Opportunity in established use	Urban	160355, 170166	ER1b	0	0	0
RE003	RE014	Rear of 8-26 Redlands Road	RG1 5EX	472400	172600	Redlands	0.74	Student accommodation, rear gardens	Opportunity in established use	Urban		ER1c	0	0	0
RE004	RE015	Land adjacent to 40 Redlands Road	RG1 5HE	472480	172440	Redlands	0.43	Meeting hall and gardens	Opportunity in established use	Urban		ER1d	0	0	0
RE005	CH006	St Patricks Hall, Northcourt Avenue	RG2 7HB	472690	171730	Redlands	3.39	Student accommodation	Opportunity in established use	Urban	161112, 172045	ER1e	0	0	0
RE006	RE001	Royal Berkshire Hospital, London Road	RG1 5AN	472500	172800	Redlands	7.75	Hospital	Outstanding planning permissions	Urban	141659, 950590	ER3	0	0	0
RE007	RE009	Land adjacent to 17 Craven Road	RG1 5LE	472630	172770	Redlands	0.27	Appears vacant or in temporary use	Vacant and derelict site	Urban	160256		0	0	0
RE008	RE011	46 Redlands Road	RG1 5HE	472550	172390	Redlands	0.24	Guest house	Opportunity in established use	Urban	090977		0	0	0
RE009	RE012	78-86 London Road	RG1 5AU	472860	173080	Redlands	0.28	Hotel	Opportunity in established use	Urban	041359		0	0	0
RE010	RE013	Warwick House, Warwick Road	RG2 7AX	472220	172000	Redlands	0.15	Gardens	Opportunity in established use	Suburban	111798, 151407		0	0	0
RE011	RE017	13-15 Craven Road	RG1 5LE	472610	172830	Redlands	0.11	Residential	Opportunity in established use	Urban			0	0	0
RE012	RE018	Land rear of 8-14 Allcroft Road	RG1 5HH	472240	172430	Redlands	0.23	Residential and gardens	Opportunity in established use	Suburban	070995		0	0	0
RE013	RE019	Land adjacent to 300 Kings Road	RG1 4HP	472760	173210	Redlands	0.07	Vacant site	Opportunity in established use	Urban	180683		0	0	0

RE014	CH001	University of Reading, The Chancellers Way & Shinfield Road	RG6 6AH	473080	171750	Redlands	1.17	Temporary university buildings	Outstanding planning permissions	Suburban	100726		0	0	0
RE015	AB036	60 Queens Road	RG1 4BS	472100	173200	Redlands	0.22	Offices	Opportunity in established use	Urban	141834		0	0	0
RE016	AB041	Havell House, 62-66 Queens Road	RG1 4BP	472140	173210	Redlands	0.06	Offices	Opportunity in established use	Urban	210175, 210174, 210172, 190956, 201543		0	0	0
RE017	AB049	Princes House, 73a London Road	RG1 5UZ	472420	173040	Redlands	0.16	Offices	Opportunity in established use	Urban	150685		0	0	0
RE018		Mulberry House, 1A Eldon Road	RG1 4DJ	472470	173220	Redlands	0.08	Cleared site	Outstanding planning permissions	Urban	180591, 210533		9	0	0
RE019		The Willows, 2 Hexham Road	RG2 7UG	472250	171430	Redlands	0.46	Cleared site	Local authority land	Urban	230279		0	0	0
RE020		35 Christchurch Road	RG2 7AN	472200	172230	Redlands	0.08	HMO	Opportunity in established use	Urban	151034		0	0	0
SO001	SO008	Amethyst Lane	RG30 2EZ	469480	172660	Southcote	0.57	Day centre	Existing allocations	Urban	231591, 230613	WR3n	17	0	0
SO002	SO003	Alice Burrows Home, Dwyer Road	RG30 3LL	468220	171880	Southcote	0.48	Cleared site	Existing allocations	Suburban	230612	WR3p	30	0	0
SO003	SO001	Dellwood Hospital, Liebenrood Road	RG30 2DX	469390	172710	Southcote	0.31	Hospital	Outstanding planning permissions	Urban	211728		0	0	0
SO004	SO004	Land at Searles Farm		469400	171300	Southcote	93.7	Agriculture and flood meadow with some past minerals extraction sites.	Opportunity in established use	Rural			0	0	0
SO005	SO005	Garages r/o 4-10 Frilsham Road	RG30 3LH	468550	171870	Southcote	0.15	Garages	Opportunity in established use	Suburban			0	0	0
SO006	SO006	72 Bath Road	RG30 2BE	469600	172540	Southcote	0.9	Hotel	Opportunity in established use	Urban	160087		0	0	0
SO007	SO007	37 Circuit Lane	RG30	469130	172130	Southcote	0.21	Residential gardens	Opportunity in established use	Suburban			0	0	0
SO008	MI003	34 Parkside Road	RG30	469580	172920	Southcote	0.3	YMCA	Opportunity in established use	Urban	130767		0	0	0
SO009		Land at 132-134 Bath Road	RG30	468320	172220	Southcote	0.51	Commercial uses	Opportunity in established use	Suburban			0	0	0
SO010		18 Parkside Road	RG30	469640	172770	Southcote	0.14	Residential and garden	Outstanding planning permissions	Urban	210582		10	1	0
SO011		62-79 Armadale Court	RG30 2DF	469740	172590	Southcote	0.38	Residential and parking	Refused or withdrawn applications	Urban	171740, 180103		0	0	0
SO012		Southcote Library, Coronation Square	RG30 3BA	468770	171880	Southcote	0.17	Community uses	Opportunity in established use	Urban			0	0	0
SO013		George and Dragon PH, 162 Bath Road	RG30 2HA	468203	172167	Southcote	0.25	Vacant pub	Outstanding planning permissions	Suburban	230471		0	0	0
TH001	AB004 (part)	80 Caversham Road	RG1 1AA	471340	173980	Thames	1.96	Former sorting office	Existing allocations	Town Centre	182252	CR11e	620	0	0
TH002	AB004 (part)	Station Retail Park, Vastern Road	RG1 8AL	471410	174040	Thames	1.82	Retail	Existing allocations	Town Centre	200328	CR11e	1000	0	0
TH003	AB004 (part)	Reading Station Car Park, Vastern Road	RG1 8BT	471620	173930	Thames	1.27	Car park	Existing allocations	Town Centre		CR11e	0	0	0
TH004	AB081	Shurgard Self Storage, 75-77 Caversham Road	RG1 8AN	471230	174100	Thames	0.57	Storage	Existing allocations	Urban		CR11f	0	0	0
TH005	AB075	97a-117 Caversham Road	RG1 8AS	471240	174180	Thames	0.49	Retail, industrial	Existing allocations	Urban	221324	CR11f	60	0	0
TH006	AB005 (part)	55 Vastern Road	RG1 8BU	471530	174100	Thames	0.78	Offices, storage	Existing allocations	Town Centre	200188	CR11g	209	0	0
TH007	AB005 (part)	SSE site, Vastern Road	RG1 8BU	471570	174100	Thames	0.41	Electricity sub-station	Existing allocations	Town Centre		CR11g	0	0	0
TH008	AB007	Napier Court, Napier Road	RG1 8BW	471990	173850	Thames	1.1	Offices	Existing allocations	Town		CR11i	0	0	0
TH009	AB099 (part)	Network Rail depot, Napier Road	RG1 8FJ	472240	173830	Thames	0.64	Depot and railway uses	Existing allocations	Urban		CR11i	0	0	0
TH010	AB099 (part)	Network Rail land, Napier Road		472560	173820	Thames	2.67	Railway land	Opportunity in established use	Urban			0	0	0
TH011	AB014 (part)	Forbury Retail Park Phase 1	RG1 3JD	472120	173690	Thames	2.65	Retail	Existing allocations	Town Centre		CR13b	0	0	0
TH012	AB014 (part)	Forbury Retail Park Phase 2	RG1 3HS	472340	173680	Thames	1.34	Retail	Existing allocations	Town Centre		CR13b	0	0	0
TH013	AB014 (part)	Former Homebase & Toys R Us, Kenavon Drive		472280	173570	Thames	2.67	Site under construction	Existing allocations	Town Centre	170509	CR13b	765	0	549
TH014	AB015 (part)	Former Kodak & Ventello, Kenavon Drive		472490	173630	Thames	2.07	Industrial, cleared site	Existing allocations	Urban		CR13c	0	0	0
TH015	AB015 (part)	38-41 Kenavon Drive	RG1 3DH	472540	173570	Thames	0.06	Residential	Existing allocations	Urban		CR13c	0	0	0
TH016	AB015 (part)	46 Kenavon Drive	RG1 3DH	472550	173540	Thames	0.03	Residential	Existing allocations	Urban		CR13c	0	0	0
TH017	AB015 (part)	47-48 Kenavon Drive	RG1 3DH	472530	173520	Thames	0.14	Residential	Existing allocations	Urban		CR13c	0	0	0

TH018	AB015 (part)	Blakes Lock Museum and Bel and The Dragon, Kenavon Drive	RG1 3DH	472470	173490	Thames	0.23	Museum, restaurant	Existing allocations	Urban		CR13c	0	0	0
TH019	AB016	Former Gas Holder, Alexander Turner Close	RG1 3EA	472910	173690	Thames	0.71	Cleared site	Existing allocations	Urban	190627	CR13d	130	0	0
TH020	AB076	187-189 Kings Road	RG1 4EX	472570	173300	Thames	0.1	Offices	Existing allocations	Urban	161205	CR14l	0	0	0
TH021	AB029	Caversham Lock Island		471990	174040	Thames	0.45	Lock buildings	Existing allocations	Urban		CR14m	0	0	0
TH022	AB093	2 Ross Road	RG1 8EL	470990	174220	Thames	0.28	Industry/warehousing	Existing allocations	Urban		WR3b	0	0	0
TH023	AB063 (part)	Cleared site, Meadow Road	RG1 8LB	470980	174190	Thames	0.32	Cleared site	Existing allocations	Urban		WR3b	0	0	0
TH024	AB073	28-30 Richfield Avenue	RG1 8BJ	470940	174400	Thames	0.8	Vehicle dealership	Existing allocations	Urban		WR3c	0	0	0
TH026	CA006	Reading University Boat Club, Promenade Road		471310	174600	Thames	0.56	Boat club and grassed area	Existing allocations	Urban		CA1a	0	0	0
TH027	AB027 (part)	Reading College (remainder), Kings Road	RG1 4HJ	472710	173310	Thames	3	College	Previous allocation	Urban			0	0	0
TH028	AB056	Former Gas Works Building, Gas Works Road		472340	173460	Thames	0.06	Vacant buildings	Opportunity in established use	Town Centre	160378		0	0	0
TH029	AB066	Elite House, 179 Kings Road	RG1 4EX	472510	173300	Thames	0.06	Offices	Opportunity in established use	Urban	131787		0	0	0
TH030	AB080	Crowne Plaza Reading, Richfield Avenue	RG1 8BD	471050	174540	Thames	1.29	Hotel, car park	Opportunity in established use	Urban	181056		0	0	0
TH031	AB096	Great Brighams Mead	RG1 8DJ	471360	174220	Thames	1.04	Offices	Outstanding planning permissions	Urban	210567		110	0	0
TH032	AB082 (part)	Part of car park, Tesco Extra, Napier Road	RG1 8DF	472860	173890	Thames	0.88	Car park	Opportunity in established use	Urban			0	0	0
TH033	AB082 (part)	Tesco Extra, Napier Road	RG1 8DF	472660	173920	Thames	4.57	Superstore and car park	Opportunity in established use	Urban			0	0	0
TH034	CA001	Unit 1, Paddock Road Industrial Estate	RG4 5BY	472570	174530	Thames	0.4	Storage yard	Outstanding planning permissions	Urban	100384		0	0	0
TH035	CA002	72 George Street	RG4 8DW	471900	174400	Thames	0.45	Industrial	Opportunity in established use	Urban			0	0	0
TH036	CA005	View Island		472120	174150	Thames	1.62	Woodland and scrub	Opportunity in established use	Rural			0	0	0
TH037	AB083	131-215 Cardiff Road	RG1 8HD	470590	174090	Thames	1.24	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH038	AB084	140-146 Cardiff Road	RG1 8EW	470410	174170	Thames	0.69	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH039	AB085	Trafford Road	RG1 8JP	470480	174250	Thames	0.99	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH040	AB086	100-124 Cardiff Road and Barrett Court	RG1 8LL	470610	174160	Thames	3.19	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH041	AB087	Weighbridge Row	RG1 8LX	470760	174140	Thames	0.35	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH042	AB070 (part)	64 Cardiff Road and 21-61 Milford Road	RG1 8LG	470820	174170	Thames	0.86	Industry/warehousing, vacant car park	Opportunity in established use	Urban			0	0	0
TH043	AB088	2-12 Richfield Avenue	RG1 8EQ	470440	174290	Thames	1.24	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH044	AB070 (part)	8 Tessa Road and 14-16 Richfield Avenue	RG1 8PB	470610	174330	Thames	1.34	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH045	AB070 (part), AB089	7-13 &14 Tessa Road and 1-9 & 11-14 Cremyll Road	RG1 8NQ	470730	174270	Thames	2.25	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH046	AB070 (part), AB077, AB090, AB091	1-5 Tessa Road and 18-26 Richfield Avenue	RG1 8EQ	470800	174380	Thames	1.71	Industry/warehousing, casino	Opportunity in established use	Urban			0	0	0
TH047	AB092	Milford Road	RG1 8LG	470880	174280	Thames	1.59	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH048	AB063 (part)	Unit 3-5 Meadow Road	RG1 8LB	470920	174200	Thames	0.32	Industry/warehousing	Opportunity in established use	Urban			0	0	0
TH049	CA004	383 Gosbrook Road	RG4 8ED	472310	174520	Thames	0.17	Vehicle servicing	Opportunity in established use	Urban			0	0	0
TH050	CA008	3 Send Road	RG4 8EH	472340	174490	Thames	0.16	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
TH051	Partly CA009 (part)	2-4 Send Road	RG4 8EH	472390	174500	Thames	0.1	Industrial/warehousing	Outstanding planning permissions	Urban	211739		9	0	0
TH052	CA009 (part)	6 Send Road	RG4 8EH	472390	174480	Thames	0.08	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
TH053	CA010	Paddock Road	RG4 5BY	472620	174500	Thames	1.23	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
TH054		2 Norman Place	RG1 8DA	471660	174050	Thames	0.55	Offices	Opportunity in established use	Town			0	0	0
TH055		Reading Bridge House, George Street	RG1 8LS	471800	173970	Thames	0.4	Offices	Opportunity in established use	Town Centre			0	0	0
TH056		Kennet Place, Kings Road	RG1 3ES	472200	173440	Thames	0.29	Offices	Opportunity in established use	Town			0	0	0
TH057	AB027 (part)	Part of Reading College, Kings Road	RG1 4LY	472820	173280	Thames	0.51	College, car park, theatre	Opportunity in established use	Urban			0	0	0

TH058		389 Gosbrook Road	RG4 8ED	472380	174530	Thames	0.05	Industrial/warehousing	Outstanding planning permissions	Urban	210279		6	0	0
TH059		307-311 Gosbrook Road	RG4 8DY	472080	174570	Thames	0.05	Site under construction	Outstanding planning permissions	Urban	060683		5	0	0
TH061		Former Driving Range, Richfield Avenue	RG1 8EQ	470400	174500	Thames	5.51	Site under construction	Outstanding planning permissions	Rural	212061		0	0	0
TH062		71-73 Caversham Road	RG1 8JA	471230	174040	Thames	0.17	Retail	Outstanding planning permissions	Town	220922		29	0	0
TH063		173-177 Kings Road	RG1 4EY	472490	173340	Thames	0.15	Car park	Refused or withdrawn applications	Urban	180795, 191097		0	0	0
TI001	TI001 (part)	Downing Road Playing Field		466510	173800	Tilehurst	1.17	Playing field	Existing allocations	Suburban		WR2	0	0	0
TI002	TI001 (part)	Park Lane Primary School, School Road	RG31 5BD	466550	173580	Tilehurst	0.39	School	Existing allocations	Suburban		WR2	0	0	0
TI003	TI001 (part)	Park Lane Primary School Annexe, Downing Road		466570	173640	Tilehurst	0.07	School	Existing allocations	Suburban		WR2	0	0	0
TI004	TI001 (part)	Park Lane Infants School, School Road	RG31 5AS	466930	173770	Tilehurst	1.73	School, library, doctors surgery	Existing allocations	Suburban		WR2	0	0	0
TI005	TI004	3-19 The Triangle, Tilehurst	RG30	466780	173630	Tilehurst	0.52	Retail	Opportunity in established use	Urban	07/01508		0	0	0
TI007		Land east of Prince William Drive, Lower Elmstone Road		466220	174240	Tilehurst	0.18	Open space	Refused or withdrawn applications	Suburban	182009		0	0	0
TI008		Moorlands Primary School, Church End Lane	RG30 4UN	467530	173420	Tilehurst	2.05	School	Outstanding planning permissions	Suburban	180171		0	0	0
WH001	WH017, WH020, WH047	Land south of Island Road at Smallmead		470200	170600	Whitley	32.13	Former landfill (including landraising), now restored and grassed over.	Existing allocations	Rural		SR1a	0	0	0
WH002	WH010	Land bounded by Island Road, Longwater Avenue, A33 and Sewage Treatment Works		470920	170490	Whitley	9.7	Vacant site	Existing allocations	Urban	050823	SR1c	0	0	0
WH003	WH003 (part)	DHL, Gillette Way		471490	171040	Whitley	4.53	Warehouse	Existing allocations	Urban		SR2	0	0	0
WH004	WH003 (part)	Beacontree Plaza, Gillette Way		471570	170880	Whitley	1.71	Offices	Existing allocations	Urban		SR3	0	0	0
WH005	WH003 (part)	1-3 Gillette Way		471590	170750	Whitley	1.75	Industry and warehousing	Existing allocations	Urban		SR3	0	0	0
WH006	WH003 (part)	The Micro Centre, Gillette Way		471640	170970	Whitley	0.29	Industry and warehousing	Existing allocations	Urban		SR3	0	0	0
WH007	WH003 (part)	350 Basingstoke Road		471720	170970	Whitley	1.18	Retail, gym, public house	Existing allocations	Urban		SR3	0	0	0
WH008	WH003 (part)	ATS, Basingstoke Road		471730	171030	Whitley	0.19	Vehicle workshop	Existing allocations	Urban		SR3	0	0	0
WH009	WH003 (part)	Bingo Hall, Basingstoke Road		471710	170880	Whitley	1.36	Bingo hall	Existing allocations	Urban		SR3	0	0	0
WH010	WH003 (part)	Manor Park, Manor Farm Road		471710	170750	Whitley	2.08	Offices	Existing allocations	Urban		SR3	0	0	0
WH011	WH045	16-18 Bennet Road	RG2 0QX	471320	170120	Whitley	0.74	Partly cleared site, offices	Existing allocations	Urban		SR4d	0	0	0
WH012	WH002	Part of former Berkshire Brewery Site		471280	169180	Whitley	3.68	Cleared site	Existing allocations	Urban	192054	SR4e	0	0	0
WH013	WH022	Land south west of Junction 11 of the M4		471130	168740	Whitley	3.84	Agriculture	Opportunity in established use	Rural		SR4f	0	0	0
WH014	WH004	Berkshire Van Hire, Basingstoke Road	RG2 0TA	471630	169200	Whitley	0.27	Vehicle hire	Previous allocation	Urban	150218	SA2b	0	0	0
WH015	WH008	Green Park Village, Longwater Avenue		469900	170200	Whitley	24.41	Undeveloped land	Outstanding planning permissions	Rural	102172, 171019		1177	0	875
WH016	WH006	Plot 8, 600 South Oak Way	RG1 6AD	470060	169510	Whitley	3.16	Undeveloped land	Outstanding planning permissions	Rural	070488		0	0	0
WH017	WH009	Plot 17, 500-600 Longwater		469820	169900	Whitley	4.08	Undeveloped land	Outstanding planning permissions	Rural	141447		0	0	0
WH018	WH011 (part)	Land at Drake Way (South)	RG2 0GH	471190	170520	Whitley	0.22	Undeveloped land	Outstanding planning permissions	Urban	120408		0	0	0
WH019	WH011 (part)	Land at Drake Way (North)	RG2 0GH	471180	170580	Whitley	0.1	Undeveloped land	Outstanding planning permissions	Urban	120408		0	0	0
WH020	WH011 (part)	22 Commercial Road	RG2 0QS	471200	170380	Whitley	0.63	Open car parking	Outstanding planning permissions	Urban	120408		0	0	0
WH021	WH012	Madejski Stadium, Royal Way	RG2 0FL	470820	169760	Whitley	17.7	Stadium, hotel	Outstanding planning permissions	Urban	101623		0	0	0
WH022	WH018	Land at the Madejski Stadium, Shooters Way		470600	169800	Whitley	16.38	Stadium, car parking, indoor training facility,	Outstanding planning permissions	Urban	160199		618	0	0
WH023	WH021	St Paul's Church and Hall	RG2 8PN	471820	169540	Whitley	0.22	Church and hall	Opportunity in established use	Suburban	191265		0	0	0
WH024	WH023	448-452 Basingstoke Road	RG2 0QE	471610	170480	Whitley	7.6	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH025	WH024 (part)	472 Basingstoke Road and Transcental, Bennet Road	RG2 0QX	471540	170150	Whitley	1.8	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH026	WH025	14 Bennet Road	RG2 0QX	471380	170120	Whitley	0.66	Industrial/warehousing	Opportunity in established use	Urban			0	0	0

WH027	WH026	20-40 Bennet Road	RG2 0QX	471170	170110	Whitley	3.03	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH028	WH019	Lancaster Jaguar, Bennet Road, Reading	RG2 0QX	471070	170220	Whitley	1.93	Car dealership, pumping station	Opportunity in established use	Urban			0	0	0
WH029	WH027	Darwin Close and 9-21 Bennet Road	RG2 0SG	471260	170280	Whitley	4.3	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH030	WH028	Smallmead Road	RG2 0QS	471100	170360	Whitley	1.33	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH031	WH029	Commercial Road East	RG2 0QZ	471420	170310	Whitley	3.17	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH032	WH030	464-468 Basingstoke Road	RG2 0QQ	471580	170270	Whitley	2.2	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH033	WH031	Acre Business Park	RG2 0SA	471560	169960	Whitley	0.7	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH034	WH032	478 Basingstoke Road	RG2 0QN	471600	170050	Whitley	1.32	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH035	WH033	1-4 Acre Road	RG2 0SU	471260	170010	Whitley	4.6	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH036	WH034	Arena Business Park, Acre Road	RG2 0PJ	471320	168900	Whitley	2.45	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH037	WH035	Mayfield Trading Estate, Acre	RG2 0RJ	471150	169870	Whitley	1.29	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH038	WH036	Office buildings, Worton Drive and Imperial Way	RG2 0TD	471380	169460	Whitley	3.98	Offices	Opportunity in established use	Urban			0	0	0
WH039	WH037	Worton Drive industrial sites	RG2 0TG	471310	169720	Whitley	10.28	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH040	WH013, WH038	Imperial Way	RG2 0AA	471530	169610	Whitley	2.9	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH041	WH039	Tesco Distribution Centre, Imperial Way	RG2 0PN	471070	169310	Whitley	19.54	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH042	WH040	Reading International Business Park	RG2 6DH	471350	168950	Whitley	7.67	Offices	Opportunity in established use	Urban			0	0	0
WH043	WH041	100-350 Longwater Avenue	RG2 6GE	470190	170110	Whitley	9.84	Offices	Opportunity in established use	Urban			0	0	0
WH044	WH005	400 Longwater Avenue	RG2 6GP	469980	169810	Whitley	2.6	Offices	Opportunity in established use	Urban			0	0	0
WH045	WH042	100-400 Brook Drive	RG2 6UA	470390	169910	Whitley	9.2	Offices	Opportunity in established use	Urban			0	0	0
WH046	WH043	450-500 Brook Drive	RG2 6UU	470170	169660	Whitley	2.54	Offices	Opportunity in established use	Urban			0	0	0
WH047	WH044	550 South Oak Way	RG2 6UG	470280	169580	Whitley	1.02	Industrial/warehousing	Opportunity in established use	Urban			0	0	0
WH048		Former Sales and Marketing Suite, Drake Way	RG2 0GH	471190	170770	Whitley	0.25	Former sales suite	Vacant and derelict site	Urban	180543		0	0	0
WH049	WH024 (part)	Bennet Court, Bennet Road	RG2 0QX	471440	170150	Whitley	0.75	Offices	Outstanding planning permissions	Urban	210306, 210320, 221936		0	0	0
WH050		142 Whitley Wood Lane	RG2 8PP	472110	169150	Whitley	0.08	Retail	Refused or withdrawn applications	Suburban	211925, 211932		0	0	0
WH051		19 Island Road	RG2 0RP	470550	170960	Whitley	0.15	House and garden	Refused or withdrawn applications	Rural	161814		0	0	0
WH052		Brunel Retail Park, Rose Kiln Lane	RG2 0HB	471400	171200	Whitley	3.22	Retail park	Outstanding planning permissions	Urban	201853, 201842, 230953		0	0	0
WH053		Site at Green Park Village, Flagstaff Road		469590	170100	Not specified	0.2	Vacant land	Vacant and derelict site	Urban			0	0	0
XX001	XX001	Confidential Site 1				Not specified	0.51	Residential gardens	Opportunity in established use	Suburban			0	0	0
XX002	XX002	Confidential Site 2				Not specified	0.34	Residential gardens	Opportunity in established use	Suburban			0	0	0
XX003	XX003	Confidential Site 3				Not specified	0.19	Residential gardens	Opportunity in established use	Suburban			0	0	0
XX004	XX004	Confidential Site 4				Not specified	0.12	Public house	Opportunity in established use	Urban			0	0	0
XX005	XX006	Confidential Site 5				Not specified	0.69	Ancillary residential	Opportunity in established use	Suburban			0	0	0
XX006	XX007	Confidential Site 6				Not specified	1.35	Part of school	Opportunity in established use	Urban			0	0	0
XX007	XX009	Confidential Site 7				Not specified	0.26	Copse	Vacant and derelict site	Suburban			0	0	0
XX008	XX010	Confidential Site 8				Not specified	0.13	Offices	Opportunity in established use	Urban			0	0	0
XX009	XX011	Confidential Site 9				Not specified	0.34	Undeveloped land	Opportunity in established use	Suburban			0	0	0
XX010	XX013	Confidential Site 10				Not specified	0.09	Residential garages and gardens	Opportunity in established use	Urban			0	0	0
XX011	XX015	Confidential Site 11				Not specified	0.12	Commercial uses	Opportunity in established use	Urban			0	0	0
XX025		Confidential site 12				Not specified	0.07	HMO	Opportunity in established use	Urban			0	0	0
XX027		Confidential site 14				Not specified	0.02	Shop, office	Opportunity in established use	Town			0	0	0
XX028		Confidential site 15				Not specified	0.15	Dentist, residential	Opportunity in established use	Urban			0	0	0
XX029		Confidential site 16				Not specified	0.15	Vehicle workshop, residential	Opportunity in established use	Urban			0	0	0
XX030		Confidential site 17				Not specified	0.07	Guest house	Opportunity in established use	Urban			0	0	0
XX031		Confidential site 18				Not specified	0.07	Residential	Opportunity in established use	Urban			0	0	0
XX033		Confidential site 20				Not specified	0.13	Hotel	Opportunity in established use	Urban			0	0	0
XX034		Confidential site 21				Not specified	0.14	House and garden	Opportunity in established use	Suburban			0	0	0
XX035		Confidential site 22				Not specified	0.29	Hotel	Opportunity in established use	Urban			0	0	0
XX036		Confidential site 23				Not specified	0.28	House and garden	Opportunity in established use	Suburban			0	0	0
XX037		Confidential site 24				Not specified	0.09	House and garden	Opportunity in established use	Urban			0	0	0
XX038		Confidential site 25				Not specified	0.18	House and garden	Opportunity in established use	Suburban			0	0	0
XX039		Confidential site 26				Not specified	0.1	House and garden	Opportunity in established use	Urban			0	0	0
XX040		Confidential site 27				Not specified	0.41	Residential, car park, garages	Opportunity in established use	Urban			0	0	0

XX041		Confidential site 28				Not specified	0.06	Vacant land, garages	Vacant and derelict site	Urban			0	0	0
XX044		Confidential site 29				Not specified	0.17	Residential	Opportunity in established use	Urban			0	0	0
XX045		Confidential site 30				Not specified	0.05	Residential	Opportunity in established use	Town			0	0	0

Resi loss completed 24	Resi gain under constr 24	Resi loss under constr 24	Resi gain not started 24	Resi loss not started 24	Resi equiv gain permitted total 24	Resi equiv loss permitted total 24	Resi equiv gain completed 24	Resi equiv loss completed 24	Resi gain equiv under constr 24	Resi equiv loss under constr 24	Resi gain equiv not started 24	Resi loss equiv not started 24	Office gain permitted total 24	Office loss permitted total 24	Office gain completed 24	Office loss completed 24	Office gain under constr 24	Office loss under constr 24	Office gain not started 24	Office loss not started 24	Ind/wh gain permitted total 24	Ind/wh loss permitted total 24
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Ind/wh gain completed 24	Ind/wh loss completed 24	Ind/wh gain under constr 24	Ind/wh loss under constr 24	Ind/wh gain not started 24	Ind/wh loss not started 24	Retail gain permitted total 24	Retail loss permitted total 24	Retail gain completed 24	Retail loss completed 24	Retail gain under constr 24	Retail loss under constr 24	Retail gain not started 24	Retail loss not started 24	Leisure gain permitted total 24	Leisure loss permitted total 24	Leisure gain completed 24	Leisure loss completed 24	Leisure gain under constr 24	Leisure loss under constr 24	Leisure gain not started 24	Leisure loss not started 24	Hotel gain permitted total 24
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Hotel loss permitted total 24	Hotel gain completed 24	Hotel loss completed 24	Hotel gain under constr 24	Hotel loss under constr 24	Hotel gain not started 24	Hotel loss not started 24	Community gain permitted total 24	Community loss permitted total 24	Community gain completed 24	Community loss completed 24	Community gain under constr 24	Community loss under constr 24	Community gain not started 24	Community loss not started 24	Other gain permitted total 24	Other loss permitted total 24	Other gain completed 24	Other loss completed 24	Other gain under constr 24	Other loss under constr 24	Other gain not started 24	Other loss not started 24
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Existing dwellings	Existing dwellings equiv	Existing office	Existing Ind/Wh	Existing Retail etc	Existing Leisure	Existing hotel	Existing community	Existing other	Area of site available after permission (ha)	How known?	Comments
0	0	1366	0	288	0	0	0	0	0.04	Allocated site	Lapsed permission for hotel (181930) and prior approval for residential (xxx)
0	0	2142	0	428	0	0	0	0	0.06	Allocated site	
0	0	386	0	111	0	0	0	0	0.02	Allocated site	Application 230202 outstanding for conversion to 7 flats
0	0	130	0	65	0	0	0	0	0.01	Allocated site	
0	0	296	0	189	0	0	0	0	0.02	Allocated site	
0	0	529	0	265	0	0	0	0	0.03	Allocated site	
0	0	284	0	0	0	0	0	0	0.02	Allocated site	
0	0	2835	0	567	0	0	0	0	0.1	Allocated site	Prior approval for conversion to residential lapsed
0	0	324	0	221	0	0	0	0	0.04	Allocated site	
0	0	1779	0	735	288	0	0	0	0.16	Allocated site	Prior approval for conversion to residential (35-38 only) lapsed. Outstanding application 220933 for ground floor commercial and 103 dwellings
0	0	0	0	196	0	0	0	0	0.01	Allocated site	
0	0	0	0	4141	0	0	0	0	0.26	Allocated site	Site subject to lapsed permission 162210 for 135 dwellings and 610 sq m of ground floor commercial
0	0	3844	0	0	0	0	0	0	0	Allocated site	Prior approval 200211, now lapsed
0	0	0	0	0	0	0	0	0	0	Allocated site	Permission 201533
0	0	0	0	0	0	0	0	0	0	Allocated site	Phase 2 Station Hill under construction
0	0	5221	0	0	0	0	0	0	0	Allocated site	Phase 3 permitted in outline
0	0	0	0	0	0	0	0	4773	2.46	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	
0	0	120	270	0	0	0	0	0	0.04	Allocated site	
0	0	0	570	0	0	0	0	0	0.15	Allocated site	
0	0	0	485	0	0	0	0	0	0.1	Allocated site	
0	0	0	186	0	0	0	0	0	0.1	Allocated site	
0	0	0	380	0	0	0	0	0	0.07	Allocated site	
0	0	0	117	0	0	0	0	0	0.02	Allocated site	
0	0	0	366	0	0	0	0	0	0.04	Allocated site	
0	0	363	0	0	0	0	0	0	0	Allocated site	
0	0	0	249	0	0	0	0	0	0.04	Allocated site	
0	0	0	1393	0	0	0	0	0	0.22	Allocated site	
0	0	0	478	0	0	0	0	0	0.14	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	

0	0	0	0	0	0	0	0	0	1.62	Past allocation	
0	0	6400	0	11277	0	0	0	0	0	Allocated site	
0	0	5479	0	0	0	0	0	0	0	Allocated site	
0	0	0	0	0	0	7295	0	0	0.32	Allocated site	
0	103	0	0	0	0	0	0	0	0.28	Allocated site	
0	0	0	0	0	0	0	0	634	0.08	Allocated site	Lapsed permission 182054 for hotel featuring 3846 sq m hotel and 462 sq m retail
0	0	251	0	824	0	0	0	0	0.06	Allocated site	
0	0	0	0	0	0	0	0	2733	1.91	Allocated site	
0	0	0	0	0	3708	0	0	0	0.48	Allocated site	
0	0	0	0	0	0	0	0	10499	0.55	Allocated site	
0	0	0	0	0	0	0	0	3636	0.4	Allocated site	
0	0	0	0	0	0	0	0	9000	1.44	Allocated site	
0	0	2894	0	0	0	0	0	0	0.44	Allocated site	Lapsed prior approval for change of use to 58 dwellings
0	0	232	0	0	0	0	0	0	0.04	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	
0	0	0	0	0	0	0	403	0	0.05	Allocated site	
0	0	450	0	0	0	0	0	0	0.08	Allocated site	
0	0	0	0	0	0	0	0	1003	0.1	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	Planning permission 221405 for 49 dwellings (including sheltered housing), 13 supported living units and day centre
0	0	1771	0	708	0	0	0	0	0.14	Allocated site	
0	0	540	0	1042	0	0	0	0	0	Allocated site	Permission for conversion of upper floors to 8 dwellings and retention/ part demolition of ground floor commercial
0	0	5729	0	828	0	0	0	0	0	Allocated site	
0	0	0	0	3243	6706	0	0	0	0.53	Allocated site	Undetermined application for development for 247 dwellings and commercial uses including cinema.
0	0	0	0	4925	0	0	0	34484	0.91	Allocated site	
0	0	29300	0	0	0	0	0	0	0.93	Allocated site	
0	0	0	0	0	0	0	0	3197	0.58	Allocated site	
0	0	0	0	0	0	0	1440	0	0.14	Past allocation	
0	0	4075	0	0	0	0	0	0	0.17	Past allocation	
0	0	0	0	0	0	0	2390	0	0.1	Past allocation	
0	0	3150	0	0	0	0	0	0	0.15	Past allocation	
0	0	0	0	0	0	0	0	0	0.05	Lapsed permission (2009-23)	Permission for retail extension for 1223 sq m of retail lapsed.
4	0	0	0	171	0	0	0	0	0.03	Lapsed permission (2009-23)	Permission was for extension and refurb for 10 flats (6 net gain). Withdrawn application for conversion and extension for 13 dwellings plus new retail (9 unit net gain). Dormant and refused applications for redevelopment for ground floor retail and 14 dwellings.
7	0	0	0	0	0	0	0	0	0.1	Lapsed permission (2009-23)	Permission was for refurb/conversion/extension for 12 flats (5 net gain)
0	0	323	0	132	0	0	0	0	0	Planning permission	Prior approval for upper floors only
0	0	269	0	153	0	0	0	0	0.02	Lapsed permission (2009-23)	Lapsed permission was for both AB066 and AB067 and was for change of use to 8 flats. Current application for prior approval is for 6 flats in this part of site only.

1	0	0	0	0	0	0	213	0	0.03	Refused or withdrawn application (2006-23)	Change of use from non-residential institution (D1) to 6 x 1-bed flats (C3), second storey rear extension and rear flat roof dormer. WDN
0	0	0	0	250	0	0	0	0	0.07	Refused or withdrawn application (2006-23)	Demolition of existing public house and erection of a single block of 13 apartments with parking below. WDN. Subsequent COU to café.
0	0	1541	0	0	0	0	0	0	0.04	Nominated during call for sites	Nomination was previous Local Plan call for sites.
0	0	0	0	340	0	0	0	0	0.02	Other known opportunity	Site nominated for SDPD but excluded as too small
0	0	0	0	646	0	0	0	136	0.11	Lapsed permission (2009-23)	Permission was for redevelopment of rear outbuildings for 14-bed hotel
0	0	0	0	115	0	0	0	0	0.02	Undetermined application	Refused for 5 storey building for café at basement and part ground floor level and 23 bed & breakfast rooms at part ground floor and upper floor levels. Outstanding application for 5 storey café and bed and breakfast.
0	0	0	0	0	0	0	0	0	0.02	Refused or withdrawn application (2006-23)	080305 withdrawn for erection of 6 x 1 bedroom flats with associated car parking and cycle store and 090601 withdrawn for erection of 6 x 1-bedroom flats with associated car parking and cycle store
0	0	419	0	0	0	0	0	0	0.03	Refused or withdrawn application (2006-23)	070944 refused for Change of use of site from office use to residential. Demolition of Existing Building and Erection of 12 Apartments.
0	0	2228	0	389	0	0	0	0	0.06	Lapsed permission (2009-23)	Lapsed prior approval for change of use from offices to 28 flats
0	0	2789	0	1130	0	0	0	1216	0.31	Nominated during Local Plan consultation	Refused prior approval for 17 Friar Street for change of use to 23 dwellings.
0	0	0	0	0	0	0	0	0	0	Planning permission	Permission is for 43 dwellings including roof extension on existing building. Roof extension (4 dwellings) now complete.
0	0	0	0	0	0	0	0	0	0.16	Nominated during Local Plan consultation	Previous Local Plan consultation
0	0	0	0	0	0	414	0	0	0.05	Lapsed permission (2009-23)	Refusal for change of use to 10 flats July 2017, allowed on appeal, now expired
0	0	266	0	0	0	0	0	533	0.05	Refused or withdrawn application (2006-23)	Withdrawn prior approval October 2016 as building not fully in office use
0	0	3895	0	0	0	0	0	0	0.35	Nominated during call for sites	Nominated together with 33 Blagrave Street
0	0	2685	0	0	0	0	0	0	0.07	Nominated during call for sites	Nominated together with Aquis House
0	0	4014	0	0	0	0	0	0	0.25	Nominated during call for sites	Expired prior approval for conversion to 85 dwellings. Nominated alongside Royal
35	0	0	0	0	0	0	0	0	0.16	Nominated during call for sites	Nominated alongside Sapphire Plaza
0	0	344	0	0	0	0	0	0	0	Planning permission	Prior approval for conversion to 7 dwellings
0	0	288	0	476	0	0	0	0	0	Planning permission	Prior approval for conversion of upper floors to 6 dwellings
0	0	509	0	200	0	0	0	0	0	Planning permission	Prior approval for conversion of upper floors to 9 dwellings. Undetermined application for roof extension for additional six dwellings.
0	0	0	0	0	0	0	426	0	0	Planning permission	Change of use for part conversion to 5 dwellings
0	0	0	0	4313	0	0	0	0	0	Planning permission	
0	0	2164	0	1331	0	0	0	0	0	Planning permission	221232 is planning permission for part development/change of use for retail, serviced apartments etc
0	0	0	0	721	0	0	0	1133	0	Planning permission	221235 is planning permission for development for hotel (with retention of pub building)
0	0	0	0	0	0	4313	0	0	0.19	Lapsed permission (2009-23)	Lapsed permission to change 889 sq m of serviced apartment floorspace to 9 dwellings.
0	0	633	0	231	0	0	0	0	0.02	Lapsed permission (2009-23)	Lapsed permission to convert upper floors to seven dwellings
0	0	0	0	12217	0	0	0	0	0.56	Undetermined application	Undetermined application for development for 202 dwellings and commercial uses
0	0	0	0	464	0	0	0	0	0.03	Refused or withdrawn application (2006-23)	Refused applicaton for redevelopment of pub/restaurant for 29-bedroom hotel
0	0	0	0	720	0	0	0	0	0.08	Nominated during Local Plan consultation	Vacant
0	0	289	0	113	0	0	0	0	0	Planning permission	Planning permission for conversion to 5 flats
0	0	10105	0	0	0	0	0	0	0	Planning permission	Planning permission for extension to include replacement library
0	0	0	0	1184	0	0	0	0	0.06	Undetermined application	Planning application for change of use of upper floor to 4 dwellings and erect building for 11 dwellings
0	0	706	0	0	0	0	0	0	0.08	Local authority land	Potential conversion to residential
0	0	0	0	0	0	0	0	0	0.22	Allocated site	Undetermined application for 13 dwellings and office building
0	0	0	755	0	0	0	0	0	0.21	Allocated site	Remaining part of allocation after completed development
0	0	0	0	0	0	0	0	0	0	Allocated site	
0	0	0	0	830	0	0	0	293	0.22	Allocated site	
0	0	0	0	0	0	0	0	1076	0.23	Allocated site	Undetermined application for development for 24 dwellings.
0	0	0	0	0	0	0	0	0	0.62	Nominated during call for sites	Nomination was previous Local Plan call for sites.
3	0	0	0	0	0	0	0	0	0.14	Other known opportunity	Site nominated for SDPD but excluded as too small
0	0	144	3608	0	0	0	0	0	1.05	Employment Land Review site	Portman Road Plot 1 in ELR
0	0	0	8247	0	0	0	0	0	1.4	Employment Land Review site	Portman Road Plot 2 in ELR
0	0	0	7500	0	0	0	0	0	1.67	Employment Land Review site	Portman Road Plot 3 in ELR
0	0	0	5091	0	0	0	0	0	1.18	Employment Land Review site	Portman Road Plot 4 in ELR

0	0	818	5837	0	0	0	0	0	1.45	Employment Land Review site	Portman Road Plot 5 in ELR
0	0	0	6323	0	0	0	0	0	1.56	Employment Land Review site	Portman Road Plot 6 in ELR
0	0	0	2071	0	0	0	0	0	0.99	Employment Land Review site	Portman Road Plot 7 in ELR
0	0	345	3624	0	0	0	0	0	0.76	Employment Land Review site	Part of Portman Road Plot 8 in ELR
0	0	0	3888	0	0	0	0	0	1.06	Employment Land Review site	Portman Road Plot 9 in ELR. Lapsed permission (170158) for extension to 111-113 Loverock Road for additional 270 sq m of light industrial.
0	0	0	8445	0	0	0	0	0	1.59	Employment Land Review site	Portman Road Plot 10 in ELR
0	0	0	9327	0	0	0	0	0	0.8	Employment Land Review site	Portman Road Plot 11 in ELR
0	0	0	7670	0	0	0	0	0	1.61	Employment Land Review site	Bridgewater Close Plot 1 in ELR
0	0	0	1409	0	0	0	0	0	0.73	Employment Land Review site	Wigmore Lane Plot 1 in ELR
0	0	917	0	0	0	0	0	0	0.22	Planning permission	Part of Portman Road Plot 8 in ELR
1	0	0	0	0	1665	0	0	3071	101.42	Other known opportunity	
1	0	0	0	0	0	0	0	0	0.07	Refused or withdrawn application (2006-23)	Refused application for redevelopment of house for 6 flats
0	0	0	0	0	0	0	733	0	0.08	Undetermined application	Outline planning applications for development for 35 dwellings
0	0	0	0	0	0	0	0	0	0.59	Undetermined application	Planning application for development of 80 dwellings
10	0	689	0	5401	1082	0	0	0	0	Planning permission	
0	0	0	1757	0	0	0	0	0	0.33	Refused or withdrawn application (2006-23)	080553 withdrawn for outline application to consider access and layout for demolition of the existing building and erection of 36 no. flats
0	0	0	0	0	0	0	0	0	0.16	Local authority land	Site was temporarily used for a school (The Heights Primary School) until the move to the new Heights school
0	0	0	1030	0	0	0	0	0	0.16	Other known opportunity	Two applications for redevelopment for 7 dwellings, one undetermined and one refused.
0	0	0	0	0	0	0	0	0	0.2	Refused or withdrawn application (2006-23)	Withdrawn application for 5 dwellings
0	0	0	0	0	0	0	1626	0	0.93	Other known opportunity	
0	0	0	0	0	0	0	0	0	0.33	Allocated site	
1	0	0	0	0	0	0	0	0	0.21	Refused or withdrawn application (2006-23)	081064 refused for Demolition of 142 and construction of a new road and 5 houses
0	0	0	0	0	0	0	0	0	0.61	Refused or withdrawn application (2006-23)	091591 refused for outline application for residential development comprising 4 dwellings, with layout and access to be considered. Site was also considered and rejected in SDPD process.
1	0	0	0	0	0	0	0	0	0.167	Refused or withdrawn application (2006-23)	Demolition of existing house and erection of block of 8 flats (6 x 2 bed and 2 x 1 bed) with parking and amenity space. REF
1	0	0	0	0	0	0	0	0	0.53	Refused or withdrawn application (2006-16)	Demolition of Outlands to redevelop the site to provide 5 detached dwellings. WDN
0	0	0	0	0	0	0	0	0	0.28	Lapsed permission (2009-23)	1,200 sq m school extension
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0.29	Other known opportunity	Site nominated for Site Allocations but excluded as too small
0	0	0	0	0	0	0	0	0	0.17	Other known opportunity	Site nominated for Site Allocations but excluded as too small
1	0	0	0	0	0	0	0	0	0	Nominated during Issues and Options	Lapsed permission for redevelopment for a single dwelling
1	0	0	0	0	0	0	0	0	0.24	Refused or withdrawn application (2006-23)	060075 and 060950 for demolition of house and erection of four dwellings refused.
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0.24	Refused or withdrawn application (2006-23)	Outline application for residential redevelopment of 10 two storey houses (access only). REF
0	0	880	0	0	0	0	0	0	0	Allocated site	Unimplemented permission for change of use to day nursery
0	0	0	0	0	0	0	0	115	0.06	Allocated site	Previous lapsed permission for 14 dwellings.
0	0	456	0	304	0	0	0	0	0.16	Allocated site	
0	0	0	0	0	0	0	474	0	0	Planning permission	

0	0	0	0	6498	0	0	0	0	2.12	Nominated during call for sites	
5	0	0	0	0	0	0	0	0	0.19	Refused or withdrawn application (2006-23)	061189 refused for erection of eleven flats in three linked blocks.
1	0	0	0	0	0	0	0	0	0.09	Refused or withdrawn application (2006-16)	080643 refused for outline application for the erection of a block of 8 flats and demolition of existing dwelling (access to be determined)
0	0	713	0	0	0	0	0	0	0.16	Employment Land Review site	Part of Rose Kiln Lane North Plot 3 in ELR.
0	0	3078	0	0	0	0	0	0	0	Planning permission	Part of Rose Kiln Lane North Plot 3 in ELR. In addition to prior approval for residential convcrsion, undetermined planning application for redevelopment for light industrial, B2 and B8.
0	0	0	1416	0	2538	0	0	0	1.79	Employment Land Review site	Rose Kiln Lane North Plot 6 in ELR
0	0	0	1853	0	0	0	0	0	0.41	Employment Land Review site	Rose Kiln Lane North Plot 1 in ELR.
0	0	0	1115	0	0	0	0	0	2.18	Past allocation	
0	0	0	0	0	0	0	711	0	0.33	Nominated during call for sites	Site becomes available when nursery use at Yeomanry House is implemented.
0	0	0	0	0	0	0	0	0	0	Planning permission	Additional residential development and retention of existing
1	0	0	0	0	0	0	0	0	0.08	Refused or withdrawn application (2006-23)	Refused applications for developments of 9 flats and 5 flats (the latter dismissed on appeal)
1	0	0	0	0	0	0	0	0	0.09	Refused or withdrawn application (2006-23)	Withdrawn application for redevelopment of site for 8 dwellings
0	0	0	0	0	0	248	0	0	0.08	Refused or withdrawn application (2006-23)	Withdrawn application for change of use of 5 serviced apartments to 5 dwellings
0	0	2137	0	0	0	0	0	0	0	Planning permission	Outstanding permission for extension to offices
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0.93	Allocated site	
0	0	0	0	0	0	0	0	0	0.83	Allocated site	
0	0	0	0	0	0	0	0	0	0.31	Allocated site	
0	0	0	0	0	0	0	0	11494	38.28	Allocated site	
5	0	0	0	0	0	0	0	0	0	Lapsed permission (2009-23)	Expired planning permission for 9 dwellings. Planning application 220189 for retirement living has resolution to grant permission subject to S106.
6	0	0	0	0	0	0	0	0	0.79	Refused or withdrawn application (2006-23)	060007 withdrawn for 65 dwellings. 070537 for 14 dwellings and 071274 for 13 dwellings refused.
0	0	0	0	0	0	0	0	0	0.22	Refused or withdrawn application (2006-23)	080645 (part of site) refused for 4 no. 2-bed flats and 2 no. 1-bed flats
1	0	0	0	0	0	0	0	0	0.21	Refused or withdrawn application (2006-23)	Several refused applications including 060637 for demolition of existing dwelling and the erection of eight two bedroom flats
0	0	0	0	0	0	0	0	0	0.49	Nominated during call for sites	Nominated as part of much larger potential development, almost all of which is in South Oxfordshire
0	0	0	1734	0	0	0	0	0	0.37	Allocated site	
0	0	0	0	0	0	0	450	0	0.05	Allocated site	Planning application for development for 17 dwellings with retention of mural wall has resolution to grant permission subject to S106
0	0	722	0	0	0	0	0	0	0.15	Allocated site	Permission was for conversion of office to 10 flats
0	0	0	0	0	0	0	0	0	0.08	Allocated site	
0	0	0	2115	0	0	0	0	0	0.41	Allocated site	Part of Elgar Road Plot 3 in ELR
0	0	0	1298	0	0	0	0	0	0.41	Allocated site	
0	0	0	0	8695	0	0	0	0	3.51	Allocated site	
0	0	0	1982	0	0	0	0	0	1.05	Allocated site	Boulton Road Plot 1 in ELR
0	0	0	504	0	0	0	0	0	0.38	Allocated site	
0	0	0	0	0	0	0	0	2517	0.91	Allocated site	
0	0	0	3206	0	0	0	0	99	0.8	Allocated site	Boulton Road Plot 12 in ELR
0	0	0	0	0	0	0	0	0	0.09	Allocated site	Development of 38 student bedspaces under construction
0	0	1904	0	0	0	0	0	0	0.1	Past allocation	Former allocation in RCAAP
0	0	0	0	0	527	0	0	0	0.14	Past allocation	Former allocation in RCAAP

0	0	0	0	0	0	0	0	0	0.14	Lapsed permission (2009-23)	Two planning permissions for 14 dwellings (40 Silver Street, 150885) and 4 dwellings (62-68 Silver Street, 061413), both expired. Permission also for student accommodation on 62-66 Silver Street (110915) also expired. Refused applications 172118. 190449 and 200919 for syudent accommodation
0	0	0	0	0	1242	0	0	0	0.18	Planning permission	Redevelopment of rear and conversion of ground floor for 15 flats total, loss of 1,242 sq m leisure
1	0	0	0	0	0	0	281	0	0.18	Refused or withdrawn application (2006-23)	080022 refused for demolition of existing building and erection of 14 x 2 bed apartments, provision of car parking and alteration to vehicular access. (Ground floor subsequentily converted from medical to resi)
0	0	0	14029	0	0	0	0	0	2.82	Employment Land Review site	Elgar Road Plot 1 in ELR
0	0	0	10878	0	0	0	0	0	2.9	Employment Land Review site	Elgar Road Plot 2 in ELR
0	0	0	0	0	0	0	0	2556	1.11	Employment Land Review site	Boulton Road Plot 2 in ELR
0	0	0	4819	0	0	0	0	0	1.27	Employment Land Review site	Part of Boulton Road Plot 3 in ELR
0	0	0	10609	0	0	0	0	0	2.36	Employment Land Review site	Boulton Road Plot 4 in ELR
0	0	0	1339	0	0	0	0	0	0.49	Employment Land Review site	Boulton Road Plot 5 in ELR
0	0	0	10116	0	0	0	0	0	2.61	Employment Land Review site	Boulton Road Plot 6 in ELR
0	0	0	9851	0	0	0	0	0	2.29	Employment Land Review site	Boulton Road Plot 7 in ELR
0	0	580	6753	0	0	0	0	0	1.57	Employment Land Review site	Boulton Road Plot 8 in ELR
0	0	0	4361	0	0	0	0	0	1.34	Employment Land Review site	Boulton Road Plot 9 in ELR
0	0	0	1380	0	0	0	0	0	1.13	Employment Land Review site	Boulton Road Plot 10 in ELR
0	0	0	5962	0	0	0	0	0	1.32	Employment Land Review site	Boulton Road Plot 11 in ELR
0	0	0	4690	0	0	0	0	3597	3.07	Employment Land Review site	Part of Rose Kiln Lane North Plot 5 in ELR
0	0	0	0	1521	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	4411	1.17	Employment Land Review site	Part of Rose Kiln Lane North Plot 4 in ELR
0	0	0	0	0	0	0	0	1687	0.35	Nominated during call for sites	Planning application for 46 dwellings has resolution to grant permission subject to S106 agreement
0	0	0	2107	0	0	0	0	0	0.69	Nominated during call for sites	Part of Boulton Road Plot 3 in ELR
0	0	1524	0	0	0	0	0	0	0	Planning permission	Prior approval for conversion of offices to 20 dwellinngs plus roof extension for additional 9 dwellings
0	0	141	0	0	0	0	0	230	0	Planning permission	
0	0	0	0	0	0	933	0	0	0	Planning permission	Convert serviced apartments to 15 dwellings
0	0	0	116	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	406	0	0	0	0	0.08	Planning permission	Redevelopment for 19 dwellings
0	0	0	512	0	0	0	0	0	0.14	Refused or withdrawn application (2006-23)	Refused applications for developments of 16 dwellings
1	6	0	0	0	0	0	0	0	0.09	Undetermined application	Application for redevelopment for 22 dwellings
0	0	960	0	0	0	0	0	0	0.06	Lapsed permission (2009-23)	Lapsed prior approvals for 17 or 23 dwellings
0	0	13050	0	0	0	0	0	0	1.93	Nominated during Local Plan consultation	
0	0	0	105	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	3189	0	0	0	Planning permission	Planning permission to change serviced apartments to 44 dwellings
0	0	0	0	0	0	0	0	524	0.33	Allocated site	141417 on part of site refused for block of six flats.
0	0	0	78	0	0	0	0	0	1.52	Allocated site	
0	0	0	0	0	0	0	0	0	0.41	Allocated site	
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0	Planning permission	Permission for a drive-through restaurant
0	0	0	0	0	0	0	0	0	0.56	Other known opportunity	Site considered during Site Allocations process
1	0	0	0	0	0	0	0	0	0.16	Refused or withdrawn application (2006-23)	Most recent application was refusal for proposed erection of a new block of 12 number flats, following demolition of existing property.
0	0	0	0	568	0	0	0	0	0.19	Refused or withdrawn application (2006-23)	Refused outline application for demolition and erection of 20 dwellings. Undetermined application for development for 18 dwellings.
0	0	0	0	0	0	0	0	0	2.91	Other known opportunity	Nominated during previous call for sites exercise

0	0	0	0	0	0	0	0	0	1.87	Other known opportunity	Nominated during previous call for sites exercise
0	0	0	2098	0	0	0	0	0	0.39	Employment Land Review site	Stadium Way Plot 1 in ELR. Permission relates to redevelopment of 127 Loverock Road.
0	0	0	17187	0	0	0	0	0	4.08	Employment Land Review site	Part of Stadium Way Plot 2 in ELR. Permission relates to redevelopment of Unit 1 after fire damage.
0	0	0	1691	0	0	0	0	0	0.58	Employment Land Review site	Site identified in Issues and Options consultation for previous Local Plan. Stadium Way Plot 3 in ELR.
0	0	0	2989	0	0	0	0	0	0.66	Employment Land Review site	Stadium Way Plot 4 in ELR
0	0	0	9526	0	0	0	0	0	2.49	Employment Land Review site	Stadium Way Plot 5 in ELR
0	0	0	2808	0	0	0	0	0	1.03	Employment Land Review site	Stadium Way Plot 6 in ELR
0	0	0	2362	0	0	0	0	0	0.76	Employment Land Review site	Stadium Way Plot 7 in ELR
0	0	0	295	0	0	0	0	0	0.21	Undetermined application	Undetermined application for development for 6 dwellings
0	0	0	0	0	0	0	0	0	0	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	Planning permission for redevelopment for 54 dwellings
27	0	0	0	8153	945	0	0	0	2.99	Allocated site	Lapsed permission for extension to and refurbishment of precinct. Redevelopment of precinct for retail and 258 dwellings permitted subject to S106.
4	0	0	0	0	0	0	0	0	0	Planning permission	Permissiom for redevelopment for 11 dwellings
0	0	0	0	0	0	0	0	0	0.16	Other known opportunity	
3	0	0	675	0	0	0	0	0	0.15	Other known opportunity	
0	0	0	6422	0	0	0	0	0	1.55	Employment Land Review site	Sterling Way Plot 1 in ELR
0	0	0	8998	0	0	0	0	0	2.17	Employment Land Review site	Upton Road Plot 1 in ELR
0	0	0	0	0	0	0	0	0	0	Planning permission	24 dwellings to replace previous 24 dwellings demolished after fire
0	0	0	0	0	0	0	377	0	0.08	Refused or withdrawn application (2006-23)	Refused applications for redevelopment for 12 or 10 dwellings
1	0	0	0	0	0	0	0	0	0.32	Refused or withdrawn application (2006-23)	Refused applications for 18, 14 and 6 dwellings (with two dismissed on appeal)
0	0	2186	0	0	0	0	0	0	0	Allocated site	Various permissions and prior approvals for conversion and extension, scaffolding being erected.
0	0	0	0	89	0	0	0	482	0.16	Allocated site	
0	0	0	0	0	0	0	0	194	0.15	Allocated site	080635 refused for redevelopment to provide 4 retail units, 8 studio flats and 1 one-bedroom flat
0	0	0	0	0	0	0	0	0	0.44	Lapsed permission (2009-23)	Permission was for mosque (3350 sq m)
0	2	0	0	0	0	0	0	0	0.09	Lapsed permission (2009-23)	Permission was for extension and conversion of HMO to 9 dwellings
0	0	0	0	0	0	842	0	0	0.12	Refused or withdrawn application (2006-23)	Refused application for redevelopment of hotel for 12 dwellings
0	0	0	0	0	0	1032	0	0	0.23	Other known opportunity	Previous consideration for residential
2	0	0	0	0	0	0	0	0	0.47	Allocated site	Lapsed permission for demolition of 11 & 13 Newcastle Road, and erect 13 terraced houses to rear of 3-17. Withdrawn application for demolition of 19 Newcastle Road and erect 9 dwellings to rear of 17-29.
0	0	0	0	0	0	0	1101	0	0.33	Allocated site	Refused application for retirement living, dismissed on appeal. Prior approval granted for demolition.
0	5	0	0	0	0	0	0	0	0.74	Allocated site	
0	0	0	0	0	0	0	371	0	0.43	Allocated site	
0	78	0	0	0	0	0	0	0	3.39	Other known opportunity	Application for reconfiguration for student accommodation withdrawn 2017. Subsequent application refused, dismissed on appeal.
0	0	0	0	0	0	0	40000	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0.26	Undetermined application	Application for new D1 Medical centre with on site pharmacy and parking was permitted in principle but then withdrawn.
0	0	0	0	0	0	319	0	0	0.24	Lapsed permission (2009-23)	Permission was for development of 10 flats
2	0	0	0	0	0	972	0	0	0.28	Lapsed permission (2009-23)	Permission was for refurb for 10 flats
0	0	0	0	0	0	0	0	0	0.15	Lapsed permission (2009-23)	Permission was for development of 10 flats.
0	0	0	0	0	0	0	0	279	0.11	Other known opportunity	13-15 has been converted to 2 HMOs, so only scope for new build
1	0	0	0	0	0	0	0	0	0.23	Refused or withdrawn application (2006-23)	070995 refused for demolition of existing bungalow and erection of 1 x 3 bedroom detached house, 4 x 3 bedroom semi-detached and 4 x 3 bedroom terraces with associated parking and access drive
0	0	0	0	0	0	0	0	0	0.07	Lapsed permission (2009-23)	Lapsed permission for development of 14 dwellings

0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	2625	0	0	0	0	0	0	0.22	Lapsed permission (2009-23)	Lapsed prior approval for conversion to 30 dwellings
0	0	1119	0	0	0	0	0	0	0.06	Lapsed permission (2009-23)	Lapsed permissions for lower ground floor for conversion of entire building to 16 dwellings
0	0	2044	0	0	0	0	0	0	0.16	Lapsed permission (2009-23)	Lapsed prior approval for conversion to 26 dwellings
0	0	0	0	0	0	0	0	0	0	Planning permission	Planning permission for development for 9 dwellings
0	0	0	0	0	0	0	0	0	0.46	Undetermined application	Application for development for day centre and 42 dwellings has resolution to grant permission subject to Section 106
0	3	0	0	0	0	0	0	0	0.08	Lapsed permission (2009-23)	Lapsed permission for conversion of HMO to 10 dwellings
0	0	0	0	0	0	0	1711	0	0	Allocated site	Permission for redevelopment for 17 dwellings and respite care
0	0	0	0	0	0	0	0	0	0	Allocated site	Permission for development for 30 dwellings
0	0	0	0	0	0	0	939	0	0	Planning permission	Previous allocated site
1	0	0	0	0	0	0	0	0	93.7	Other known opportunity	Nominated during previous call for sites exercise
0	0	0	287	0	0	0	0	0	0.15	Other known opportunity	Site nominated for Site Allocations but excluded as too small
0	0	0	0	0	0	0	0	0	0	Planning permission	Permission for reconfiguration of hotel facilities April 2016, construction underway. Permission granted July 2017 to convert the proposed serviced apartments to 13 flats.
1	0	0	0	0	0	0	0	0	0.21	Refused or withdrawn application (2006-23)	060709 and 060832 refused both for demolition of house and erection of five houses
0	0	0	0	0	0	0	0	2943	0.3	Lapsed permission (2009-23)	Lapsed permissions for extensions and alterations
0	0	135	837	0	0	0	0	0	0.51	Nominated during call for sites	
0	0	0	0	0	0	0	0	0	0	Planning permission	
18	0	0	0	0	0	0	0	0	0.38	Refused or withdrawn application (2006-23)	Refused applications for additional 2 storeys for 12 dwellings, dismissed on appeal
0	0	0	0	0	0	0	355	0	0.17	Nominated during call for sites	Proposed for residential development
0	0	0	0	548	0	0	0	0	0	Planning permission	Planning permission for drive through retail/bakery
0	0	0	0	0	0	0	0	10991	0	Allocated site	
0	0	0	0	6949	0	0	0	0	0	Allocated site	Outline planning permission for mixed use including up to 1,000 dwellings
0	0	0	0	0	0	0	0	28669	1.27	Allocated site	
0	0	0	3297	0	0	0	0	0	0.57	Allocated site	
0	0	243	0	0	0	0	0	0	0	Allocated site	Mostly allocated, but frontage buildings 97a-107 are not part of the allocation. Redevelopment for 60 dwellings permitted.
0	0	4683	0	0	0	0	0	0	0	Allocated site	
0	0	0	0	0	0	0	0	326	0.41	Allocated site	
0	0	4793	0	0	0	0	0	0	1.1	Allocated site	
0	0	0	1911	0	0	0	0	0	0.64	Allocated site	
0	0	0	0	0	0	0	0	0	2.67	Nominated during Local Plan consultation	Nominated in previous Local Plan consultation along with TH009
0	0	0	0	11471	0	0	0	0	2.65	Allocated site	
0	0	0	0	4806	0	0	0	0	1.34	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	
0	0	0	2357	0	0	0	0	0	2.07	Allocated site	
4	0	0	0	0	0	0	0	0	0.06	Allocated site	
1	0	0	0	0	0	0	0	0	0.03	Allocated site	
2	0	0	0	0	0	0	0	0	0.14	Allocated site	

0	0	0	0	617	450	0	0	0	0.23	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	
0	0	924	0	0	0	0	0	0	0.1	Other known opportunity	Application for conversion and extension for student accommodation including block to rear of 187-189 refused 2017.
1	0	0	0	0	0	0	0	590	0.45	Allocated site	
0	0	0	1083	0	0	0	0	0	0.28	Allocated site	Part of Richfield Avenue Plot 13 in ELR
0	0	0	0	0	0	0	0	0	0.32	Allocated site	
0	0	0	0	0	0	0	0	2956	0.8	Allocated site	Site nominated in Site Allocations process
0	0	0	0	0	571	0	0	0	0.56	Allocated site	
0	0	0	0	0	0	0	31260	0	3	Past allocation	
0	0	0	536	0	0	0	0	0	0.06	Lapsed permission (2009-23)	Part of site nominated for Site Allocations but excluded as too small. Lapsed permission for change of use, conversion, extensions and various associated works to former Gas Works Buildings to create a part 4,5 and 6 storey building adjacent to the River Kennet and a 3 storey building fronting Gas Works Road, providing 20 (10x1, 9x2 and 1x3-bed) residential units (Class C3).
0	0	291	0	0	0	0	0	0	0.06	Refused or withdrawn application (2006-23)	Conversion of B1 offices to 8 residential units. WDN
0	0	0	0	0	0	6646	0	0	1.29	Nominated during call for sites	Car park site only also nominated in past Site Allocations process. Past refused application for 132-bed hotel on car park.
0	0	6190	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0.88	Nominated during call for sites	
0	0	0	0	8968	0	0	0	69	4.57	Other known opportunity	
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	3208	0	0	0	0	0	0.45	Other known opportunity	
0	0	0	0	0	0	0	0	0	1.62	Other known opportunity	Nominated during previous call for sites exercise
0	0	2131	6165	0	0	0	0	0	1.24	Employment Land Review site	Richfield Avenue Plot 1 in ELR
0	0	0	3482	0	0	0	0	0	0.69	Employment Land Review site	Richfield Avenue Plot 2 in ELR
0	0	0	2739	0	0	0	0	0	0.99	Employment Land Review site	Richfield Avenue Plot 3 in ELR
0	0	0	13101	0	0	0	0	0	3.19	Employment Land Review site	Richfield Avenue Plot 4 in ELR
0	0	0	2056	0	0	0	0	0	0.35	Employment Land Review site	Part of Richfield Avenue Plot 5 in ELR
0	0	0	3977	0	0	0	0	0	0.86	Nominated during call for sites	Part of Richfield Avenue Plot 5 in ELR
0	0	2961	1950	0	0	0	0	0	1.24	Employment Land Review site	Richfield Avenue Plot 7 in ELR
0	0	0	8417	0	0	0	0	0	1.34	Employment Land Review site	Richfield Avenue Plot 8 in ELR
0	0	0	8346	0	0	0	0	0	2.25	Employment Land Review site	Richfield Avenue Plot 9 in ELR
0	0	0	4459	836	1426	0	0	0	1.71	Employment Land Review site	Richfield Avenue Plot 10 in ELR
0	0	0	6437	0	1032	0	0	0	1.59	Employment Land Review site	Part of Richfield Avenue Plot 12 in ELR
0	0	0	2239	0	0	0	0	0	0.32	Employment Land Review site	
0	0	0	402	0	0	0	0	0	0.17	Employment Land Review site	Gosbrook Road Plot 1 in ELR
0	0	0	684	0	0	0	0	0	0.16	Employment Land Review site	Gosbrook Road Plot 2 in ELR
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	378	0	0	0	0	0	0.08	Employment Land Review site	Gosbrook Road Plot 4 in ELR
0	0	0	6416	0	0	0	0	0	1.23	Employment Land Review site	Part of Paddock Road Plot 1 in ELR
0	0	4358	0	0	0	0	0	0	0.55	Nominated during call for sites	
0	0	12290	0	0	0	0	0	0	0.4	Nominated during call for sites	
0	0	6714	0	0	0	0	0	0	0.29	Nominated during call for sites	
0	0	0	0	0	263	0	240	0	0.51	Nominated during call for sites	

0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	968	0	0	0	0	0	Planning permission	Permission for partial redevelopment for 29 dwellings
0	0	0	0	0	0	0	0	0	0.15	Refused or withdrawn application (2006-23)	Refused application for 9 dwellings, Subsequent refused application for block of six flats, dismissed on appeal
0	0	0	0	0	0	0	0	0	1.17	Allocated site	
0	0	0	0	0	0	0	1185	0	0.39	Allocated site	
0	0	0	0	0	0	0	277	0	0.07	Allocated site	
0	0	0	0	0	0	0	1964	0	1.73	Allocated site	
0	0	0	0	2142	0	0	0	0	0.52	Lapsed permission (2009-23)	Permission was for retail extension to rear (242 sqm)
0	0	0	0	0	0	0	0	0	0.18	Refused or withdrawn application (2006-23)	Refused application for permission in principle for between 4 and 6 dwellings
0	0	0	0	0	0	0	2271	0	2.05	Lapsed permission (2009-23)	Lapsed permission for extension of school (gain of 1204 sq m, loss of 65 sq m)
0	0	0	0	0	0	0	0	0	32.13	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	Existing permission for offices not expected to be implemented
0	0	0	20668	0	0	0	0	0	4.53	Allocated site	
0	0	9276	0	0	0	0	0	0	1.71	Allocated site	
0	0	0	6527	0	0	0	0	0	1.75	Allocated site	
0	0	0	1262	0	0	0	0	0	0.29	Allocated site	
0	0	0	0	1663	566	0	0	0	1.18	Allocated site	
0	0	0	602	0	0	0	0	0	0.19	Allocated site	
0	0	0	0	0	3221	0	0	0	1.36	Allocated site	
0	0	10664	0	0	0	0	0	0	2.08	Allocated site	
0	0	518	0	0	0	0	0	0	0.74	Allocated site	
0	0	0	0	0	0	0	0	0	0	Allocated site	
0	0	0	0	0	0	0	0	0	3.84	Other known opportunity	Site would be part of the land that could contribute to a new development around Grazeley. Could not be developed on its own.
0	0	0	0	0	0	0	0	425	0.27	Past allocation	
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	0	0	4.08	Lapsed permission (2009-23)	
0	0	0	0	0	0	0	0	0	0	Planning permission	Unimplemented part of wider consent
0	0	0	0	0	0	0	0	0	0	Planning permission	Unimplemented part of wider consent
0	0	0	0	0	0	0	0	0	0.63	Planning permission	Covered by planning permission but no proposal for a particular development on this part of the site.
0	0	0	0	0	15817	10096	0	0	0	Planning permission	
0	0	0	0	0	2560	0	0	0	0	Planning permission	
0	0	0	0	0	0	0	264	0	0.22	Other known opportunity	Application for development for church centre, health centre and two flats has resolution to grant permission subject to S106
0	0	0	44664	0	0	0	0	0	7.6	Employment Land Review site	Manor Farm Plot 1 in ELR
0	0	1722	4889	0	0	0	0	0	1.8	Employment Land Review site	Part of Bennet Road Plot 1 in ELR
0	0	0	1906	0	0	0	0	0	0.66	Employment Land Review site	Part of Bennet Road Plot 2 in ELR

0	0	0	8176	0	0	0	0	0	3.03	Employment Land Review site	Part of Bennet Road Plot 2 in ELR
0	0	0	0	0	0	0	0	3535	1.93	Employment Land Review site	Planning permission for extension now granted.
0	0	4257	11469	0	0	0	0	63	4.3	Employment Land Review site	Bennet Road Plot 4 in ELR
0	0	0	4461	0	0	0	0	0	1.33	Employment Land Review site	Part of Bennet Road Plot 5 in ELR
0	0	0	13364	0	0	0	0	0	3.17	Employment Land Review site	Bennet Road Plot 6 in ELR
0	0	0	5896	0	0	0	0	0	2.2	Employment Land Review site	Bennet Road Plot 7 in ELR
0	0	0	3073	0	0	0	0	0	0.7	Employment Land Review site	Acre Road Plot 1 in ELR
0	0	0	4390	0	0	0	0	0	1.32	Employment Land Review site	Acre Road Plot 2 in ELR
0	0	0	20526	0	0	0	0	0	4.6	Employment Land Review site	Acre Road Plot 3 in ELR
0	0	0	11799	0	0	0	0	0	2.45	Employment Land Review site	Acre Road Plot 4 in ELR
0	0	0	2993	0	0	0	0	0	1.29	Employment Land Review site	Acre Road Plot 5 in ELR
0	0	21150	0	0	0	0	0	0	3.98	Employment Land Review site	Worton Grange Plot 2 in ELR
0	0	0	42995	0	0	0	0	0	10.28	Employment Land Review site	Worton Grange Plot 3 in ELR
0	0	0	6090	0	0	0	0	1081	2.9	Employment Land Review site	Worton Grange Plot 4 in ELR
0	0	0	82772	0	0	0	0	0	19.54	Employment Land Review site	Junction 11 Plot 1 in ELR
0	0	33039	0	876	0	0	553	0	7.67	Employment Land Review site	Junction 11 Plot 3 in ELR
0	0	40215	0	0	0	0	0	0	9.84	Employment Land Review site	Green Park Plot 1 in ELR
0	0	28066	0	0	0	0	0	0	2.6	Other known opportunity	
0	0	35431	0	0	0	0	0	0	9.2	Employment Land Review site	Green Park Plot 2 in ELR
0	0	13496	0	0	0	0	0	0	2.54	Employment Land Review site	Green Park Plot 4 in ELR
0	0	4086	0	0	0	0	0	0	1.02	Employment Land Review site	Green Park Plot 5 in ELR
0	0	0	0	0	0	0	0	0	0.25	Nominated during call for sites	Expired permission for redevelopment for 12 dwellings
0	0	3920	0	0	0	0	0	0	0	Planning permission	Planning permission for redevelopment for flexible industrial/warehouse. Would supersede two separate prior apporvals totalling 49 dwellings.
0	0	0	0	450	0	0	0	0	0.08	Refused or withdrawn application (2006-23)	Refusal for redevelopment for 12 dwellings
1	0	0	0	0	0	0	0	0	0.15	Refused or withdrawn application (2006-23)	Refusal for development of six dwellings to side of existing
0	0	0	0	14775	0	0	0	0	0	Planning permission	Alternative planning permissions for industrial/warehouse redevelopment and for partial change of use to warehouse
0	0	0	0	0	0	0	0	0	0.2	Nominated during call for sites	Nominated during call for sites for residential development of 50 dwellings
0	0	0	0	0	0	0	0	0	0.51	Other known opportunity	
0	0	0	0	0	0	0	0	0	0.34	Other known opportunity	
2	0	0	0	0	0	0	0	0	0.19	Other known opportunity	
0	0	0	0	299	0	0	0	0	0.12	Other known opportunity	
0	17	0	0	0	0	0	0	0	0.69	Other known opportunity	
0	0	0	0	0	0	0	1855	0	1.35	Other known opportunity	
0	0	0	0	0	0	0	0	0	0.26	Other known opportunity	
0	0	590	0	0	0	0	0	0	0.13	Other known opportunity	
0	0	0	0	0	0	0	0	0	0.34	Other known opportunity	
0	0	0	0	0	0	0	0	0	0.09	Other known opportunity	
0	0	0	66	291	0	0	0	0	0.12	Other known opportunity	
0	2	0	0	0	0	0	0	0	0.07	Pre-application site	Pre-application for conversion of HMO to 13 dwellings
0	0	52	0	145	0	0	0	0	0.02	Pre-application site	Pre-application for ground floor retail and 10 dwellings on upper floors
2	0	0	0	0	0	0	74	0	0.15	Pre-application site	Pre-application for redevelopment for dental clinic and residential
3	0	0	304	0	0	0	0	0	0.15	Pre-application site	Pre-application for redevelopment for 21 dwellings
0	0	0	0	0	0	238	0	0	0.07	Pre-application site	Pre-application for change of use and extension for 8 dwellings
1	0	0	0	0	0	0	0	0	0.07	Pre-application site	Pre-application for redevelopment for 14 dwellings
0	0	0	0	0	0	594	0	0	0.13	Pre-application site	Pre-application for conversion to 24-bed supported living facility
1	0	0	0	0	0	0	0	0	0.14	Pre-application site	Pre-application for 13 dwellings
0	0	0	0	0	0	2611	0	0	0.29	Pre-application site	Pre-application for redevelopment for 73 dwellings
1	0	0	0	0	0	0	0	0	0.28	Pre-application site	Pre-application for development for 10 dwellings
1	0	0	0	0	0	0	0	0	0.09	Pre-application site	Pre-application for demolition of house and development of 6 dwellings
1	0	0	0	0	0	0	0	0	0.18	Pre-application site	Pre-application for redevelopment for 6 dwellings
1	0	0	0	0	0	0	0	0	0.1	Pre-application site	Pre-application enquiries for redevelopment for 5 dwellings or 15 dwellings
9	0	0	0	0	0	0	0	0	0.41	Pre-application site	Pre-application enquiries for redevelopment for 38 dwellings or 46 additional dwellings

0	0	0	0	0	0	0	0	0	0.06	Pre-application site	Pre-application for development of 8 dwellings
15	0	0	0	0	0	0	0	0	0.17	Pre-application site	Pre-application for two additional storeys for 10 dwellings
45	0	0	0	0	0	0	0	0	0.05	Pre-application site	Pre-application for four additional storeys for an additional 17 dwellings

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STAGE 1(B): EXCLUSION OF SITES FROM FURTHER CONSIDERATION

Site Code	Site Title	In Functional Flood Plain	In Special Area of Conservation	in Special Protection Area	Within 400m of Thames Basin Heaths	In Ramsar site	In SSSI	In SANG	Ancient Woodland	Relevant hazard zone	EXCLUDE FROM FURTHER CONSIDERATION ?
AB001	29-35 Station Road	No	No	No	No	No	No	No	No	No	**No**
AB002	17-27 Station Road	No	No	No	No	No	No	No	No	No	**No**
AB003	13-15 Station Road	No	No	No	No	No	No	No	No	No	**No**
AB004	23 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB005	24 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB006	27-29 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB007	1 Merchants Place	No	No	No	No	No	No	No	No	No	**No**
AB008	30-31 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB009	32-34 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB010	35-39 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB011	8 Merchants Place	No	No	No	No	No	No	No	No	No	**No**
AB012	52-55 Friar Street and 12 Greyfriars	No	No	No	No	No	No	No	No	No	**No**
AB013	Greyfriars House, 20 Greyfriars Ro	No	No	No	No	No	No	No	No	No	**No**
AB015	Station Hill Plot F, Garrard Street	No	No	No	No	No	No	No	No	No	**No**
AB016	Station Hill Phase 2	No	No	No	No	No	No	No	No	No	**No**
AB017	Station Hill Phase 3	No	No	No	No	No	No	No	No	No	**No**
AB018	Cattle Market	No	No	No	No	No	No	No	No	No	**No**
AB019	45 Caversham Road	No	No	No	No	No	No	No	No	No	**No**
AB020	31 Great Knollys Street	No	No	No	No	No	No	No	No	No	**No**
AB021	Unit B1-B11, Great Knollys Street	No	No	No	No	No	No	No	No	No	**No**
AB022	Bellman Court, Great Knollys Stree	No	No	No	No	No	No	No	No	No	**No**
AB023	63 Great Knollys Street	No	No	No	No	No	No	No	No	No	**No**
AB024	Units A1-A3 Great Knollys Street	No	No	No	No	No	No	No	No	No	**No**
AB025	Unit A2, North Street	No	No	No	No	No	No	No	No	No	**No**
AB026	1a North Street	No	No	No	No	No	No	No	No	No	**No**
AB027	16 North Street	No	No	No	No	No	No	No	No	No	**No**
AB028	12-14 North Street	No	No	No	No	No	No	No	No	No	**No**
AB029	Units C1-C11, Weldale Street	No	No	No	No	No	No	No	No	No	**No**
AB030	7 Weldale Street	No	No	No	No	No	No	No	No	No	**No**
AB031	Land between Chatham Street and	No	No	No	No	No	No	No	No	No	**No**
AB032	Chatham Street	No	No	No	No	No	No	No	No	No	**No**
AB033	Broad Street Mall	No	No	No	No	No	No	No	No	No	**No**
AB034	Fountain House, 2 Queens Walk	No	No	No	No	No	No	No	No	No	**No**
AB035	Pentahotel, Oxford Road	No	No	No	No	No	No	No	No	No	**No**
AB036	Queens Court, Queens Walk	No	No	No	No	No	No	No	No	No	**No**
AB037	20 Hosier Street	No	No	No	No	No	No	No	No	No	**No**
AB038	19-23 St Mary's Butts	No	No	No	No	No	No	No	No	No	**No**
AB039	Hosier Street	No	No	No	No	No	No	No	No	No	**No**
AB040	Hexagon Theatre, Hosier Street	No	No	No	No	No	No	No	No	No	**No**
AB041	Thames Valley Police, Castle Stree	No	No	No	No	No	No	No	No	No	**No**
AB042	Magistrates Court, Castle Street	No	No	No	No	No	No	No	No	No	**No**
AB043	Reading Prison	No	No	No	No	No	No	No	No	No	**No**
AB044	Eaton House, 106-112 Oxford Roa	No	No	No	No	No	No	No	No	No	**No**
AB045	10 Eaton Place	No	No	No	No	No	No	No	No	No	**No**
AB046	115 Chatham Street	No	No	No	No	No	No	No	No	No	**No**
AB047	121 Chatham Street	No	No	No	No	No	No	No	No	No	**No**
AB048	Future House, 125 Chatham Street	No	No	No	No	No	No	No	No	No	**No**
AB049	The Face Bar, Ambrose Place	No	No	No	No	No	No	No	No	No	**No**
AB050	Central Swimming Pool, Battle Stre	No	No	No	No	No	No	No	No	No	**No**
AB052	173-175 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB053	27-32 Market Place	No	No	No	No	No	No	No	No	No	**No**
AB054	3-10 Market Place, Abbey Hall & Ab	No	No	No	No	No	No	No	No	No	**No**
AB055	Vue Cinema, The Oracle	No	No	No	No	No	No	No	No	No	**No**
AB056	Oracle Riverside Car Park	No	No	No	No	No	No	No	No	No	**No**
AB057	Apex Plaza, Forbury Road	No	No	No	No	No	No	No	No	No	**No**
AB058	Brunel Arcade, Station Approach	No	No	No	No	No	No	No	No	No	**No**
AB059	143-145 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
AB060	9-27 Greyfriars Road	No	No	No	No	No	No	No	No	No	**No**
AB061	Reading Central Library, Abbey Sq	No	No	No	No	No	No	No	No	No	**No**

AB062	The Anchorage, 34 Bridge Street	No	No	No	No	No	No	No	No	No	**No**
AB063	The Oracle Shopping Centre, Yield	No	No	No	No	No	No	No	No	No	**No**
AB064	78 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
AB065	149-153 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
AB066	40 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
AB067	38 Oxford Road & 5 Cheapside	No	No	No	No	No	No	No	No	No	**No**
AB068	159 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
AB069	Queens Arms PH, Great Knollys St	No	No	No	No	No	No	No	No	No	**No**
AB070	37-43 Blagrave Street	No	No	No	No	No	No	No	No	No	**No**
AB071	Rising Sun 18 Forbury Road	No	No	No	No	No	No	No	No	No	**No**
AB072	The Butler PH, Chatham Street	No	No	No	No	No	No	No	No	No	**No**
AB073	7 Blagrave Street	No	No	No	No	No	No	No	No	No	**No**
AB074	Land at Regent Court, Great Knolly	No	No	No	No	No	No	No	No	No	**No**
AB075	1-3 Greyfriars Road	No	No	No	No	No	No	No	No	No	**No**
AB076	160-163 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB077	15-18 Friar Street, 2-16 Station Roa	No	No	No	No	No	No	No	No	No	**No**
AB078	Clarendon House 59-75 Queens Ro	No	No	No	No	No	No	No	No	No	**No**
AB079	Rear of 8-32 Clifton Street	No	No	No	No	No	No	No	No	No	**No**
AB080	Part of City Wall House, 26 West S	No	No	No	No	No	No	No	No	No	**No**
AB081	Tangent House, 16 Forbury Road	No	No	No	No	No	No	No	No	No	**No**
AB082	Aquis House, 49-51 Forbury Road	No	No	No	No	No	No	No	No	No	**No**
AB083	33 Blagrave Street	No	No	No	No	No	No	No	No	No	**No**
AB084	Sapphire Plaza, Watlington Street	No	No	No	No	No	No	No	No	No	**No**
AB085	Royal Court, Kings Road	No	No	No	No	No	No	No	No	No	**No**
AB087	Epping House, 55 Russell Street	No	No	No	No	No	No	No	No	No	**No**
AB088	87 Broad Street	No	No	No	No	No	No	No	No	No	**No**
AB089	200-202 Broad Street	No	No	No	No	No	No	No	No	No	**No**
AB090	165 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
AB091	House of Fraser, The Oracle	No	No	No	No	No	No	No	No	No	**No**
AB093	1-15 Queen Victoria Street & 145-1	No	No	No	No	No	No	No	No	No	**No**
AB094	138-144 Friar Street	No	No	No	No	No	No	No	No	No	**No**
AB095	100 Kings Road	No	No	No	No	No	No	No	No	No	**No**
AB096	149-150 Friar Street and 2-4 Queer	No	No	No	No	No	No	No	No	No	**No**
AB097	Former Debenhams, The Oracle	No	No	No	No	No	No	No	No	No	**No**
AB098	Warwick Arms, 77-79 Kings Road	No	No	No	No	No	No	No	No	No	**No**
AB099	20-22 Duke Street	No	No	No	No	No	No	No	No	No	**No**
AB100	23-24 Market Place	No	No	No	No	No	No	No	No	No	**No**
AB101	Civic Offices, Bridge Street	No	No	No	No	No	No	No	No	No	**No**
AB102	13-15 Market Place	No	No	No	No	No	No	No	No	No	**No**
AB103	Queens Wharf, Queens Road	No	No	No	No	No	No	No	No	No	**No**
BA001	Rear of 303-315 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
BA002	Land adjacent to 22 Portman Way	No	No	No	No	No	No	No	No	No	**No**
BA003	Land at Moulsford Mews	No	No	No	No	No	No	No	No	No	**No**
BA004	784-794 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
BA005	816 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
BA006	Land at Reading West Station	No	No	No	No	No	No	No	No	No	**No**
BA007	133-137 Wantage Road	No	No	No	No	No	No	No	No	No	**No**
BA008	2-6 Portman Road and 1-5 Loveroc	No	No	No	No	No	No	No	No	No	**No**
BA009	Ashmere Terrace, 8-12 Portman Ro	No	No	No	No	No	No	No	No	No	**No**
BA010	14 Portman Road and the Portman	No	No	No	No	No	No	No	No	No	**No**
BA011	16-22 Portman Road and 47-73 Lo	No	No	No	No	No	No	No	No	No	**No**
BA012	24-28 Portman Road and 75-83 Lo	No	No	No	No	No	No	No	No	No	**No**
BA013	Battle Farm Trading Estate and 60	No	No	No	No	No	No	No	No	No	**No**
BA014	38-40 Portman Road and 103 Love	No	No	No	No	No	No	No	No	No	**No**
BA015	Albury Close	No	No	No	No	No	No	No	No	No	**No**
BA016	Broughton Close and 44-50 Portma	No	No	No	No	No	No	No	No	No	**No**
BA017	50-60 Portman Road and 117-123	No	No	No	No	No	No	No	No	No	**No**
BA018	62 Portman Road	No	No	No	No	No	No	No	No	No	**No**
BA019	Bridgewater Close	No	No	No	No	No	No	No	No	No	**No**
BA020	Wigmore Lane	No	No	No	No	No	No	No	No	No	**No**
BA021	42 Portman Road	No	No	No	No	No	No	No	No	No	**No**
BA022	Scours Lane and Littlejohn's Farm	Part	No	No	No	No	No	No	No	No	**Yes**
BA023	126 Tilehurst Road	No	No	No	No	No	No	No	No	No	**No**
BA024	Curzon Club, 362 Oxford Road	No	No	No	No	No	No	No	No	No	**No**

BA025	Part of Tesco Car Park, Portman R	No	No	No	No	No	No	No	No	No	**No**
CA001	St Martin's Precinct, Church Street	No	No	No	No	No	No	No	No	No	**No**
CA002	Cantay House, Ardler Road, Caver	No	No	No	No	No	No	No	No	No	**No**
CA003	Former Caversham Nursery, 82 Go	No	No	No	No	No	No	No	No	No	**No**
CA004	68 St John's Road	No	No	No	No	No	No	No	No	No	**No**
CA006	Land rear of 27-43 Blenheim Road	No	No	No	No	No	No	No	No	No	**No**
CA007	Hemdean House School, Hemdear	No	No	No	No	No	No	No	No	No	**No**
CH001	Rear of 1 & 3 Woodcote Road & 21	No	No	No	No	No	No	No	No	No	**No**
CH002	142 Kidmore Road, Caversham	No	No	No	No	No	No	No	No	No	**No**
CH003	Land adjacent to 54 Highdown Hill	No	No	No	No	No	No	No	No	No	**No**
CH004	20 Chazey Road	No	No	No	No	No	No	No	No	No	**No**
CH005	Outlands, Upper Warren Avenue	No	No	No	No	No	No	No	No	No	**No**
CH006	Highdown School, Surley Row	No	No	No	No	No	No	No	No	No	**No**
CH007	Chazey Farm, The Warren	Part	No	No	No	No	No	No	No	No	**No**
CH008	Land at Chazey Court Farm	No	No	No	No	No	No	No	No	No	**No**
CH009	Plots A & B Gravel Hill	No	No	No	No	No	No	No	No	No	**No**
CH010	Highridge, Upper Warren Avenue	No	No	No	No	No	No	No	No	No	**No**
CH011	161 Upper Woodcote Road	No	No	No	No	No	No	No	No	No	**No**
CU001	177 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
CU002	Land rear of 50-52 Cressingham R	No	No	No	No	No	No	No	No	No	**No**
CO001	Yeomanry House, Castle Hill	No	No	No	No	No	No	No	No	No	**No**
CO002	4 Berkeley Avenue	No	No	No	No	No	No	No	No	No	**No**
CO003	211-221 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
CO004	53-55 Argyle Road	No	No	No	No	No	No	No	No	No	**No**
CO005	Reading Link Retail Park, Rose Kilr	No	No	No	No	No	No	No	No	No	**No**
CO006	Webb's Close, Berkeley Avenue	No	No	No	No	No	No	No	No	No	**No**
CO007	31 Bath Road	No	No	No	No	No	No	No	No	No	**No**
CO008	Kilnbrook House	No	No	No	No	No	No	No	No	No	**No**
CO009	Rose Kiln Lane Court, Rose Kiln La	No	No	No	No	No	No	No	No	No	**No**
CO010	8-12 Rose Kiln Lane	Part	No	No	No	No	No	No	No	No	**No**
CO011	Land west of A33 and south of Berk	No	No	No	No	No	No	No	No	No	**No**
CO012	Fobney Mead, Island Road	No	No	No	No	No	No	No	No	No	**No**
CO013	72 Berkeley Avenue	No	No	No	No	No	No	No	No	No	**No**
CO014	Wensley Road	No	No	No	No	No	No	No	No	No	**No**
CO015	4 Downshire Square	No	No	No	No	No	No	No	No	No	**No**
CO016	45 Tilehurst Road	No	No	No	No	No	No	No	No	No	**No**
CO017	48 Bath Road	No	No	No	No	No	No	No	No	No	**No**
CO018	Berkshire Records Office, Coley Hil	No	No	No	No	No	No	No	No	No	**No**
EG001	Part of Reading Golf Course, Kidm	No	No	No	No	No	No	No	No	No	**No**
EG002	Land at Lowfield Road	No	No	No	No	No	No	No	No	No	**No**
EG003	Rear of 200-214 Henley Road, 12-2	No	No	No	No	No	No	No	No	No	**No**
EG004	Rear of 13-14a Hawthorne Road &	No	No	No	No	No	No	No	No	No	**No**
EG005	Caversham Park	No	No	No	No	No	No	No	No	No	**No**
EG006	205-219 Henley Road	No	No	No	No	No	No	No	No	No	**No**
EG007	241-251 Henley Road	No	No	No	No	No	No	No	No	No	**No**
EG008	Rear of 9 Chalgrove Way, Emmer (	No	No	No	No	No	No	No	No	No	**No**
EG009	58 Crawshay Drive, Emmer Green	No	No	No	No	No	No	No	No	No	**No**
EG010	Land north east of Caversham Park	No	No	No	No	No	No	No	No	No	**No**
KA001	John Lewis Depot, Letcombe Stree	No	No	No	No	No	No	No	No	No	**No**
KA002	Central Club, London Street	No	No	No	No	No	No	No	No	No	**No**
KA003	Enterprise House, 89-97 London St	No	No	No	No	No	No	No	No	No	**No**
KA004	Corner of Crown Street and Southa	No	No	No	No	No	No	No	No	No	**No**
KA005	268 Elgar Road South	No	No	No	No	No	No	No	No	No	**No**
KA006	272-274 Elgar Road South	No	No	No	No	No	No	No	No	No	**No**
KA007	Makro, Elgar Road South	No	No	No	No	No	No	No	No	No	**No**
KA008	Keyline Builders Merchants, Elgar R	No	No	No	No	No	No	No	No	No	**No**
KA009	Sehmi Builders Merchants, Rose K	No	No	No	No	No	No	No	No	No	**No**
KA010	Pulleyn Park, Rose Kiln Lane	No	No	No	No	No	No	No	No	No	**No**
KA011	169-173 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
KA012	The Woodley Arms PH, Waldeck S	No	No	No	No	No	No	No	No	No	**No**
KA013	25-31 London Street	No	No	No	No	No	No	No	No	No	**No**
KA014	21 South Street	No	No	No	No	No	No	No	No	No	**No**
KA015	40 and 62-68 Silver Street	No	No	No	No	No	No	No	No	No	**No**
KA016	75-77 London Street	No	No	No	No	No	No	No	No	No	**No**

KA017	11 Glebe Road	No	No	No	No	No	No	No	No	No	**No**
KA018	Preston Road and Nimrod Way	No	No	No	No	No	No	No	No	No	**No**
KA019	Britten Road	No	No	No	No	No	No	No	No	No	**No**
KA020	160 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
KA021	Graham, Cradock Road	No	No	No	No	No	No	No	No	No	**No**
KA022	Reading Approach & Chancery Gat	No	No	No	No	No	No	No	No	No	**No**
KA023	196 Basingstoke Road & 5 Cradock	No	No	No	No	No	No	No	No	No	**No**
KA024	Arkwright Road	No	No	No	No	No	No	No	No	No	**No**
KA025	2-12 and 3-17 Boulton Road and 7	No	No	No	No	No	No	No	No	No	**No**
KA026	14-22 and 39-47 Boulton Road and	No	No	No	No	No	No	No	No	No	**No**
KA027	19-37 Boulton Road	No	No	No	No	No	No	No	No	No	**No**
KA028	Car dealerships, north of Rose Kiln	No	No	No	No	No	No	No	No	No	**No**
KA029	Hyperion Way	No	No	No	No	No	No	No	No	No	**No**
KA030	25-29 Rose Kiln Lane	No	No	No	No	No	No	No	No	No	**No**
KA031	21 Rose Kiln Lane	No	No	No	No	No	No	No	No	No	**No**
KA032	Car dealerships, Rose Kiln Lane	No	No	No	No	No	No	No	No	No	**No**
KA033	Land at 9 Upper Crown Street	No	No	No	No	No	No	No	No	No	**No**
KA034	Tunbridge Jones, Cradock Road	No	No	No	No	No	No	No	No	No	**No**
KA036	54-58 Queens Road	No	No	No	No	No	No	No	No	No	**No**
KA037	43 London Street	No	No	No	No	No	No	No	No	No	**No**
KA038	The Faculty, 23-27 London Road	No	No	No	No	No	No	No	No	No	**No**
KA039	40-48 Mount Pleasant	No	No	No	No	No	No	No	No	No	**No**
KA040	34-38 Southampton Street	No	No	No	No	No	No	No	No	No	**No**
KA041	Zoar Strict Baptist Chapel, South S	No	No	No	No	No	No	No	No	No	**No**
KA042	75-81 Southampton Street	No	No	No	No	No	No	No	No	No	**No**
KA043	220 Elgar Road South	No	No	No	No	No	No	No	No	No	**No**
KA044	Trinity Hall, South Street	No	No	No	No	No	No	No	No	No	**No**
KA045	85-87 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
KA046	11 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
KA047	85 Pell Street	No	No	No	No	No	No	No	No	No	**No**
KA048	12-18 Crown Street	No	No	No	No	No	No	No	No	No	**No**
KE001	Charters Car Sales, Oxford Road	No	No	No	No	No	No	No	No	No	**No**
KE002	Land at Kentwood Hill	No	No	No	No	No	No	No	No	No	**No**
KE003	Land at Armour Hill	No	No	No	No	No	No	No	No	No	**No**
KE004	1025-1027 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
KE005	Land adjacent to Stadium Way	No	No	No	No	No	No	No	No	No	**No**
KE006	Land at Scours Lane	No	No	No	No	No	No	No	No	No	**No**
KE007	1015 Oxford Road	No	No	No	No	No	No	No	No	No	**No**
KE008	The Restoration PH, 928 Oxford Ro	No	No	No	No	No	No	No	No	No	**No**
KE009	Allotments and the Withies, Kentwo	No	No	No	No	No	No	No	No	No	**No**
KE010	Victoria Recreation Ground, Kentwo	No	No	No	No	No	No	No	No	No	**No**
KE011	64 Portman Road and 127 Loveroc	No	No	No	No	No	No	No	No	No	**No**
KE012	Stadium Way	No	No	No	No	No	No	No	No	No	**No**
KE013	2-4 Deacon Way	No	No	No	No	No	No	No	No	No	**No**
KE014	Io Trade Centre, Deacon Way	No	No	No	No	No	No	No	No	No	**No**
KE015	1-11 and 6-12 Deacon Way	No	No	No	No	No	No	No	No	No	**No**
KE016	15-21 Deacon Way	No	No	No	No	No	No	No	No	No	**No**
KE017	Gresham Way Industrial Estate	No	No	No	No	No	No	No	No	No	**No**
KE018	Rear of 169-185 Rodway Road	No	No	No	No	No	No	No	No	No	**No**
NO001	Dee Park (exluding 103 Dee Rd)	No	No	No	No	No	No	No	No	No	**No**
NO002	103 Dee Road	No	No	No	No	No	No	No	No	No	**No**
NO003	The Meadway Centre, Honey End L	No	No	No	No	No	No	No	No	No	**No**
NO004	2, 4, 6 Water Road and 158 Dee R	No	No	No	No	No	No	No	No	No	**No**
NO005	16c Upton Road	No	No	No	No	No	No	No	No	No	**No**
NO006	1-15 St Georges Road	No	No	No	No	No	No	No	No	No	**No**
NO007	Sterling Way Industrial Estate	No	No	No	No	No	No	No	No	No	**No**
NO008	Upton Road Industrial Estate	No	No	No	No	No	No	No	No	No	**No**
NO009	63-86 Rowe Court	No	No	No	No	No	No	No	No	No	**No**
NO010	Grovelands Baptist Church, Oxford	No	No	No	No	No	No	No	No	No	**No**
NO011	Land adjacent to Thorpe House, Co	No	No	No	No	No	No	No	No	No	**No**
PA001	Alexander House, Kings Road	No	No	No	No	No	No	No	No	No	**No**
PA003	261-275 London Road	No	No	No	No	No	No	No	No	No	**No**
PA004	131 Wokingham Road	No	No	No	No	No	No	No	No	No	**No**
PA005	Land at Green Road	No	No	No	No	No	No	No	No	No	**No**

PA006	27 Hamilton Road	No	No	No	No	No	No	No	No	No	**No**
PA007	70-78 Wokingham Road	No	No	No	No	No	No	No	No	No	**No**
PA008	51 Church Road, Earley	No	No	No	No	No	No	No	No	No	**No**
RE001	3-29 Newcastle Road	No	No	No	No	No	No	No	No	No	**No**
RE002	Dingley House, 3-5 Craven Road	No	No	No	No	No	No	No	No	No	**No**
RE003	Rear of 8-26 Redlands Road	No	No	No	No	No	No	No	No	No	**No**
RE004	Land adjacent to 40 Redlands Roa	No	No	No	No	No	No	No	No	No	**No**
RE005	St Patricks Hall, Northcourt Avenue	No	No	No	No	No	No	No	No	No	**No**
RE006	Royal Berkshire Hospital, London R	No	No	No	No	No	No	No	No	No	**No**
RE007	Land adjacent to 17 Craven Road	No	No	No	No	No	No	No	No	No	**No**
RE008	46 Redlands Road	No	No	No	No	No	No	No	No	No	**No**
RE009	78-86 London Road	No	No	No	No	No	No	No	No	No	**No**
RE010	Warwick House, Warwick Road	No	No	No	No	No	No	No	No	No	**No**
RE011	13-15 Craven Road	No	No	No	No	No	No	No	No	No	**No**
RE012	Land rear of 8-14 Allcroft Road	No	No	No	No	No	No	No	No	No	**No**
RE013	Land adjacent to 300 Kings Road	No	No	No	No	No	No	No	No	No	**No**
RE014	University of Reading, The Chancel	No	No	No	No	No	No	No	No	No	**No**
RE015	60 Queens Road	No	No	No	No	No	No	No	No	No	**No**
RE016	Havell House, 62-66 Queens Road	No	No	No	No	No	No	No	No	No	**No**
RE017	Princes House, 73a London Road	No	No	No	No	No	No	No	No	No	**No**
RE018	Mulberry House, 1A Eldon Road	No	No	No	No	No	No	No	No	No	**No**
RE019	The Willows, 2 Hexham Road	No	No	No	No	No	No	No	No	No	**No**
RE020	35 Christchurch Road	No	No	No	No	No	No	No	No	No	**No**
SO001	Amethyst Lane	No	No	No	No	No	No	No	No	No	**No**
SO002	Alice Burrows Home, Dwyer Road	No	No	No	No	No	No	No	No	No	**No**
SO003	Dellwood Hospital, Liebenrood Roa	No	No	No	No	No	No	No	No	No	**No**
SO004	Land at Searles Farm	Yes	No	No	No	No	No	No	No	No	**Yes**
SO005	Garages r/o 4-10 Frilsham Road	No	No	No	No	No	No	No	No	No	**No**
SO006	72 Bath Road	No	No	No	No	No	No	No	No	No	**No**
SO007	37 Circuit Lane	No	No	No	No	No	No	No	No	No	**No**
SO008	34 Parkside Road	No	No	No	No	No	No	No	No	No	**No**
SO009	Land at 132-134 Bath Road	No	No	No	No	No	No	No	No	No	**No**
SO010	18 Parkside Road	No	No	No	No	No	No	No	No	No	**No**
SO011	62-79 Armadale Court	No	No	No	No	No	No	No	No	No	**No**
SO012	Southcote Library, Coronation Squa	No	No	No	No	No	No	No	No	No	**No**
SO013	George and Dragon PH, 162 Bath R	No	No	No	No	No	No	No	No	No	**No**
TH001	80 Caversham Road	No	No	No	No	No	No	No	No	No	**No**
TH002	Station Retail Park, Vastern Road	No	No	No	No	No	No	No	No	No	**No**
TH003	Reading Station Car Park, Vastern	No	No	No	No	No	No	No	No	No	**No**
TH004	Shurgard Self Storage, 75-77 Cave	No	No	No	No	No	No	No	No	No	**No**
TH005	97a-117 Caversham Road	No	No	No	No	No	No	No	No	No	**No**
TH006	55 Vastern Road	No	No	No	No	No	No	No	No	No	**No**
TH007	SSE site, Vastern Road	No	No	No	No	No	No	No	No	No	**No**
TH008	Napier Court, Napier Road	No	No	No	No	No	No	No	No	No	**No**
TH009	Network Rail depot, Napier Road	No	No	No	No	No	No	No	No	No	**No**
TH010	Network Rail land, Napier Road	Part	No	No	No	No	No	No	No	No	**No**
TH011	Forbury Retail Park Phase 1	No	No	No	No	No	No	No	No	No	**No**
TH012	Forbury Retail Park Phase 2	No	No	No	No	No	No	No	No	No	**No**
TH013	Former Homebase & Toys R Us, K	No	No	No	No	No	No	No	No	No	**No**
TH014	Former Kodak & Ventello, Kenavon	No	No	No	No	No	No	No	No	No	**No**
TH015	38-41 Kenavon Drive	No	No	No	No	No	No	No	No	No	**No**
TH016	46 Kenavon Drive	Part	No	No	No	No	No	No	No	No	**No**
TH017	47-48 Kenavon Drive	Part	No	No	No	No	No	No	No	No	**No**
TH018	Blakes Lock Museum and Bel and	No	No	No	No	No	No	No	No	No	**No**
TH019	Former Gas Holder, Alexander Turn	No	No	No	No	No	No	No	No	No	**No**
TH020	187-189 Kings Road	No	No	No	No	No	No	No	No	No	**No**
TH021	Caversham Lock Island	Part	No	No	No	No	No	No	No	No	**No**
TH022	2 Ross Road	No	No	No	No	No	No	No	No	No	**No**
TH023	Cleared site, Meadow Road	No	No	No	No	No	No	No	No	No	**No**
TH024	28-30 Richfield Avenue	No	No	No	No	No	No	No	No	No	**No**
TH026	Reading University Boat Club, Pron	Part	No	No	No	No	No	No	No	No	**No**
TH027	Reading College (remainder), Kings	No	No	No	No	No	No	No	No	No	**No**
TH028	Former Gas Works Building, Gas W	No	No	No	No	No	No	No	No	No	**No**
TH029	Elite House, 179 Kings Road	No	No	No	No	No	No	No	No	No	**No**

TH030	Crowne Plaza Reading, Richfield A	No	No	No	No	No	No	No	No	No	**No**
TH031	Great Brighams Mead	No	No	No	No	No	No	No	No	No	**No**
TH032	Part of car park, Tesco Extra, Napie	No	No	No	No	No	No	No	No	No	**No**
TH033	Tesco Extra, Napier Road	Part	No	No	No	No	No	No	No	No	**No**
TH034	Unit 1, Paddock Road Industrial Es	No	No	No	No	No	No	No	No	No	**No**
TH035	72 George Street	No	No	No	No	No	No	No	No	No	**No**
TH036	View Island	Yes	No	No	No	No	No	No	No	No	**Yes**
TH037	131-215 Cardiff Road	No	No	No	No	No	No	No	No	No	**No**
TH038	140-146 Cardiff Road	No	No	No	No	No	No	No	No	No	**No**
TH039	Trafford Road	No	No	No	No	No	No	No	No	No	**No**
TH040	100-124 Cardiff Road and Barrett C	No	No	No	No	No	No	No	No	No	**No**
TH041	Weighbridge Row	No	No	No	No	No	No	No	No	No	**No**
TH042	64 Cardiff Road and 21-61 Milford F	No	No	No	No	No	No	No	No	No	**No**
TH043	2-12 Richfield Avenue	No	No	No	No	No	No	No	No	No	**No**
TH044	8 Tessa Road and 14-16 Richfield A	No	No	No	No	No	No	No	No	No	**No**
TH045	7-13 &14 Tessa Road and 1-9 & 11	No	No	No	No	No	No	No	No	No	**No**
TH046	1-5 Tessa Road and 18-26 Richfiel	No	No	No	No	No	No	No	No	No	**No**
TH047	Milford Road	No	No	No	No	No	No	No	No	No	**No**
TH048	Unit 3-5 Meadow Road	No	No	No	No	No	No	No	No	No	**No**
TH049	383 Gosbrook Road	No	No	No	No	No	No	No	No	No	**No**
TH050	3 Send Road	Yes	No	No	No	No	No	No	No	No	**Yes**
TH051	2-4 Send Road	No	No	No	No	No	No	No	No	No	**No**
TH052	6 Send Road	No	No	No	No	No	No	No	No	No	**No**
TH053	Paddock Road	Part	No	No	No	No	No	No	No	No	**No**
TH054	2 Norman Place	No	No	No	No	No	No	No	No	No	**No**
TH055	Reading Bridge House, George Str	No	No	No	No	No	No	No	No	No	**No**
TH056	Kennet Place, Kings Road	No	No	No	No	No	No	No	No	No	**No**
TH057	Part of Reading College, Kings Roa	No	No	No	No	No	No	No	No	No	**No**
TH058	389 Gosbrook Road	No	No	No	No	No	No	No	No	No	**No**
TH059	307-311 Gosbrook Road	No	No	No	No	No	No	No	No	No	**No**
TH061	Former Driving Range, Richfield Av	No	No	No	No	No	No	No	No	No	**No**
TH062	71-73 Caversham Road	No	No	No	No	No	No	No	No	No	**No**
TH063	173-177 Kings Road	No	No	No	No	No	No	No	No	No	**No**
TI001	Downing Road Playing Field	No	No	No	No	No	No	No	No	No	**No**
TI002	Park Lane Primary School, School	No	No	No	No	No	No	No	No	No	**No**
TI003	Park Lane Primary School Annexe,	No	No	No	No	No	No	No	No	No	**No**
TI004	Park Lane Infants School, School R	No	No	No	No	No	No	No	No	No	**No**
TI005	3-19 The Triangle, Tilehurst	No	No	No	No	No	No	No	No	No	**No**
TI007	Land east of Prince William Drive, I	No	No	No	No	No	No	No	No	No	**No**
TI008	Moorlands Primary School, Church	No	No	No	No	No	No	No	No	No	**No**
WH001	Land south of Island Road at Small	No	No	No	No	No	No	No	No	No	**No**
WH002	Land bounded by Island Road, Lon	No	No	No	No	No	No	No	No	No	**No**
WH003	DHL, Gillette Way	No	No	No	No	No	No	No	No	No	**No**
WH004	Beacontree Plaza, Gillette Way	No	No	No	No	No	No	No	No	No	**No**
WH005	1-3 Gillette Way	No	No	No	No	No	No	No	No	No	**No**
WH006	The Micro Centre, Gillette Way	No	No	No	No	No	No	No	No	No	**No**
WH007	350 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
WH008	ATS, Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
WH009	Bingo Hall, Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
WH010	Manor Park, Manor Farm Road	No	No	No	No	No	No	No	No	No	**No**
WH011	16-18 Bennet Road	No	No	No	No	No	No	No	No	No	**No**
WH012	Part of former Berkshire Brewery S	No	No	No	No	No	No	No	No	No	**No**
WH013	Land south west of Junction 11 of t	No	No	No	No	No	No	No	No	No	**No**
WH014	Berkshire Van Hire, Basingstoke R	No	No	No	No	No	No	No	No	No	**No**
WH015	Green Park Village, Longwater Ave	Part	No	No	No	No	No	No	No	No	**No**
WH016	Plot 8, 600 South Oak Way	Yes	No	No	No	No	No	No	No	No	**No**
WH017	Plot 17, 500-600 Longwater Avenue	Yes	No	No	No	No	No	No	No	No	**Yes**
WH018	Land at Drake Way (South)	No	No	No	No	No	No	No	No	No	**No**
WH019	Land at Drake Way (North)	No	No	No	No	No	No	No	No	No	**No**
WH020	22 Commercial Road	No	No	No	No	No	No	No	No	No	**No**
WH021	Madejski Stadium, Royal Way	No	No	No	No	No	No	No	No	No	**No**
WH022	Land at the Madejski Stadium, Sho	No	No	No	No	No	No	No	No	No	**No**
WH023	St Paul's Church and Hall	No	No	No	No	No	No	No	No	No	**No**
WH024	448-452 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**

WH025	472 Basingstoke Road and Transce	No	No	No	No	No	No	No	No	No	**No**
WH026	14 Bennet Road	No	No	No	No	No	No	No	No	No	**No**
WH027	20-40 Bennet Road	Part	No	No	No	No	No	No	No	No	**No**
WH028	Lancaster Jaguar, Bennet Road, R	No	No	No	No	No	No	No	No	No	**No**
WH029	Darwin Close and 9-21 Bennet Roa	No	No	No	No	No	No	No	No	No	**No**
WH030	Smallmead Road	No	No	No	No	No	No	No	No	No	**No**
WH031	Commercial Road East	No	No	No	No	No	No	No	No	No	**No**
WH032	464-468 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
WH033	Acre Business Park	No	No	No	No	No	No	No	No	No	**No**
WH034	478 Basingstoke Road	No	No	No	No	No	No	No	No	No	**No**
WH035	1-4 Acre Road	Part	No	No	No	No	No	No	No	No	**No**
WH036	Arena Business Park, Acre Road	No	No	No	No	No	No	No	No	No	**No**
WH037	Mayfield Trading Estate, Acre Road	No	No	No	No	No	No	No	No	No	**No**
WH038	Office buildings, Worton Drive and	No	No	No	No	No	No	No	No	No	**No**
WH039	Worton Drive industrial sites	No	No	No	No	No	No	No	No	No	**No**
WH040	Imperial Way	No	No	No	No	No	No	No	No	No	**No**
WH041	Tesco Distribution Centre, Imperial	No	No	No	No	No	No	No	No	No	**No**
WH042	Reading International Business Par	No	No	No	No	No	No	No	No	No	**No**
WH043	100-350 Longwater Avenue	No	No	No	No	No	No	No	No	No	**No**
WH044	400 Longwater Avenue	No	No	No	No	No	No	No	No	No	**No**
WH045	100-400 Brook Drive	Part	No	No	No	No	No	No	No	No	**No**
WH046	450-500 Brook Drive	No	No	No	No	No	No	No	No	No	**No**
WH047	550 South Oak Way	Part	No	No	No	No	No	No	No	No	**No**
WH048	Former Sales and Marketing Suite,	No	No	No	No	No	No	No	No	No	**No**
WH049	Bennet Court, Bennet Road	No	No	No	No	No	No	No	No	No	**No**
WH050	142 Whitley Wood Lane	No	No	No	No	No	No	No	No	No	**No**
WH051	19 Island Road	Yes	No	No	No	No	No	No	No	No	**Yes**
WH052	Brunel Retail Park, Rose Kiln Lane	No	No	No	No	No	No	No	No	No	**No**
WH053	Site at Green Park Village, Flagstaf	No	No	No	No	No	No	No	No	No	**No**
XX001	Confidential Site 1	No	No	No	No	No	No	No	No	No	**No**
XX002	Confidential Site 2	No	No	No	No	No	No	No	No	No	**No**
XX003	Confidential Site 3	No	No	No	No	No	No	No	No	No	**No**
XX004	Confidential Site 4	No	No	No	No	No	No	No	No	No	**No**
XX005	Confidential Site 5	No	No	No	No	No	No	No	No	No	**No**
XX006	Confidential Site 6	No	No	No	No	No	No	No	No	No	**No**
XX007	Confidential Site 7	No	No	No	No	No	No	No	No	No	**No**
XX008	Confidential Site 8	No	No	No	No	No	No	No	No	No	**No**
XX009	Confidential Site 9	No	No	No	No	No	No	No	No	No	**No**
XX010	Confidential Site 10	No	No	No	No	No	No	No	No	No	**No**
XX011	Confidential Site 11	No	No	No	No	No	No	No	No	No	**No**
XX025	Confidential site 12	No	No	No	No	No	No	No	No	No	**No**
XX027	Confidential site 14	No	No	No	No	No	No	No	No	No	**No**
XX028	Confidential site 15	No	No	No	No	No	No	No	No	No	**No**
XX029	Confidential site 16	No	No	No	No	No	No	No	No	No	**No**
XX030	Confidential site 17	No	No	No	No	No	No	No	No	No	**No**
XX031	Confidential site 18	Yes	No	No	No	No	No	No	No	No	**Yes**
XX033	Confidential site 20	No	No	No	No	No	No	No	No	No	**No**
XX034	Confidential site 21	No	No	No	No	No	No	No	No	No	**No**
XX035	Confidential site 22	No	No	No	No	No	No	No	No	No	**No**
XX036	Confidential site 23	No	No	No	No	No	No	No	No	No	**No**
XX037	Confidential site 24	No	No	No	No	No	No	No	No	No	**No**
XX038	Confidential site 25	No	No	No	No	No	No	No	No	No	**No**
XX039	Confidential site 26	No	No	No	No	No	No	No	No	No	**No**
XX040	Confidential site 27	No	No	No	No	No	No	No	No	No	**No**
XX041	Confidential site 28	No	No	No	No	No	No	No	No	No	**No**
XX044	Confidential site 29	No	No	No	No	No	No	No	No	No	**No**
XX045	Confidential site 30	No	No	No	No	No	No	No	No	No	**No**

STAGE 2(A): ASSESSING DEVELOPMENT POTENTIAL

NB: This is an assessment of the physical capacity of the site to accommodate development. It does not take account of constraints on suitability, which is the next stage.

SITE		Outstanding planning permission (gross)									Expected non-impl of permission?				
Site Code	Site Title	Resi (units)	Resi equiv (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)	Y/N	Reason	Site size without permission (ha)	Existing floorspace to convert (sq m)	Use PB approach ?
AB001	29-35 Station Road	0	0	0	0	0	0	0	0	0	N/A		0.04	1654	No
AB002	17-27 Station Road	0	0	0	0	0	0	0	0	0	N/A		0.06	2570.4	No
AB003	13-15 Station Road	0	0	0	0	0	0	0	0	0	N/A		0.02	496.8	No
AB004	23 Friar Street	0	0	0	0	0	0	0	0	0	N/A		0.01	194.4	No
AB005	24 Friar Street	0	0	0	0	0	0	0	0	0	N/A		0.02	485.1	No
AB006	27-29 Friar Street	0	0	0	0	0	0	0	0	0	N/A		0.03	793.8	No
AB007	1 Merchants Place	0	0	0	0	0	0	0	0	0	N/A		0.02	284	No
AB008	30-31 Friar Street	0	0	0	0	0	0	0	0	0	N/A		0.1	3402	No
AB009	32-34 Friar Street	0	0	0	0	0	0	0	0	0	N/A		0.04	545.4	No
AB010	35-39 Friar Street	0	0	0	0	0	0	0	0	0	N/A		0.16	2802.6	No
AB011	8 Merchants Place	0	0	0	0	0	0	0	0	0	N/A		0.01	196.2	No
AB012	52-55 Friar Street and 12 Greyfriars Road	0	0	0	0	0	0	0	0	0	N/A		0.26	4141	No
AB013	Greyfriars House, 20 Greyfriars Road	0	0	0	0	0	0	0	0	0	N/A		0.12	3844	No
AB015	Station Hill Plot F, Garrard Street	184	0	0	0	762	0	0	0	0	No		0	0	No
AB016	Station Hill Phase 2	0	0	34736	0	1174	0	0	0	5941	No		0	0	No
AB017	Station Hill Phase 3	750	216	79799	0	3500	0	23500	0	22500	Yes	Maximum parameters are shown and unlikely to be implemented in full	0.89	5220.9	No
AB018	Cattle Market	0	0	0	0	0	0	0	0	0	N/A		2.46	4772.7	No
AB019	45 Caversham Road	40	0	0	0	0	0	0	0	0	No		0	0	No
AB020	31 Great Knollys Street	0	0	0	0	0	0	0	0	0	N/A		0.04	389.5	No
AB021	Unit B1-B11, Great Knollys Street	0	0	0	0	0	0	0	0	0	N/A		0.15	570	No
AB022	Bellman Court, Great Knollys	0	0	0	0	0	0	0	0	0	N/A		0.1	484.5	No
AB023	63 Great Knollys Street	0	0	0	0	0	0	0	0	0	N/A		0.1	186.2	No
AB024	Units A1-A3 Great Knollys Street	0	0	0	0	0	0	0	0	0	N/A		0.07	380	No
AB025	Unit A2, North Street	0	0	0	0	0	0	0	0	0	N/A		0.02	116.85	No
AB026	1a North Street	0	0	0	0	0	0	0	0	0	N/A		0.04	365.75	No
AB027	16 North Street	10	0	-98	0	0	0	0	0	0	No		0	363	No
AB028	12-14 North Street	0	0	0	0	0	0	0	0	0	N/A		0.04	248.9	No
AB029	Units C1-C11, Weldale Street	0	0	0	0	0	0	0	0	0	N/A		0.22	1392.7	No
AB030	7 Weldale Street	0	0	0	0	0	0	0	0	0	N/A		0.14	477.85	No
AB031	Land between Chatham Street and Weldale Street	165	0	0	0	184	0	0	0	0	No		0	0	No
AB032	Chatham Street	0	0	0	0	0	0	0	0	0	N/A		1.62	0	No
AB033	Broad Street Mall	422	0	0	0	1501	0	0	0	0	No		0	17676.9	No
AB034	Fountain House, 2 Queens Walk	48	0	-5479	0	0	0	0	0	0	No		0	5479	No
AB035	Pentahotel, Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.32	7294.5	No
AB036	Queens Court, Queens Walk	0	0	0	0	0	0	0	0	0	N/A		0.28	0	No
AB037	20 Hosier Street	0	0	0	0	0	0	0	0	0	N/A		0.08	633.6	No
AB038	19-23 St Mary's Butts	0	0	0	0	0	0	0	0	0	N/A		0.06	1075.5	No

AB039	Hosier Street	0	0	0	0	0	0	0	0	0	N/A		1.91	2733.3	No
AB040	Hexagon Theatre, Hosier Street	0	0	0	0	0	0	0	0	0	N/A		0.48	3708	No
AB041	Thames Valley Police, Castle Street	0	0	0	0	0	0	0	0	0	N/A		0.55	10499.4	No
AB042	Magistrates Court, Castle Street	0	0	0	0	0	0	0	0	0	N/A		0.4	3636	No
AB043	Reading Prison	0	0	0	0	0	0	0	0	0	N/A		1.44	9000	No
AB044	Eaton House, 106-112 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.44	2894.4	No
AB045	10 Eaton Place	0	0	0	0	0	0	0	0	0	N/A		0.04	232.2	No
AB046	115 Chatham Street	54	0	0	0	0	0	0	0	0	No		0	0	No
AB047	121 Chatham Street	0	0	0	0	0	0	0	0	0	N/A		0.05	403.2	No
AB048	Future House, 125 Chatham	0	0	0	0	0	0	0	0	0	N/A		0.08	450	No
AB049	The Face Bar, Ambrose Place	0	0	0	0	0	0	0	0	0	N/A		0.1	1002.6	No
AB050	Central Swimming Pool, Battle Street	49	7	0	0	0	0	0	512	0	No		0	0	No
AB052	173-175 Friar Street	26	0	-1771	0	0	0	0	0	0	No		0.14	2479	No
AB053	27-32 Market Place	8	0	-600	0	-737	0	0	0	0	No		0	1582.2	No
AB054	3-10 Market Place, Abbey Hall & Abbey Square	182	0	-5729	0	0	0	0	0	0	No		0	6557	No
AB055	Vue Cinema, The Oracle	0	0	0	0	0	0	0	0	0	N/A		0.53	9949	No
AB056	Oracle Riverside Car Park	0	0	0	0	0	0	0	0	0	N/A		0.91	39409	No
AB057	Apex Plaza, Forbury Road	0	0	0	0	0	0	0	0	0	N/A		0.93	29299.5	No
AB058	Brunel Arcade, Station Approach	0	0	0	0	0	0	0	0	0	N/A		0.58	3196.8	No
AB059	143-145 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.14	1440	No
AB060	9-27 Greyfriars Road	0	0	0	0	0	0	0	0	0	N/A		0.17	4075.2	No
AB061	Reading Central Library, Abbey Square	0	0	0	0	0	0	0	0	0	N/A		0.1	2389.5	No
AB062	The Anchorage, 34 Bridge Street	0	0	0	0	0	0	0	0	0	N/A		0.15	3150	No
AB063	The Oracle Shopping Centre, Yield Hall Place	0	0	0	0	0	0	0	0	0	N/A		0.04	0	No
AB064	78 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.03	171	No
AB065	149-153 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.1	0	No
AB066	40 Oxford Road	6	0	-323	0	0	0	0	0	0	No		0	455	No
AB067	38 Oxford Road & 5 Cheapside	0	0	0	0	0	0	0	0	0	N/A		0.02	422	No
AB068	159 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.03	213.3	No
AB069	Queens Arms PH, Great Knollys Street	0	0	0	0	0	0	0	0	0	N/A		0.07	250.2	No
AB070	37-43 Blagrave Street	0	0	0	0	0	0	0	0	0	N/A		0.04	1540.8	No
AB071	Rising Sun 18 Forbury Road	0	0	0	0	0	0	0	0	0	N/A		0.02	340.2	No
AB072	The Butler PH, Chatham Street	0	0	0	0	0	0	0	0	0	N/A		0.11	782.1	No
AB073	7 Blagrave Street	0	0	0	0	0	0	0	0	0	N/A		0.02	115.2	No
AB074	Land at Regent Court, Great Knollys Street	0	0	0	0	0	0	0	0	0	N/A		0.02	0	No
AB075	1-3 Greyfriars Road	0	0	0	0	0	0	0	0	0	N/A		0.03	418.5	No

AB076	160-163 Friar Street	0	0	0	0	0	0	0	0	0	N/A		0.06	2617.2	No
AB077	15-18 Friar Street, 2-16 Station Road and Harris Arcade	0	0	0	0	0	0	0	0	0	N/A		0.31	5135	No
AB078	Clarendon House 59-75 Queens Road	39	0	0	0	0	0	0	0	0	No		0	0	No
AB079	Rear of 8-32 Clifton Street	0	0	0	0	0	0	0	0	0	N/A		0.16	0	No
AB080	Part of City Wall House, 26 West Street	0	0	0	0	0	0	0	0	0	N/A		0.05	414	No
AB081	Tangent House, 16 Forbury Road	0	0	0	0	0	0	0	0	0	N/A		0.05	799.2	No
AB082	Aquis House, 49-51 Forbury Road	0	0	0	0	0	0	0	0	0	N/A		0.35	3895.2	No
AB083	33 Blagrave Street	0	0	0	0	0	0	0	0	0	N/A		0.07	2684.7	No
AB084	Sapphire Plaza, Watlington Street	0	0	0	0	0	0	0	0	0	N/A		0.25	4014	No
AB085	Royal Court, Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.16	0	No
AB087	Epping House, 55 Russell Street	7	0	-344	0	0	0	0	0	0	No		0	344	No
AB088	87 Broad Street	6	0	-288	0	0	0	0	0	0	No		0	764	No
AB089	200-202 Broad Street	9	0	-509	0	0	0	0	0	0	No		0	709	No
AB090	165 Oxford Road	5	0	0	0	0	0	0	-426	0	No		0	426	No
AB091	House of Fraser, The Oracle	0	0	0	0	-4313	4313	0	0	0	No		0	4313	No
AB093	1-15 Queen Victoria Street & 145-148 Friar Street	0	0	-2404	0	-477	0	4083	0	0	No		0	3494.7	No
AB094	138-144 Friar Street	0	0	0	0	-801	0	6264	0	-1259	No		0	1854	No
AB095	100 Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.19	4312.8	No
AB096	149-150 Friar Street and 2-4 Queen Victoria Street	0	0	0	0	0	0	0	0	0	N/A		0.02	864	No
AB097	Former Debenhams, The Oracle	0	0	0	0	0	0	0	0	0	N/A		0.56	12217	No
AB098	Warwick Arms, 77-79 Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.03	463.5	No
AB099	20-22 Duke Street	0	0	0	0	0	0	0	0	0	N/A		0.08	720	No
AB100	23-24 Market Place	5	0	-289	0	0	0	0	0	0	No		0	402	No
AB101	Civic Offices, Bridge Street	0	0	-1106	0	0	0	0	1608	0	No		0	10105	No
AB102	13-15 Market Place	0	0	0	0	0	0	0	0	0	N/A		0.06	1184.4	No
AB103	Queens Wharf, Queens Road	0	0	0	0	0	0	0	0	0	N/A		0.08	705.6	No
BA001	Rear of 303-315 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.22	0	No
BA002	Land adjacent to 22 Portman Way	0	0	0	0	0	0	0	0	0	N/A		0.21	755.25	No
BA003	Land at Moulsford Mews	26	0	0	0	158	0	0	0	0	No		0	0	No
BA004	784-794 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.22	1122.3	No
BA005	816 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.23	1076.4	No
BA006	Land at Reading West Station	0	0	0	0	0	0	0	0	0	N/A		0.62	0	No
BA007	133-137 Wantage Road	0	0	0	0	0	0	0	0	0	N/A		0.14	0	No
BA008	2-6 Portman Road and 1-5 Loverock Road	0	0	0	0	0	0	0	0	0	N/A		1.05	3752.1	No
BA009	Ashmere Terrace, 8-12 Portman Road and 7-11 Loverock Road	0	0	0	0	0	0	0	0	0	N/A		1.4	8246.95	No
BA010	14 Portman Road and the Portman Centre	0	0	0	0	0	0	0	0	0	N/A		1.67	7500.25	No
BA011	16-22 Portman Road and 47-73 Loverock Road	0	0	0	0	0	0	0	0	0	N/A		1.18	5091.05	No
BA012	24-28 Portman Road and 75-83 Loverock Road	0	0	0	0	0	0	0	0	0	N/A		1.45	6654.9	No
BA013	Battle Farm Trading Estate and 60 and 85 Loverock Road	0	0	0	0	0	0	0	0	0	N/A		1.56	6323.2	No
BA014	38-40 Portman Road and 103 Loverock Road	0	0	0	0	0	0	0	0	0	N/A		0.99	2071	No
BA015	Albury Close	0	0	0	0	0	0	0	0	0	N/A		0.76	3968.95	No
BA016	Broughton Close and 44-50 Portman Road	0	0	0	0	0	0	0	0	0	N/A		1.06	3888.35	No
BA017	50-60 Portman Road and 117-123 Loverock Road	0	0	0	0	0	0	0	0	0	N/A		1.59	8444.55	No
BA018	62 Portman Road	0	0	0	0	0	0	0	0	0	N/A		0.8	9327.1	No

BA019	Bridgewater Close	0	0	0	0	0	0	0	0	0	N/A		1.61	7670.3	No
BA020	Wigmore Lane	0	0	0	0	0	0	0	0	0	N/A		0.73	1408.85	No
BA021	42 Portman Road	16	0	-917	0	0	0	0	0	0	No		0.22	917	No
BA022	EXCLUDED SITE														
BA023	126 Tilehurst Road	0	0	0	0	0	0	0	0	0	N/A		0.07	0	No
BA024	Curzon Club, 362 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.08	732.6	No
BA025	Part of Tesco Car Park, Portman Road	0	0	0	0	0	0	0	0	0	N/A		0.59	0	No
CA001	St Martin's Precinct, Church Street	40	0	0	0	1025	652	0	0	0	No		0	7171.2	No
CA002	Cantay House, Ardler Road, Caversham	0	0	0	0	0	0	0	0	0	N/A		0.33	1756.55	No
CA003	Former Caversham Nursery, 82 Gosbrook Road	0	0	0	0	0	0	0	0	0	N/A		0.16	0	No
CA004	68 St John's Road	0	0	0	0	0	0	0	0	0	N/A		0.16	1029.8	No
CA006	Land rear of 27-43 Blenheim Road	0	0	0	0	0	0	0	0	0	N/A		0.2	0	No
CA007	Hemdean House School, Hemdean Road, Caversham	0	0	0	0	0	0	0	0	0	N/A		0.93	1626	No
CH001	Rear of 1 & 3 Woodcote Road & 21 St Peter's Hill	0	0	0	0	0	0	0	0	0	N/A		0.33	0	No
CH002	142 Kidmore Road, Caversham	0	0	0	0	0	0	0	0	0	N/A		0.21	0	No
CH003	Land adjacent to 54 Highdown Hill Road, Emmer Green	0	0	0	0	0	0	0	0	0	N/A		0.61	0	No
CH004	20 Chazey Road	0	0	0	0	0	0	0	0	0	N/A		0.167	0	No
CH005	Outlands, Upper Warren Avenue	0	0	0	0	0	0	0	0	0	N/A		0.53	0	No
CH006	Highdown School, Surley Row	0	0	0	0	0	0	0	0	0	N/A		0.28	0	No
CH007	Chazey Farm, The Warren	0	45	0	0	0	0	0	0	0	No		0	0	No
CH008	Land at Chazey Court Farm	0	0	0	0	0	0	0	0	0	N/A		0.29	0	No
CH009	Plots A & B Gravel Hill	0	0	0	0	0	0	0	0	0	N/A		0.17	0	No
CH010	Highridge, Upper Warren Avenue	0	0	0	0	0	0	0	0	0	N/A		0.32	0	No
CH011	161 Upper Woodcote Road	0	0	0	0	0	0	0	0	0	N/A		0.24	0	No
CU001	177 Basingstoke Road	0	9	0	0	0	0	0	0	0	No		0	0	Yes
CU002	Land rear of 50-52 Cressingham Road	0	0	0	0	0	0	0	0	0	N/A		0.239	0	No
CO001	Yeomanry House, Castle Hill	0	0	-880	0	0	0	0	922	0	No		0	880	No
CO002	4 Berkeley Avenue	0	0	0	0	0	0	0	0	0	N/A		0.06	115.2	No
CO003	211-221 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.16	760.5	No
CO004	53-55 Argyle Road	10	0	0	0	0	0	0	-474	0	No		0	474	No
CO005	Reading Link Retail Park, Rose Kiln Lane	0	0	0	0	0	0	0	0	0	N/A		2.12	6498	No
CO006	Webb's Close, Berkeley Avenue	0	0	0	0	0	0	0	0	0	N/A		0.19	0	No
CO007	31 Bath Road	0	0	0	0	0	0	0	0	0	N/A		0.09	0	No
CO008	Kilnbrook House	0	0	0	0	0	0	0	0	0	N/A		0.16	712.8	No
CO009	Rose Kiln Lane Court, Rose Kiln Lane	38	0	-3420	0	0	0	0	0	0	Yes	Application in for employment development	0.66	3078	No
CO010	8-12 Rose Kiln Lane	0	0	0	0	0	0	0	0	0	N/A		1.79	3954.45	No
CO011	Land west of A33 and south of Berkeley Avenue	0	0	0	0	0	0	0	0	0	N/A		0.41	1852.5	No
CO012	Fobney Mead, Island Road	0	0	0	0	0	0	0	0	0	N/A		2.18	1115.3	Yes
CO013	72 Berkeley Avenue	0	0	0	0	0	0	0	0	0	N/A		0.33	711	No
CO014	Wensley Road	46	0	0	0	0	0	0	0	0	No		0	0	No
CO015	4 Downshire Square	0	0	0	0	0	0	0	0	0	N/A		0.08	0	No
CO016	45 Tilehurst Road	0	0	0	0	0	0	0	0	0	N/A		0.09	0	No
CO017	48 Bath Road	0	0	0	0	0	0	0	0	0	N/A		0.08	248.4	No
CO018	Berkshire Records Office, Coley Hill	0	0	474	0	0	0	0	0	0	No		0	2136.6	No
EG001	Part of Reading Golf Course, Kidmore End Road	223	0	0	0	0	-629	0	0	0	No		0	0	No
EG002	Land at Lowfield Road	0	0	0	0	0	0	0	0	0	N/A		0.93	0	No
EG003	Rear of 200-214 Henley Road, 12-24 All Hallows Road & 4, 7 & 8 Copse Avenue	0	0	0	0	0	0	0	0	0	N/A		0.87	0	No
EG004	Rear of 13-14a Hawthorne Road & 282-292 Henley Road	0	0	0	0	0	0	0	0	0	N/A		0.37	0	No
EG005	Caversham Park	0	0	0	0	0	0	0	0	0	N/A		38.28	11493.9	No

EG006	205-219 Henley Road	0	0	0	0	0	0	0	0	0	N/A		0.62	0	No
EG007	241-251 Henley Road	0	0	0	0	0	0	0	0	0	N/A		0.79	0	No
EG008	Rear of 9 Chalgrove Way, Emmer Green	0	0	0	0	0	0	0	0	0	N/A		0.22	0	No
EG009	58 Crawshay Drive, Emmer Green	0	0	0	0	0	0	0	0	0	N/A		0.21	0	No
EG010	Land north east of Caversham Park Road	0	0	0	0	0	0	0	0	0	N/A		0.49	0	No
KA001	John Lewis Depot, Letcombe Street	0	0	0	0	0	0	0	0	0	N/A		0.37	1733.75	No
KA002	Central Club, London Street	0	0	0	0	0	0	0	0	0	N/A		0.05	450	No
KA003	Enterprise House, 89-97 London Street	0	0	0	0	0	0	0	0	0	N/A		0.15	721.8	No
KA004	Corner of Crown Street and Southampton Street	0	0	0	0	0	0	0	0	0	N/A		0.08	0	No
KA005	268 Elgar Road South	0	0	0	0	0	0	0	0	0	N/A		0.41	2114.7	No
KA006	272-274 Elgar Road South	0	0	0	0	0	0	0	0	0	N/A		0.41	1297.7	No
KA007	Makro, Elgar Road South	0	0	0	0	0	0	0	0	0	N/A		3.51	8694.9	No
KA008	Keyline Builders Merchants, Elgar Road South	0	0	0	0	0	0	0	0	0	N/A		1.05	1981.7	No
KA009	Sehmi Builders Merchants, Rose Kiln Lane	0	0	0	0	0	0	0	0	0	N/A		0.38	503.5	No
KA010	Pulleyn Park, Rose Kiln Lane	0	0	0	0	0	0	0	0	0	N/A		0.91	2517.3	No
KA011	169-173 Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		0.8	3305.25	No
KA012	The Woodley Arms PH, Waldeck Street	0	10	0	0	0	0	0	0	0	No		0.09	0	No
KA013	25-31 London Street	0	0	0	0	0	0	0	0	0	N/A		0.1	1903.5	No
KA014	21 South Street	0	0	0	0	0	0	0	0	0	N/A		0.14	527.4	No
KA015	40 and 62-68 Silver Street	0	0	0	0	0	0	0	0	0	N/A		0.14	0	No
KA016	75-77 London Street	15	0	0	0	0	-1242	0	0	0	No		0.18	1242	No
KA017	11 Glebe Road	0	0	0	0	0	0	0	0	0	N/A		0.18	280.8	No
KA018	Preston Road and Nimrod Way	0	0	0	0	0	0	0	0	0	N/A		2.82	14028.65	No
KA019	Britten Road	0	0	0	0	0	0	0	0	0	N/A		2.9	10878.45	No
KA020	160 Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		1.11	2556	No
KA021	Graham, Cradock Road	0	0	0	0	0	0	0	0	0	N/A		1.27	4819.35	No
KA022	Reading Approach & Chancery Gate Business Park, Cradock Road	0	0	0	0	0	0	0	0	0	N/A		2.36	10608.65	No
KA023	196 Basingstoke Road & 5 Cradock Road	0	0	0	0	0	0	0	0	0	N/A		0.45	1338.55	No
KA024	Arkwright Road	0	0	0	0	0	0	0	0	0	N/A		2.61	10115.6	No
KA025	2-12 and 3-17 Boulton Road and 7 Cradock Road	0	0	0	990	0	0	0	0	0	N/A		2.29	9850.55	No
KA026	14-22 and 39-47 Boulton Road and 11 & 15 Cradock Road	0	0	0	0	0	0	0	0	0	N/A		1.57	7332.2	No
KA027	19-37 Boulton Road	0	0	0	0	0	0	0	0	0	N/A		1.34	4360.5	No
KA028	Car dealerships, north of Rose Kiln Lane	0	0	0	0	0	0	0	0	0	N/A		1.13	1380.35	No
KA029	Hyperion Way	0	0	0	0	0	0	0	0	0	N/A		1.32	5962.2	No
KA030	25-29 Rose Kiln Lane	0	0	0	0	0	0	0	0	0	N/A		3.07	8287.45	No
KA031	21 Rose Kiln Lane	0	0	0	0	0	0	0	0	0	N/A		0.56	1521	No
KA032	Car dealerships, Rose Kiln Lane	0	0	0	0	0	0	0	0	0	N/A		1.17	4410.9	No
KA033	Land at 9 Upper Crown Street	0	0	0	0	0	0	0	0	0	N/A		0.35	1686.6	No
KA034	Tunbridge Jones, Cradock Road	0	0	0	0	0	0	0	0	0	N/A		0.69	2107.1	No
KA036	54-58 Queens Road	29	0	-1524	0	0	0	0	0	0	No		0	1524	No
KA037	43 London Street	21	0	-141	0	0	0	0	0	-230	No		0	371	No
KA038	The Faculty, 23-27 London Road	15	0	0	0	0	0	-933	0	0	No		0	933	No
KA039	40-48 Mount Pleasant	6	0	0	-116	0	0	0	0	0	No		0	116	No
KA040	34-38 Southampton Street	11	0	0	0	0	0	0	0	0	No		0	0	No
KA041	Zoar Strict Baptist Chapel, South Street	8	0	0	0	0	0	0	0	0	No		0	0	No
KA042	75-81 Southampton Street	19	0	0	0	-406	0	0	0	0	No		0.08	406	No
KA043	220 Elgar Road South	0	0	0	0	0	0	0	0	0	N/A		0.14	512	No
KA044	Trinity Hall, South Street	0	0	0	0	0	0	0	0	0	N/A		0.09	0	No
KA045	85-87 Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		0.06	960	No
KA046	11 Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		1.93	13050	No

KA047	85 Pell Street	5	0	0	-105	0	0	0	0	0	No		0	105	No
KA048	12-18 Crown Street	44	0	0	0	0	0	-3189	0	0	No		0	3189	No
KE001	Charters Car Sales, Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.33	523.8	No
KE002	Land at Kentwood Hill	0	0	0	0	0	0	0	0	0	N/A		1.52	77.9	No
KE003	Land at Armour Hill	0	0	0	0	0	0	0	0	0	N/A		0.41	0	No
KE004	1025-1027 Oxford Road	12	0	0	0	0	0	0	0	0	No		0	0	No
KE005	Land adjacent to Stadium Way	0	0	0	0	165	0	0	0	0	No		0	0	No
KE006	Land at Scours Lane	0	0	0	0	0	0	0	0	0	N/A		0.56	0	No
KE007	1015 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.16	0	No
KE008	The Restoration PH, 928 Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.19	567.9	No
KE009	Allotments and the Withies, Kentwood Hill	0	0	0	0	0	0	0	0	0	N/A		2.91	0	No
KE010	Victoria Recreation Ground, Kentwood Hill	0	0	0	0	0	0	0	0	0	N/A		1.87	0	No
KE011	64 Portman Road and 127 Loverock Road	0	0	0	1123	0	0	0	0	0	N/A		0.74	2097.6	No
KE012	Stadium Way	0	0	0	1330	0	0	0	0	0	N/A		4.08	17187.4	No
KE013	2-4 Deacon Way	0	0	0	0	0	0	0	0	0	N/A		0.58	1691	No
KE014	Io Trade Centre, Deacon Way	0	0	0	0	0	0	0	0	0	N/A		0.66	2988.7	No
KE015	1-11 and 6-12 Deacon Way	0	0	0	0	0	0	0	0	0	N/A		2.49	9525.65	No
KE016	15-21 Deacon Way	0	0	0	0	0	0	0	0	0	N/A		1.03	2808.2	No
KE017	Gresham Way Industrial Estate	0	0	0	0	0	0	0	0	0	N/A		0.76	2361.7	No
KE018	Rear of 169-185 Rodway Road	0	0	0	0	0	0	0	0	0	N/A		0.21	295.45	No
NO001	Dee Park (exluding 103 Dee Rd)	98	0	0	0	0	0	0	4012	0	No		0	0	No
NO002	103 Dee Road	54	0	0	0	0	0	0	0	0	No		0	0	No
NO003	The Meadway Centre, Honey End Lane	0	0	0	0	0	0	0	0	0	N/A		2.99	9098	No
NO004	2, 4, 6 Water Road and 158 Dee Road	7	0	0	0	0	0	0	0	0	No		0	0	No
NO005	16c Upton Road	0	0	0	0	0	0	0	0	0	N/A		0.16	0	No
NO006	1-15 St Georges Road	0	0	0	0	0	0	0	0	0	N/A		0.15	675.45	No
NO007	Sterling Way Industrial Estate	0	0	0	0	0	0	0	0	0	N/A		1.55	6422	No
NO008	Upton Road Industrial Estate	0	0	0	0	0	0	0	0	0	N/A		2.17	8998.4	No
NO009	63-86 Rowe Court	24	0	0	0	0	0	0	0	0	No		0	0	No
NO010	Grovelands Baptist Church, Oxford Road	0	0	0	0	0	0	0	0	0	N/A		0.08	377.1	No
NO011	Land adjacent to Thorpe House, Colliers Way	0	0	0	0	0	0	0	0	0	N/A		0.32	0	No
PA001	Alexander House, Kings Road	43	0	-2186	0	0	0	0	0	0	No		0	2186	No
PA003	261-275 London Road	0	0	0	0	0	0	0	0	0	N/A		0.16	571.5	No
PA004	131 Wokingham Road	0	0	0	0	0	0	0	0	0	N/A		0.15	194.4	No
PA005	Land at Green Road	0	0	0	0	0	0	0	0	0	N/A		0.44	0	No
PA006	27 Hamilton Road	0	0	0	0	0	0	0	0	0	N/A		0.09	0	No
PA007	70-78 Wokingham Road	0	0	0	0	0	0	0	0	0	N/A		0.12	841.5	No
PA008	51 Church Road, Earley	0	0	0	0	0	0	0	0	0	N/A		0.23	2684.7	No
RE001	3-29 Newcastle Road	0	0	0	0	0	0	0	0	0	N/A		0.47	0	No
RE002	Dingley House, 3-5 Craven Road	0	0	0	0	0	0	0	0	0	N/A		0.33	1100.7	No
RE003	Rear of 8-26 Redlands Road	0	0	0	0	0	0	0	0	0	N/A		0.74	0	No
RE004	Land adjacent to 40 Redlands Road	0	0	0	0	0	0	0	0	0	N/A		0.43	370.8	No
RE005	St Patricks Hall, Northcourt Avenue	0	0	0	0	0	0	0	0	0	N/A		3.39	0	No
RE006	Royal Berkshire Hospital, London Road	0	0	0	0	0	0	0	11997	0	Yes		7.75	40000	No
RE007	Land adjacent to 17 Craven Road	0	0	0	0	0	0	0	0	0	N/A		0.27	0	No
RE008	46 Redlands Road	0	0	0	0	0	0	0	0	0	N/A		0.24	318.6	No
RE009	78-86 London Road	0	0	0	0	0	0	0	0	0	N/A		0.28	972	No
RE010	Warwick House, Warwick Road	0	0	0	0	0	0	0	0	0	N/A		0.15	0	No
RE011	13-15 Craven Road	0	0	0	0	0	0	0	0	0	N/A		0.11	279	No
RE012	Land rear of 8-14 Allcroft Road	0	0	0	0	0	0	0	0	0	N/A		0.23	0	No
RE013	Land adjacent to 300 Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.07	0	No

RE014	University of Reading, The Chancellers Way & Shinfield Road	0	0	0	0	0	0	12191	0	0	Yes		1.17	0	No
RE015	60 Queens Road	0	0	0	0	0	0	0	0	0	N/A		0.22	2625	No
RE016	Havell House, 62-66 Queens	0	0	0	0	0	0	0	0	0	N/A		0.06	1119	No
RE017	Princes House, 73a London Road	0	0	0	0	0	0	0	0	0	N/A		0.16	2044	No
RE018	Mulberry House, 1A Eldon Road	9	0	0	0	0	0	0	0	0	No		0	0	No
RE019	The Willows, 2 Hexham Road	0	0	0	0	0	0	0	0	0	N/A		0.46	0	No
RE020	35 Christchurch Road	0	0	0	0	0	0	0	0	0	N/A		0.08	0	No
SO001	Amethyst Lane	17	3	0	0	0	0	0	-1185	0	No		0	1711	No
SO002	Alice Burrows Home, Dwyer Road	30	0	0	0	0	0	0	0	0	No		0	0	No
SO003	Dellwood Hospital, Liebenrood Road	0	32	0	0	0	0	0	-939	0	No		0	939	No
SO004	EXCLUDED SITE														
SO005	Garages r/o 4-10 Frilsham Road	0	0	0	0	0	0	0	0	0	N/A		0.15	286.9	No
SO006	72 Bath Road	0	0	0	0	0	-98	504	0	-406	No		0	0	No
SO007	37 Circuit Lane	0	0	0	0	0	0	0	0	0	N/A		0.21	0	No
SO008	34 Parkside Road	0	0	0	0	0	0	0	0	0	N/A		0.3	2943	No
SO009	Land at 132-134 Bath Road	0	0	0	0	0	0	0	0	0	N/A		0.51	971.95	No
SO010	18 Parkside Road	10	0	0	0	0	0	0	0	0	No		0	0	No
SO011	62-79 Armadale Court	0	0	0	0	0	0	0	0	0	N/A		0.38	0	No
SO012	Southcote Library, Coronation Square	0	0	0	0	0	0	0	0	0	N/A		0.17	354.6	No
SO013	George and Dragon PH, 162 Bath Road	0	0	0	0	-362	0	0	0	0	No		0	548	No
TH001	80 Caversham Road	620	0	19729	0	1752	0	0	777	-10991	No		0	10991	No
TH002	Station Retail Park, Vastern Road	1000	0	24495	0	51	0	0	0	0	Yes	The extent of the outline is so wide that it cannot be relied on for these purposes	1.82	6949	No
TH003	Reading Station Car Park, Vastern Road	0	0	0	0	0	0	0	0	0	N/A		1.27	28668.6	No
TH004	Shurgard Self Storage, 75-77 Caversham Road	0	0	0	0	0	0	0	0	0	N/A		0.57	3297.45	No
TH005	97a-117 Caversham Road	60	0	-243	0	0	0	0	0	0	No		0	243	No
TH006	55 Vastern Road	209	0	-4683	0	0	0	0	0	0	No		0	4683	No
TH007	SSE site, Vastern Road	0	0	0	0	0	0	0	0	0	N/A		0.41	325.8	No
TH008	Napier Court, Napier Road	0	0	0	0	0	0	0	0	0	N/A		1.1	4793.4	No
TH009	Network Rail depot, Napier Road	0	0	0	0	0	0	0	0	0	N/A		0.64	1911.4	No
TH010	Network Rail land, Napier Road	0	0	0	0	0	0	0	0	0	N/A		2.67	0	No
TH011	Forbury Retail Park Phase 1	0	0	0	0	0	0	0	0	0	N/A		2.65	11471.4	No
TH012	Forbury Retail Park Phase 2	0	0	0	0	0	0	0	0	0	N/A		1.34	4806	No
TH013	Former Homebase & Toys R Us, Kenavon Drive	216	0	0	0	397	0	0	0	0	No		0	0	No
TH014	Former Kodak & Ventello, Kenavon Drive	0	0	0	0	0	0	0	0	0	N/A		2.07	2356.95	No
TH015	38-41 Kenavon Drive	0	0	0	0	0	0	0	0	0	N/A		0.06	0	No
TH016	46 Kenavon Drive	0	0	0	0	0	0	0	0	0	N/A		0.03	0	No
TH017	47-48 Kenavon Drive	0	0	0	0	0	0	0	0	0	N/A		0.14	0	No
TH018	Blakes Lock Museum and Bel and The Dragon, Kenavon Drive	0	0	0	0	0	0	0	0	0	N/A		0.23	1066.5	No
TH019	Former Gas Holder, Alexander Turner Close	130	0	0	0	0	0	0	0	0	No		0	0	No
TH020	187-189 Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.1	924	No
TH021	Caversham Lock Island	0	0	0	0	0	0	0	0	0	N/A		0.45	590.4	No
TH022	2 Ross Road	0	0	0	0	0	0	0	0	0	N/A		0.28	1083	No
TH023	Cleared site, Meadow Road	0	0	0	0	0	0	0	0	0	N/A		0.32	0	No
TH024	28-30 Richfield Avenue	0	0	0	0	0	0	0	0	0	N/A		0.8	2956	No
TH026	Reading University Boat Club, Promenade Road	0	0	0	0	0	0	0	0	0	N/A		0.56	570.6	No
TH027	Reading College (remainder), Kings Road	0	0	0	0	0	0	0	0	0	N/A		3	31259.7	No

TH028	Former Gas Works Building, Gas Works Road	0	0	0	0	0	0	0	0	0	N/A		0.06	536	No
TH029	Elite House, 179 Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.06	291	No
TH030	Crowne Plaza Reading, Richfield Avenue	0	0	0	0	0	0	0	0	0	N/A		1.29	6646	No
TH031	Great Brighams Mead	110	0	-6190	0	0	0	0	0	0	No		0	6190	No
TH032	Part of car park, Tesco Extra, Napier Road	0	0	0	0	0	0	0	0	0	N/A		0.88	0	No
TH033	Tesco Extra, Napier Road	0	0	0	0	0	0	0	0	0	N/A		4.57	9036.9	No
TH034	Unit 1, Paddock Road Industrial Estate	0	0	0	1577	0	0	0	0	0	Yes		0.4	0	No
TH035	72 George Street	0	0	0	0	0	0	0	0	0	N/A		0.45	3208.15	No
TH036	EXCLUDED SITE														
TH037	131-215 Cardiff Road	0	0	0	0	0	0	0	0	0	N/A		1.24	8295.75	No
TH038	140-146 Cardiff Road	0	0	0	0	0	0	0	0	0	N/A		0.69	3481.75	No
TH039	Trafford Road	0	0	0	0	0	0	0	0	0	N/A		0.99	2738.85	No
TH040	100-124 Cardiff Road and Barrett Court	0	0	0	0	0	0	0	0	0	N/A		3.19	13101.45	No
TH041	Weighbridge Row	0	0	0	0	0	0	0	0	0	N/A		0.35	2055.8	No
TH042	64 Cardiff Road and 21-61 Milford Road	0	0	0	0	0	0	0	0	0	N/A		0.86	3976.7	No
TH043	2-12 Richfield Avenue	0	0	0	0	0	0	0	0	0	N/A		1.24	4911.35	No
TH044	8 Tessa Road and 14-16 Richfield Avenue	0	0	0	0	0	0	0	0	0	N/A		1.34	8417	No
TH045	7-13 &14 Tessa Road and 1-9 & 11-14 Cremyll Road	0	0	0	0	0	0	0	0	0	N/A		2.25	8345.75	No
TH046	1-5 Tessa Road and 18-26 Richfield Avenue	0	0	0	0	0	0	0	0	0	N/A		1.71	6721	No
TH047	Milford Road	0	0	0	0	0	0	0	0	0	N/A		1.59	7469.5	No
TH048	Unit 3-5 Meadow Road	0	0	0	0	0	0	0	0	0	N/A		0.32	2239.15	No
TH049	383 Gosbrook Road	0	0	0	0	0	0	0	0	0	N/A		0.17	401.85	No
TH050	EXCLUDED SITE														
TH051	2-4 Send Road	9	0	0	0	0	0	0	0	0	No		0	0	No
TH052	6 Send Road	0	0	0	0	0	0	0	0	0	N/A		0.08	378.1	No
TH053	Paddock Road	0	0	0	0	0	0	0	0	0	N/A		1.23	6416.3	No
TH054	2 Norman Place	0	0	0	0	0	0	0	0	0	N/A		0.55	4357.8	No
TH055	Reading Bridge House, George Street	0	0	0	0	0	0	0	0	0	N/A		0.4	12290.4	No
TH056	Kennet Place, Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.29	6714	No
TH057	Part of Reading College, Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.51	503.1	No
TH058	389 Gosbrook Road	6	0	0	0	0	0	0	0	0	No		0	0	No
TH059	307-311 Gosbrook Road	5	0	0	0	0	0	0	0	0	No		0	0	No
TH061	Former Driving Range, Richfield Avenue	0	0	0	0	0	0	0	11333	0	No		0	0	No
TH062	71-73 Caversham Road	29	0	0	0	-968	0	0	0	0	No		0	968	No
TH063	173-177 Kings Road	0	0	0	0	0	0	0	0	0	N/A		0.15	0	No
TI001	Downing Road Playing Field	0	0	0	0	0	0	0	0	0	N/A		1.17	0	No
TI002	Park Lane Primary School, School Road	0	0	0	0	0	0	0	0	0	N/A		0.39	1185.3	No
TI003	Park Lane Primary School Annexe, Downing Road	0	0	0	0	0	0	0	0	0	N/A		0.07	277.2	No
TI004	Park Lane Infants School, School Road	0	0	0	0	0	0	0	0	0	N/A		1.73	1963.8	No
TI005	3-19 The Triangle, Tilehurst	0	0	0	0	0	0	0	0	0	N/A		0.52	2142	No
TI007	Land east of Prince William Drive, Lower Elmstone Road	0	0	0	0	0	0	0	0	0	N/A		0.18	0	No
TI008	Moorlands Primary School, Church End Lane	0	0	0	0	0	0	0	0	0	N/A		2.05	2270.7	No
WH001	Land south of Island Road at Smallmead	0	0	0	0	0	0	0	0	0	N/A		32.13	0	No
WH002	Land bounded by Island Road, Longwater Avenue, A33 and Sewage Treatment Works	0	0	73102	0	0	0	0	0	0	Yes	Old consent that has no real prospect of implementation	9.7	0	No
WH003	DHL, Gillette Way	0	0	0	0	0	0	0	0	0	N/A		4.53	20668	
WH004	Beacontree Plaza, Gillette Way	0	0	0	0	0	0	0	0	0	N/A		1.71	9276	
WH005	1-3 Gillette Way	0	0	0	0	0	0	0	0	0	N/A		1.75	6527	
WH006	The Micro Centre, Gillette Way	0	0	0	0	0	0	0	0	0	N/A		0.29	1262	

WH007	350 Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		1.18	2229	
WH008	ATS, Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		0.19	602	
WH009	Bingo Hall, Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		1.36	3221	
WH010	Manor Park, Manor Farm Road	0	0	0	0	0	0	0	0	0	N/A		2.08	10664	
WH011	16-18 Bennet Road	0	0	0	0	0	0	0	0	0	N/A		0.74	518	No
WH012	Part of former Berkshire Brewery Site	0	0	0	15080	0	0	0	0	0	No		0	0	No
WH013	Land south west of Junction 11 of the M4	0	0	0	0	0	0	0	0	0	N/A		3.84	0	No
WH014	Berkshire Van Hire, Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		0.27	424.8	No
WH015	Green Park Village, Longwater Avenue	302	0	0	0	0	0	0	0	0	No		0	0	No
WH016	Plot 8, 600 South Oak Way	0	0	20430	0	0	0	0	0	0	No		0	0	No
WH017	EXCLUDED SITE														
WH018	Land at Drake Way (South)	0	0	2295	0	0	0	0	0	0	Yes	Old consent that has no real prospect of implementation	0.22	0	No
WH019	Land at Drake Way (North)	0	0	0	0	0	0	1400	0	0	Yes	Old consent that has no real prospect of implementation	0.1	0	No
WH020	22 Commercial Road	0	0	0	0	0	0	0	0	0	N/A		0.63	0	No
WH021	Madejski Stadium, Royal Way	0	0	0	0	0	28442	0	0	0	No		0	25912.8	No
WH022	Land at the Madejski Stadium, Shooters Way	618	0	1972	0	1928	23271	23605	0	22281	No		0	2560	No
WH023	St Paul's Church and Hall	0	0	0	0	0	0	0	0	0	N/A		0.22	263.7	No
WH024	448-452 Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		7.6	44664.25	No
WH025	472 Basingstoke Road and Transcental, Bennet Road	0	0	0	0	0	0	0	0	0	N/A		1.8	6610.4	No
WH026	14 Bennet Road	0	0	0	0	0	0	0	0	0	N/A		0.66	1905.7	No
WH027	20-40 Bennet Road	0	0	0	0	0	0	0	0	0	N/A		3.03	8175.7	No
WH028	Lancaster Jaguar, Bennet Road, Reading	0	0	0	0	0	0	0	0	0	N/A		1.93	3535.2	No
WH029	Darwin Close and 9-21 Bennet Road	0	0	0	0	0	0	0	0	0	N/A		4.3	15789.35	No
WH030	Smallmead Road	0	0	0	0	0	0	0	0	0	N/A		1.33	4461.2	No
WH031	Commercial Road East	0	0	0	0	0	0	0	0	0	N/A		3.17	13363.65	No
WH032	464-468 Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		2.2	5895.7	No
WH033	Acre Business Park	0	0	0	0	0	0	0	0	0	N/A		0.7	3073.25	No
WH034	478 Basingstoke Road	0	0	0	0	0	0	0	0	0	N/A		1.32	4389.95	No
WH035	1-4 Acre Road	0	0	0	0	0	0	0	0	0	N/A		4.6	20525.7	No
WH036	Arena Business Park, Acre Road	0	0	0	0	0	0	0	0	0	N/A		2.45	11799	No
WH037	Mayfield Trading Estate, Acre	0	0	0	0	0	0	0	0	0	N/A		1.29	2992.5	No
WH038	Office buildings, Worton Drive and Imperial Way	0	0	-4707	0	0	0	0	0	4707	Yes	Under construction, but this study considers longer term potential of whole land	3.98	21150	No
WH039	Worton Drive industrial sites	0	0	0	0	0	0	0	0	0	N/A		10.28	42995.1	No
WH040	Imperial Way	0	0	0	0	0	0	0	0	0	N/A		2.9	7171.35	No
WH041	Tesco Distribution Centre, Imperial Way	0	0	0	0	0	0	0	0	0	N/A		19.54	82771.6	No
WH042	Reading International Business Park	0	0	0	0	0	0	0	0	0	N/A		7.67	34467.3	No
WH043	100-350 Longwater Avenue	0	0	0	0	0	0	0	0	0	N/A		9.84	40214.7	No
WH044	400 Longwater Avenue	0	0	0	0	0	0	0	0	0	N/A		2.6	28066	No
WH045	100-400 Brook Drive	0	0	0	0	0	0	0	0	0	N/A		9.2	35431.2	No
WH046	450-500 Brook Drive	0	0	0	0	0	0	0	0	0	N/A		2.54	13495.5	No
WH047	550 South Oak Way	0	0	0	0	0	0	0	0	0	N/A		1.02	4086	No
WH048	Former Sales and Marketing Suite, Drake Way	0	0	0	0	0	0	0	0	0	N/A		0.25	0	No
WH049	Bennet Court, Bennet Road	0	0	-3274	3462	0	0	0	0	0	No		0	3920	No
WH050	142 Whitley Wood Lane	0	0	0	0	0	0	0	0	0	N/A		0.08	450	No
WH051	EXCLUDED SITE														
WH052	Brunel Retail Park, Rose Kiln Lane	0	0	0	13376	-14775	0	0	0	0	No		0	14775	No
WH053	Site at Green Park Village, Flagstaff Road	0	0	0	0	0	0	0	0	0	N/A		0.2	0	No
XX001	Confidential Site 1	0	0	0	0	0	0	0	0	0	N/A		0.51	0	No
XX002	Confidential Site 2	0	0	0	0	0	0	0	0	0	N/A		0.34	0	No
XX003	Confidential Site 3	0	0	0	0	0	0	0	0	0	N/A		0.19	0	No
XX004	Confidential Site 4	0	0	0	0	0	0	0	0	0	N/A		0.12	298.8	No
XX005	Confidential Site 5	0	0	0	0	0	0	0	0	0	N/A		0.69	0	No

XX006	Confidential Site 6	0	0	0	0	0	0	0	0	0	N/A		1.35	1854.9	No
XX007	Confidential Site 7	0	0	0	0	0	0	0	0	0	N/A		0.26	0	No
XX008	Confidential Site 8	0	0	0	0	0	0	0	0	0	N/A		0.13	590.4	No
XX009	Confidential Site 9	0	0	0	0	0	0	0	0	0	N/A		0.34	0	No
XX010	Confidential Site 10	0	0	0	0	0	0	0	0	0	N/A		0.09	0	No
XX011	Confidential Site 11	0	0	0	0	0	0	0	0	0	N/A		0.12	356.25	No
XX025	Confidential site 12	0	0	0	0	0	0	0	0	0	N/A		0.07	0	No
XX027	Confidential site 14	0	0	0	0	0	0	0	0	0	N/A		0.02	197.1	No
XX028	Confidential site 15	0	0	0	0	0	0	0	0	0	N/A		0.15	73.8	No
XX029	Confidential site 16	0	0	0	0	0	0	0	0	0	N/A		0.15	304	No
XX030	Confidential site 17	0	0	0	0	0	0	0	0	0	N/A		0.07	237.6	No
XX031	EXCLUDED SITE														
XX033	Confidential site 20	0	0	0	0	0	0	0	0	0	N/A		0.13	594	No
XX034	Confidential site 21	0	0	0	0	0	0	0	0	0	N/A		0.14	0	No
XX035	Confidential site 22	0	0	0	0	0	0	0	0	0	N/A		0.29	2610.9	No
XX036	Confidential site 23	0	0	0	0	0	0	0	0	0	N/A		0.28	0	No
XX037	Confidential site 24	0	0	0	0	0	0	0	0	0	N/A		0.09	0	No
XX038	Confidential site 25	0	0	0	0	0	0	0	0	0	N/A		0.18	0	No
XX039	Confidential site 26	0	0	0	0	0	0	0	0	0	N/A		0.1	0	No
XX040	Confidential site 27	0	0	0	0	0	0	0	0	0	N/A		0.41	0	No
XX041	Confidential site 28	0	0	0	0	0	0	0	0	0	N/A		0.06	0	No
XX044	Confidential site 29	0	0	0	0	0	0	0	0	0	N/A		0.17	0	No
XX045	Confidential site 30	0	0	0	0	0	0	0	0	0	N/A		0.05	0	No

Residential use											Other alternative (including alternative residential)							
Pattern book type	Multiplier (new build)	Multiplier (conversion)	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)	Pattern book type	Multiplier (new build)	Multiplier (conversion)	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)
Resi new build town centre	327	0	13	0	0	0	0	0	0	0	Bespoke - enter manually	0	0	0	0	0	0	0
Conversion to residential	0	64	40	0	0	0	0	0	0	0	Resi new build town centre	327	0	20	0	0	0	0
Conversion to residential	0	64	8	0	0	0	0	0	0	0	Resi new build town centre	327	0	7	0	0	0	0
Conversion to residential	0	64	3	0	0	0	0	0	0	0	Resi new build town centre	327	0	3	0	0	0	0
Conversion to residential	0	64	8	0	0	0	0	0	0	0	Resi new build town centre	327	0	7	0	0	0	0
Conversion to residential	0	64	12	0	0	0	0	0	0	0	Resi new build town centre	327	0	10	0	0	0	0
Resi new build town centre	327	0	7	0	0	0	0	0	0	0	Conversion to residential	0	64	4	0	0	0	0
Resi new build town centre	327	0	33	0	0	0	0	0	0	0	Conversion to residential	0	64	53	0	0	0	0
Resi new build town centre	327	0	13	0	0	0	0	0	0	0	Conversion to residential	0	64	9	0	0	0	0
Resi new build town centre	327	0	52	0	0	0	0	0	0	0	Conversion to residential	0	64	44	0	0	0	0
Resi new build town centre	327	0	3	0	0	0	0	0	0	0	Conversion to residential	0	64	3	0	0	0	0
Resi new build town centre	327	0	85	0	0	0	0	0	0	0	Office new build town centre	29450	0	0	7657	0	0	0
Resi new build town centre	327	0	39	0	0	0	0	0	0	0	Conversion to residential	0	64	60	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	291	0	0	0	0	0	0	0	Office new build town centre	29450	0	0	26211	0	0	0
Resi new build town centre	327	0	804	0	0	0	0	0	0	0	Resi new build urban	112	0	276	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	13	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	49	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	33	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	33	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	23	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	13	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	13	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	72	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	46	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	530	0	0	0	0	0	0	0	Office new build town centre	29450	0	0	47709	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	105	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	92	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	26	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	20	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0

Resi new build town centre	327	0	625	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	157	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	180	0	0	0	0	0	0	0	Conversion to residential	0	64	164	0	0	0	0
Resi new build town centre	327	0	131	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	471	0	0	0	0	0	0	0	Conversion to residential	0	64	141	0	0	0	0
Resi new build town centre	327	0	144	0	0	0	0	0	0	0	Resi new build urban	112	0	49	0	0	0	0
Resi new build town centre	327	0	13	0	0	0	0	0	0	0	Resi new build urban	112	0	4	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	16	0	0	0	0	0	0	0	Resi new build urban	112	0	6	0	0	0	0
Resi new build town centre	327	0	26	0	0	0	0	0	0	0	Resi new build urban	112	0	9	0	0	0	0
Resi new build town centre	327	0	33	0	0	0	0	0	0	0	Resi new build urban	112	0	11	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	173	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	298	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	304	0	0	0	0	0	0	0	Office new build town centre	29450	0	0	27389	0	0	0
Resi new build town centre	327	0	190	0	0	0	0	0	0	0	Office new build town centre	29450	0	0	17081	0	0	0
Resi new build urban	112	0	16	0	0	0	0	0	0	0	Conversion to residential	0	64	23	0	0	0	0
Resi new build town centre	327	0	56	0	0	0	0	0	0	0	Office new build town centre	29450	0	0	5007	0	0	0
Resi new build town centre	327	0	33	0	0	0	0	0	0	0	Conversion to residential	0	64	37	0	0	0	0
Resi new build town centre	327	0	49	0	0	0	0	0	0	0	Office new build town centre	29450	0	0	4418	0	0	0
Resi new build town centre	327	0	13	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	11	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Conversion to residential	0	64	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Conversion to residential	0	64	3	0	0	0	0	0	0	0	Resi new build urban	112	0	3	0	0	0	0
Resi new build town centre	327	0	23	0	0	0	0	0	0	0	Conversion to residential	0	64	4	0	0	0	0
Conversion to residential	0	64	24	0	0	0	0	0	0	0	Resi new build town centre	327	0	13	0	0	0	0
Resi new build town centre	327	0	7	0	0	0	0	0	0	0	Conversion to residential	0	64	5	0	0	0	0
Conversion to residential	0	64	12	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	10	0	0	0	0	0	0	0	Conversion to residential	0	64	7	0	0	0	0

Conversion to residential	0	64	41	0	0	0	0	0	0	0	Resi new build town centre	327	0	20	0	0	0	0
	#N/A	0	0	0	0	0	0	0	0	0		#N/A	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	18	0	0	0	0	0	0	0	Resi new build suburban	43	0	7	0	0	0	0
Conversion to residential	0	64	6	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	16	0	0	0	0	0	0	0	Conversion to residential	0	64	12	0	0	0	0
Conversion to residential	0	64	61	0	0	0	0	0	0	0	Resi new build town centre	327	0	114	0	0	0	0
Conversion to residential	0	64	42	0	0	0	0	0	0	0	Resi new build town centre	327	0	23	0	0	0	0
Resi new build town centre	327	0	82	0	0	0	0	0	0	0	Conversion to residential	0	64	63	0	0	0	0
Resi new build town centre	327	0	52	0	0	0	0	0	0	0	Resi new build urban	112	0	18	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Conversion to residential	0	64	67	0	0	0	0	0	0	0	Resi new build town centre	327	0	62	0	0	0	0
Conversion to residential	0	64	14	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	183	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	10	0	0	0	0	0	0	0	Conversion to residential	0	64	7	0	0	0	0
Conversion to residential	0	64	11	0	0	0	0	0	0	0	Resi new build town centre	327	0	26	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Conversion to residential	0	64	19	0	0	0	0	0	0	0	Resi new build town centre	327	0	20	0	0	0	0
Conversion to residential	0	64	11	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	25	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	24	0	0	0	0	0	0	0	Resi new build suburban	43	0	9	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	25	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	26	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	69	0	0	0	0	0	0	0	Resi new build suburban	43	0	27	0	0	0	0
Resi new build urban	112	0	16	0	0	0	0	0	0	0	Resi new build suburban	43	0	6	0	0	0	0
Resi new build urban	112	0	118	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	3623	0	0
Resi new build urban	112	0	157	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4830	0	0
Resi new build urban	112	0	187	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5762	0	0
Resi new build urban	112	0	132	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4071	0	0
Resi new build urban	112	0	162	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5003	0	0
Resi new build urban	112	0	175	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5382	0	0
Resi new build urban	112	0	111	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	3416	0	0
Resi new build urban	112	0	85	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2622	0	0
Resi new build urban	112	0	119	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	3657	0	0
Resi new build urban	112	0	178	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5486	0	0
Resi new build urban	112	0	90	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2760	0	0

Resi new build urban	112	0	180	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5555	0	0
Resi new build urban	112	0	82	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2519	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	8	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	66	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	37	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	18	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	18	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	552	0	0
Resi new build suburban	43	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	40	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	14	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	26	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	23	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Community development	3790	0	0	0	0	0	0	0	1061	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	12	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	14	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Community development	3790	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	18	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	237	0	0	0	0	0	0	0	Resi new build suburban	43	0	91	0	0	0	0
Resi new build suburban	43	0	8	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Conversion to residential	0	64	11	0	0	0	0	0	0	0	Resi new build urban	112	0	18	0	0	0	0
Resi new build urban	112	0	74	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2277	0	0
Resi new build urban	112	0	200	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	6176	0	0
Resi new build urban	112	0	46	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	1415	0	0
Resi new build suburban	43	0	94	0	0	0	0	0	0	1	Ind/whsg development	3450	0	0	0	7521	0	0
Conversion to residential	0	64	11	0	0	0	0	0	0	0	Resi new build urban	112	0	37	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	9	0	0	0	0	0	0	0	Conversion to residential	0	64	4	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	40	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	37	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	16	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	1646	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0

Resi new build suburban	43	0	27	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	34	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	21	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	121	0	0	0	0	0	0	0	Resi new build urban	112	0	41	0	0	0	0
Resi new build town centre	327	0	16	0	0	0	0	0	0	0	Resi new build urban	112	0	6	0	0	0	0
Conversion to residential	0	64	11	0	0	0	0	0	0	0	Resi new build urban	112	0	17	0	0	0	0
Resi new build town centre	327	0	26	0	0	0	0	0	0	0	Resi new build urban	112	0	9	0	0	0	0
Resi new build urban	112	0	46	0	0	0	0	0	0	0	Resi new build suburban	43	0	18	0	0	0	0
Resi new build urban	112	0	46	0	0	0	0	0	0	0	Resi new build suburban	43	0	18	0	0	0	0
Resi new build urban	112	0	393	0	0	0	0	0	0	0	Resi new build suburban	43	0	151	0	0	0	0
Resi new build urban	112	0	118	0	0	0	0	0	0	0	Resi new build suburban	43	0	45	0	0	0	0
Resi new build urban	112	0	43	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	102	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	3140	0	0
Resi new build urban	112	0	90	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	33	0	0	0	0	0	0	0	Conversion to residential	0	64	30	0	0	0	0
Resi new build urban	112	0	16	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	16	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	20	0	0	0	0	0	0	0	Resi new build suburban	43	0	8	0	0	0	0
Resi new build urban	112	0	316	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	9729	0	0
Resi new build urban	112	0	325	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	10005	0	0
Resi new build urban	112	0	124	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	3830	0	0
Resi new build urban	112	0	142	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4382	0	0
Resi new build urban	112	0	264	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	8142	0	0
Resi new build urban	112	0	50	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	1553	0	0
Resi new build urban	112	0	292	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	9005	0	0
Resi new build urban	112	0	256	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	7901	0	0
Resi new build urban	112	0	176	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5417	0	0
Resi new build urban	112	0	150	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4623	0	0
Resi new build urban	112	0	127	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	3899	0	0
Resi new build urban	112	0	148	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4554	0	0
Resi new build urban	112	0	344	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	10592	0	0
Resi new build urban	112	0	63	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	1932	0	0
Resi new build urban	112	0	131	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4037	0	0
Resi new build urban	112	0	39	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	77	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2381	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	16	0	0	0	0	0	0	0	Resi new build suburban	43	0	6	0	0	0	0
Resi new build urban	112	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	7	0	0	0	0	0	0	0	Conversion to residential	0	64	15	0	0	0	0
Resi new build urban	112	0	216	0	0	0	0	0	0	0	Resi new build suburban	43	0	83	0	0	0	0

Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	14	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	65	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	18	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	24	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	8	0	0	0	0	0	0	0	Conversion to residential	0	64	9	0	0	0	0
Resi new build suburban	43	0	125	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	80	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	83	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2553	0	0
Resi new build urban	112	0	457	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	14076	0	0
Resi new build urban	112	0	65	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2001	0	0
Resi new build urban	112	0	74	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2277	0	0
Resi new build urban	112	0	279	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	8591	0	0
Resi new build urban	112	0	115	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	3554	0	0
Resi new build urban	112	0	85	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2622	0	0
Resi new build suburban	43	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	335	0	0	0	0	0	0	0	Resi new build suburban	43	0	129	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	7	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	552	0	0
Resi new build urban	112	0	17	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	174	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5348	0	0
Resi new build urban	112	0	243	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	7487	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	14	0	0	0	0	0	0	0	Resi new build urban	112	0	36	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	18	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	17	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	49	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Conversion to residential	0	64	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	13	0	0	0	0	0	0	0	Conversion to residential	0	64	13	0	0	0	0
Resi new build urban	112	0	26	0	0	0	0	0	0	0	Conversion to residential	0	64	42	0	0	0	0
Resi new build urban	112	0	53	0	0	0	0	0	0	0	Resi new build suburban	43	0	20	0	0	0	0
Resi new build urban	112	0	37	0	0	0	0	0	0	0	Conversion to residential	0	64	17	0	0	0	0
Resi new build urban	112	0	83	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	48	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	380	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	868	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build urban	112	0	30	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build urban	112	0	27	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	31	0	0	0	0	0	0	0	Conversion to residential	0	64	15	0	0	0	0
Resi new build urban	112	0	17	0	0	0	0	0	0	0	Resi new build suburban	43	0	6	0	0	0	0
Resi new build urban	112	0	12	0	0	0	0	0	0	0	Conversion to residential	0	64	4	0	0	0	0
Resi new build suburban	43	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	8	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0

Resi new build urban	112	0	131	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build urban	112	0	25	0	0	0	0	0	0	0	Conversion to residential	0	64	41	0	0	0	0
Resi new build town centre	327	0	20	0	0	0	0	0	0	0	Conversion to residential	0	64	17	0	0	0	0
Resi new build urban	112	0	18	0	0	0	0	0	0	0	Conversion to residential	0	64	32	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	52	0	0	0	0	0	0	0	Resi new build suburban	43	0	20	0	0	0	0
Resi new build urban	112	0	9	0	0	0	0	0	0	0	Resi new build suburban	43	0	3	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	6	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	34	0	0	0	0	0	0	0	Conversion to residential	0	64	46	0	0	0	0
Resi new build suburban	43	0	22	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	43	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	19	0	0	0	0	0	0	0	Resi new build suburban	43	0	7	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	595	0	0	0	0	0	0	0	Resi new build urban	112	0	204	0	0	0	0
Resi new build town centre	327	0	415	0	0	0	0	0	0	0	Resi new build urban	112	0	142	0	0	0	0
Resi new build urban	112	0	64	0	0	0	0	0	0	0	Resi new build town centre	327	0	186	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	134	0	0	0	0	0	0	0	Resi new build urban	112	0	46	0	0	0	0
Resi new build town centre	327	0	360	0	0	0	0	0	0	0	Resi new build urban	112	0	123	0	0	0	0
Resi new build urban	112	0	72	0	0	0	0	0	0	0	Resi new build town centre	327	0	209	0	0	0	0
Resi new build urban	112	0	299	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	867	0	0	0	0	0	0	0	Resi new build urban	112	0	297	0	0	0	0
	#N/A	0	0	0	0	0	0	0	0	0		#N/A	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	232	0	0	0	0	0	0	0	Resi new build town centre	327	0	677	0	0	0	0
Resi new build urban	112	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	3	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	16	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Conversion to residential	0	64	17	0	0	0	0	0	0	0	Resi new build urban	112	0	26	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Conversion to residential	0	64	14	0	0	0	0	0	0	0	Resi new build urban	112	0	11	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build urban	112	0	31	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	36	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	1104	0	0
Resi new build urban	112	0	90	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2760	0	0
Resi new build urban	112	0	63	0	0	0	0	0	0	0	Resi new build suburban	43	0	24	0	0	0	0
Resi new build urban	112	0	336	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0

Resi new build town centre	327	0	20	0	0	0	0	0	0	0	Conversion to residential	0	64	8	0	0	0	0
Conversion to residential	0	64	5	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	144	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	99	0	0	0	0	0	0	0	Resi new build suburban	43	0	38	0	0	0	0
Resi new build urban	112	0	512	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	45	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	1380	0	0
Resi new build urban	112	0	50	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	1553	0	0
Resi new build urban	112	0	139	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4278	0	0
Resi new build urban	112	0	77	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2381	0	0
Resi new build urban	112	0	111	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	3416	0	0
Resi new build urban	112	0	357	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	11006	0	0
Resi new build urban	112	0	39	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	1208	0	0
Resi new build urban	112	0	96	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2967	0	0
Resi new build urban	112	0	139	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4278	0	0
Resi new build urban	112	0	150	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4623	0	0
Resi new build urban	112	0	252	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	7763	0	0
Resi new build urban	112	0	192	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5900	0	0
Resi new build urban	112	0	178	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	5486	0	0
Resi new build urban	112	0	36	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	1104	0	0
Resi new build urban	112	0	19	0	0	0	0	0	0	0	Resi new build suburban	43	0	7	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	9	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	138	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4244	0	0
Resi new build town centre	327	0	180	0	0	0	0	0	0	0	Resi new build urban	112	0	62	0	0	0	0
Resi new build town centre	327	0	131	0	0	0	0	0	0	0	Conversion to residential	0	64	192	0	0	0	0
Conversion to residential	0	64	105	0	0	0	0	0	0	0	Resi new build town centre	327	0	95	0	0	0	0
Resi new build urban	112	0	57	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	17	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	50	0	0	0	0	0	0	0	Resi new build urban	112	0	131	0	0	0	0
Resi new build urban	112	0	44	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build urban	112	0	8	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build urban	112	0	58	0	0	0	0	0	0	0	Resi new build suburban	43	0	22	0	0	0	0
Resi new build suburban	43	0	8	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	1382	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	110849	0	0
Resi new build urban	112	0	1086	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	33465	0	0
Resi new build urban	112	0	507	0	0	0	0	0	0	0	Resi new build suburban	43	0	195	0	0	0	0
Resi new build urban	112	0	192	0	0	0	0	0	0	0	Resi new build suburban	43	0	74	0	0	0	0
Resi new build urban	112	0	196	0	0	0	0	0	0	0	Resi new build suburban	43	0	75	0	0	0	0
Resi new build urban	112	0	32	0	0	0	0	0	0	0	Resi new build suburban	43	0	12	0	0	0	0

Resi new build urban	112	0	132	0	0	0	0	0	0	0	Resi new build suburban	43	0	51	0	0	0	0
Resi new build urban	112	0	21	0	0	0	0	0	0	0	Resi new build suburban	43	0	8	0	0	0	0
Resi new build urban	112	0	152	0	0	0	0	0	0	0	Resi new build suburban	43	0	58	0	0	0	0
Resi new build urban	112	0	233	0	0	0	0	0	0	0	Conversion to residential	0	64	167	0	0	0	0
Resi new build urban	112	0	83	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2553	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	165	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	13248	0	0
Resi new build urban	112	0	30	0	0	0	0	0	0	0	Resi new build suburban	43	0	12	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	25	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build urban	112	0	11	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build urban	112	0	71	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2174	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	25	0	0	0	0	0	0	0	Resi new build suburban	43	0	9	0	0	0	0
Resi new build urban	112	0	851	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	26220	0	0
Resi new build urban	112	0	202	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	6210	0	0
Resi new build urban	112	0	74	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2277	0	0
Resi new build urban	112	0	339	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	10454	0	0
Resi new build urban	112	0	216	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	6659	0	0
Resi new build urban	112	0	482	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	14835	0	0
Resi new build urban	112	0	149	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4589	0	0
Resi new build urban	112	0	355	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	10937	0	0
Resi new build urban	112	0	246	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	7590	0	0
Resi new build urban	112	0	78	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	2415	0	0
Resi new build urban	112	0	148	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4554	0	0
Resi new build urban	112	0	515	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	15870	0	0
Resi new build urban	112	0	274	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	8453	0	0
Resi new build urban	112	0	144	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	4451	0	0
Resi new build urban	112	0	446	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	13731	0	0
Resi new build urban	112	0	1151	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	35466	0	0
Resi new build urban	112	0	325	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	10005	0	0
Resi new build urban	112	0	2188	0	0	0	0	0	0	0	Ind/whsg development	3450	0	0	0	67413	0	0
Conversion to residential	0	64	539	0	0	0	0	0	0	0	Resi new build urban	112	0	859	0	0	0	0
Conversion to residential	0	64	628	0	0	0	0	0	0	0	Resi new build urban	112	0	1102	0	0	0	0
Conversion to residential	0	64	439	0	0	0	0	0	0	0	Resi new build urban	112	0	291	0	0	0	0
Conversion to residential	0	64	554	0	0	0	0	0	0	0	Resi new build urban	112	0	1030	0	0	0	0
Conversion to residential	0	64	211	0	0	0	0	0	0	0	Resi new build urban	112	0	284	0	0	0	0
Conversion to residential	0	64	64	0	0	0	0	0	0	0	Resi new build urban	112	0	114	0	0	0	0
Resi new build urban	112	0	28	0	0	0	0	0	0	0	Resi new build suburban	43	0	11	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	9	0	0	0	0	0	0	0	Resi new build suburban	43	0	3	0	0	0	0
Not applicable	0	0	0	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	22	0	0	0	0	0	0	0	Office new build out of town	7770	0	0	1554	0	0	0
Resi new build suburban	43	0	22	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	15	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	8	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	13	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	30	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0

Resi new build urban	112	0	151	0	0	0	0	0	0	0	Community development	3790	0	0	0	0	0	0
Resi new build suburban	43	0	11	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	15	0	0	0	0	0	0	0	Conversion to residential	0	64	9	0	0	0	0
Resi new build suburban	43	0	15	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	13	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	8	0	0	0	0	0	0	0	Resi new build suburban	43	0	3	0	0	0	0
Resi new build town centre	327	0	7	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	17	0	0	0	0	0	0	0	Resi new build suburban	43	0	6	0	0	0	0
Resi new build urban	112	0	17	0	0	0	0	0	0	0	Resi new build suburban	43	0	6	0	0	0	0
Resi new build urban	112	0	8	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	15	0	0	0	0	0	0	0	Conversion to residential	0	64	9	0	0	0	0
Resi new build urban	112	0	16	0	0	0	0	0	0	0	Resi new build suburban	43	0	6	0	0	0	0
Resi new build urban	112	0	32	0	0	0	0	0	0	0	Conversion to residential	0	64	41	0	0	0	0
Resi new build suburban	43	0	12	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	10	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build suburban	43	0	8	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build urban	112	0	11	0	0	0	0	0	0	0	Resi new build suburban	43	0	4	0	0	0	0
Resi new build urban	112	0	46	0	0	0	0	0	0	0	Resi new build suburban	43	0	18	0	0	0	0
Resi new build urban	112	0	7	0	0	0	0	0	0	0	Resi new build suburban	43	0	3	0	0	0	0
Resi new build urban	112	0	19	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0
Resi new build town centre	327	0	16	0	0	0	0	0	0	0	Not applicable	0	0	0	0	0	0	0

			Manual calculation									Final tally of development potential				
Hotel (sq m)	Communi ty (sq m)	Other (sq m)	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Communi ty (sq m)	Other (sq m)	Comments on calculation	Source of development potential	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)
0	0	0	0	1924	0	161	0	5879	0	0	Based on lapsed permission	Manually calculated	0	558	0	-127
0	0	0	17	1071	0	428	0	0	0	0	Based on conversion of 50% of upper office storeys only and retention of retail	Manually calculated	17	-1071	0	0
0	0	0	3	193	0	111	0	0	0	0	Based on conversion of 50% of upper office storeys only and retention of retail	Manually calculated	3	-193	0	0
0	0	0	1	65	0	65	0	0	0	0	Based on conversion of 50% of upper office storeys only and retention of retail	Manually calculated	1	-65	0	0
0	0	0	2	143	0	189	0	0	0	0	Based on conversion of 50% of upper office storeys only and retention of retail	Manually calculated	2	-153	0	0
0	0	0	4	265	0	265	0	0	0	0	Based on conversion of 50% of upper office storeys only and retention of retail	Manually calculated	4	-264	0	0
0	0	0	6	512	0	0	0	0	0	0	Use of plot ratio of 64%, assume 8 storeys, 50% office and 50% residential, use 90.4 sq m per dwelling to convert	Manually calculated	6	228	0	0
0	0	0	25	2245	0	630	0	0	0	0	Use of plot ratio of 64%, assume 8 storeys, minus retained retail, 50% office and 50% residential, use 90.4 sq m per dwelling to convert	Manually calculated	25	-590	0	63
0	0	0	3	162	0	221	0	0	0	0	Based on conversion of 50% of upper office storeys only and retention of retail	Manually calculated	3	-162	0	0
0	0	0	103	129	0	1623	0	0	0	0	From planning application with resolution to grant subject to S106	Manually calculated	103	-1650	0	888
0	0	0	2	192	0	0	0	0	0	0	Use of plot ratio of 64%, assume 6 storeys, 50% office and 50% residential, use 90.4 sq m per dwelling to convert	Manually calculated	2	192	0	-196
0	0	0	135	0	0	610	0	0	0	0	Based on lapsed permission	Manually calculated	135	0	0	-3531
0	0	0										From pattern book other	60	-3844	0	0
0	0	0										Planning permission	184	0	0	762
0	0	0										Planning permission	0	34736	0	1174
0	0	0	431	49988	0	2941	0	12981	0	0	Use illustrative scheme from outline application but change 50/50 split between residential and hotel to 75/25 in favour of residential	Manually calculated	431	44767	0	2941
0	0	0										From pattern book residential	804	0	0	0
0	0	0										Planning permission	40	0	0	0
0	0	0										From pattern book residential	13	-120	-270	0
0	0	0										From pattern book residential	49	0	-570	0
0	0	0										From pattern book residential	33	0	-485	0
0	0	0										From pattern book residential	33	0	-186	0
0	0	0										From pattern book residential	23	0	-380	0
0	0	0										From pattern book residential	7	0	-117	0
0	0	0										From pattern book residential	13	0	-366	0
0	0	0										Planning permission	10	-98	0	0
0	0	0										From pattern book residential	13	0	-249	0
0	0	0										From pattern book residential	72	0	-1393	0
0	0	0										From pattern book residential	46	0	-478	0
0	0	0										Planning permission	165	0	0	184
0	0	0										From pattern book residential	530	0	0	0
0	0	0										Planning permission	422	0	0	1501
0	0	0										Planning permission	48	-5479	0	0
0	0	0	122	0	0	1376	0	0	0	0	Apply plot ratio of 43%, assume 9 storeys, first floor as retail, remainder as residential with 90.4 sq m per dwelling	Manually calculated	122	0	0	1376
0	0	0	120	0	0	0	0	0	0	0	Apply plot ratio of 43%, assume 9 storeys of residential with 90.4 sq m per dwelling	Manually calculated	17	0	0	0
0	0	0	0	0	0	462	0	3486	0	0	From lapsed permission	Manually calculated	0	0	0	462
0	0	0	17	0	0	384	0	0	0	0	Apply plot ratio of 64%, assume five storeys, retain ground floor as retail, divide remainder by 90.4	Manually calculated	17	-251	0	-440

0	0	0	520	0	0	2020	0	0	0	0	Remove 1300 sq m required for road access, subtract 20% of remainder for on-site open space/green link, apply 43% plot ratio, assume average of 8 storeys (much of site may be lower but allows for one tall building), assume 33% of ground floor for retail uses to activate open space, remainder is residential at 90.4 sq m per dwelling	Manually calculated	520	0	0	2020
0	0	0	0	0	0	0	5338	0	0	0	From planning application (240063)	Manually calculated	0	0	0	0
0	0	0										From pattern book residential	180	0	0	0
0	0	0										From pattern book residential	131	0	0	0
0	0	0	0	0	0	0	10000	0	0	0	Assume conversion to a leisure or cultural use	Manually calculated	0	0	0	0
0	0	0										From pattern book residential	144	-2894	0	0
0	0	0										From pattern book residential	13	-232	0	0
0	0	0										Planning permission	54	0	0	0
0	0	0										From pattern book residential	16	0	0	0
0	0	0										From pattern book residential	26	-450	0	0
0	0	0										From pattern book residential	33	0	0	0
0	0	0										Planning permission	56	0	0	0
0	0	0										Planning permission	26	-1771	0	0
0	0	0										Planning permission	8	-600	0	-737
0	0	0										Planning permission	182	-5729	0	0
0	0	0	126	0	0	2279	2279	0	0	0	Apply plot ratio of 43%, assume 7 storeys with ground floor as retail/restaurant and second floor cinema with remainder residential with 90.4 sq m per dwelling	Manually calculated	126	0	0	-964
0	0	0	216	0	0	3913	0	0	0	0	Apply plot ratio of 43%, assume 6 storeys with ground floor as retail/restaurant with remainder residential with 90.4 sq m per dwelling	Manually calculated	216	0	0	-1012
0	0	0	263	23808	0	0	0	0	0	0	Assumed 64% plot coverage, development to 8 storeys (proximity to conservation area and heritage assets) and 50% office and 50% (divide by 90.4 to get number of flats) residential	Manually calculated	263	-5492	0	0
0	0	0	202	18251	0	1856	0	0	0	0	Used Station Area Framework - site is shown with benchmark height of 6 and also for a local landmark. Assumed local landmark is 15 storeys and that one third of footprint is for the tall building, but increase height of remainder to 8 storeys in line with Apex Plaza. Used 64% footprint ratios. Assumed that 50% of ground floor is retail, and that the remainder is split 50/50 offices and resi. Divided resi f/s by 90.4 to get units.	Manually calculated	202	18251	0	1856
0	0	0										From pattern book residential	16	0	0	0
0	0	0										From pattern book residential	56	-4075	0	0
0	0	0										From pattern book residential	33	0	0	0
0	0	0										From pattern book residential	49	-3150	0	0
0	0	0	0	0	0	1223	0	0	0	0	Figures from lapsed planning permission.	Manually calculated	0	0	0	1223
0	0	0	10	0	0	190	0	0	0	0	Based on lapsed permission - retain retail and convert/extend for 10 flats	Manually calculated	6	0	0	19
0	0	0										From pattern book residential	4	0	0	0
0	0	0										Planning permission	6	-323	0	0
0	0	0	4	0	0	153	0	0	0	0	Based on conversion of upper floors to residential and retention of ground floor retail	Manually calculated	4	-269	0	0
0	0	0										From pattern book residential	2	0	0	0
0	0	0										From pattern book residential	23	0	0	-250
0	0	0										From pattern book residential	24	-1541	0	0
0	0	0										From pattern book residential	7	0	0	-340
0	0	0	0	0	0	646	0	270	0	0	From lapsed permission	Manually calculated	0	0	0	0
0	0	0	4	0	0	128	0	0	0	0	Apply plot ratio of 64%, assume 4 storeys with ground floor as retail with remainder residential with 90.4 sq m per dwelling	Manually calculated	4	0	0	13
0	0	0										From pattern book residential	7	0	0	0
0	0	0										From pattern book residential	10	-419	0	0

0	0	0	35	0	0	389	0	0	0	0	Conversion of upper floors from office to residential and retention of ground floor retail	Manually calculated	35	-2228	0	0
0	0	0	46	0	0	1921	0	0	0	0	Conversion of upper floors of listed buildings from office to residential (10 dwellings) and retention of listed arcade in retail use. For remainder (0.17ha), assume 64% plot ratio and 4 storey development with ground floor in retail use and upper floors residential at 90.4 sq m per dwelling	Manually calculated	46	-2789	0	791
0	0	0										Planning permission	39	0	0	0
0	0	0										From pattern book residential	18	0	0	0
0	0	0	10	0	0	0	0	0	0	0	From lapsed planning permission	Manually calculated	10	0	0	0
0	0	0										From pattern book residential	16	-266	0	0
0	0	0	50	4515	0	0	0	0	0	0	Apply plot ratio of 43%, assume 6 storeys (adjoins conservation area), with 50/50 split between offices and residential, using 90.4 sq m per dwelling	Manually calculated	50	620	0	0
0	0	0	25	0	0	0	0	0	0	0	Apply plot ratio of 64%, assume 5 storeys (within conservation area), use 90.4 sq m per dwelling	Manually calculated	25	-2685	0	0
0	0	0										From pattern book residential	82	-4014	0	0
0	0	0										From pattern book residential	17	0	0	0
0	0	0										Planning permission	7	-344	0	0
0	0	0										Planning permission	6	-288	0	0
0	0	0										Planning permission	9	-509	0	0
0	0	0										Planning permission	5	0	0	0
0	0	0										Planning permission	0	0	0	-4313
0	0	0										Planning permission	0	-2404	0	-477
0	0	0										Planning permission	0	0	0	-801
0	0	0	50	0	0	0	0	0	0	0	From current application plus lapsed permission	Manually calculated	50	0	0	0
0	0	0	10	0	0	231	0	0	0	0	Assume conversion of upper floors to residential and retention of ground floor retail	Manually calculated	10	-633	0	0
0	0	0	173	0	0	1204	0	0	0	0	Apply plot ratio of 43%, assume 8 storeys with 50% of ground floor as retail with remainder residential with 90.4 sq m per dwelling	Manually calculated	200	0	0	-11013
0	0	0										From pattern book residential	10	0	0	-464
0	0	0										From pattern book residential	11	0	0	-720
0	0	0										Planning permission	5	-289	0	0
0	0	0										Planning permission	0	-1106	0	0
0	0	0	15	0	0	464	0	0	0	0	Based on application which received resolution to grant permission June 2024	Manually calculated	15	0	0	-720
0	0	0										From pattern book residential	11	-706	0	0
0	0	0	13	55	0	0	0	0	0	0	Based on 211626 with permission subject to S106	Manually calculated	13	55	0	0
0	0	0										From pattern book residential	24	0	-755	0
0	0	0										Planning permission	26	0	0	158
0	0	0										From pattern book residential	25	0	0	-830
0	0	0										From pattern book residential	26	0	0	0
0	0	0										From pattern book residential	69	0	0	0
0	0	0										From pattern book residential	13	0	0	0
0	0	0										From pattern book residential	118	-144	-3608	0
0	0	0										From pattern book residential	157	0	-8247	0
0	0	0										From pattern book residential	187	0	-7500	0
0	0	0										From pattern book residential	132	0	-5091	0
0	0	0										From pattern book residential	162	-818	-5837	0
0	0	0										From pattern book residential	175	0	-6323	0
0	0	0										From pattern book residential	111	0	-2071	0
0	0	0										From pattern book residential	85	-345	-3624	0
0	0	0										From pattern book residential	119	0	-3888	0
0	0	0										From pattern book residential	178	0	-8445	0
0	0	0										From pattern book residential	90	0	-9327	0

0	0	0										From pattern book residential	180	0	-7670	0
0	0	0										From pattern book residential	82	0	-1409	0
0	0	0										Planning permission	16	-917	0	0
0	0	0										From pattern book residential	7	0	0	0
0	0	0	30	0	0	126	0	0	0	0	From application 221345 which has resolution to grant permission subject to S106	Manually calculated	30	0	0	126
0	0	0										From pattern book residential	66	0	0	0
0	0	0										Planning permission	40	0	0	1025
0	0	0										From pattern book residential	37	0	-1757	0
0	0	0										From pattern book residential	18	0	0	0
0	0	0										From pattern book residential	18	0	-1030	0
0	0	0										From pattern book residential	9	0	0	0
0	0	0										From pattern book residential	40	0	0	0
0	0	0										From pattern book residential	14	0	0	0
0	0	0										From pattern book residential	8	0	0	0
0	0	0										From pattern book residential	26	0	0	0
0	0	0										From pattern book residential	6	0	0	0
0	0	0										From pattern book residential	22	0	0	0
0	0	0	0	0	0	0	0	0	1200	0	From lapsed permission	Manually calculated	0	0	0	0
0	0	0										Planning permission	45	0	0	0
0	0	0										From pattern book residential	12	0	0	0
0	0	0										From pattern book residential	7	0	0	0
0	0	0										From pattern book residential	13	0	0	0
0	0	0										From pattern book residential	9	0	0	0
0	0	0										Planning permission	9	0	0	0
0	0	0										From pattern book residential	10	0	0	0
0	0	0										Planning permission	0	-880	0	0
0	0	0	14	0	0	0	0	0	0	0	From lapsed permission	Manually calculated	14	0	0	0
0	0	0	11	0	0	688	0	0	0	0	Apply 43% plot ratio, assume three storeys, ground floor retail, upper storeys residential, divide by 120 to get number of dwellings as it is a non town centre site	Manually calculated	11	-456	0	384
0	0	0										Planning permission	10	0	0	0
0	0	0										From pattern book residential	237	0	0	-6498
0	0	0										From pattern book residential	3	0	0	0
0	0	0										From pattern book residential	9	0	0	0
0	0	0										From pattern book residential	11	-713	0	0
0	0	0										From pattern book other	0	-3078	2277	0
0	0	0										From pattern book residential	200	0	-1416	0
0	0	0										From pattern book residential	46	0	-1853	0
0	0	0										From pattern book other	0	0	6406	0
0	0	0										From pattern book residential	11	0	0	0
0	0	0										Planning permission	46	0	0	0
0	0	0										From pattern book residential	8	0	0	0
0	0	0										From pattern book residential	9	0	0	0
0	0	0										From pattern book residential	9	0	0	0
0	0	0										Planning permission	0	474	0	0
0	0	0										Planning permission	223	0	0	0
0	0	0										From pattern book residential	40	0	0	0
0	0	0										From pattern book residential	37	0	0	0
0	0	0										From pattern book residential	16	0	0	0
0	0	0	158	0	0	0	0	0	0	0	From planning application as considered at Committee June 2024 (94 dwellings + 128 C2 units)	Manually calculated	158	0	0	0

0	0	0	55	0	0	0	0	0	0	0	From application with resolution to grant permission	Manually calculated	50	0	0	0
0	0	0										From pattern book residential	28	0	0	0
0	0	0										From pattern book residential	9	0	0	0
0	0	0										From pattern book residential	8	0	0	0
0	0	0										From pattern book residential	21	0	0	0
0	0	0										From pattern book residential	121	0	-1734	0
0	0	0	17	0	0	0	0	0	134	0	From application 221364 that has resolution to grant permission subject to S106	Manually calculated	17	0	0	0
0	0	0										From pattern book residential	11	-722	0	0
0	0	0	19	0	0	0	0	0	0	0	Reflects the density of the recent development of the Crown Street/Silver Street corner (234 dph), which is a complementary development on a similar important corner	Manually calculated	19	0	0	0
0	0	0										From pattern book residential	46	0	-2115	0
0	0	0										From pattern book residential	46	0	-1298	0
0	0	0										From pattern book residential	393	0	0	-8695
0	0	0										From pattern book residential	118	0	-1982	0
0	0	0										From pattern book residential	43	0	-504	0
0	0	0										From pattern book residential	102	0	0	0
0	0	0										From pattern book residential	90	0	-3206	0
0	0	0										Planning permission	10	0	0	0
0	0	0										From pattern book residential	33	-1904	0	0
0	0	0										From pattern book residential	16	0	0	0
0	0	0	23	0	0	0	0	0	0	0	From application with resolution to grant permission	Manually calculated	23	0	0	0
0	0	0										Planning permission	15	0	0	0
0	0	0										From pattern book other	7	0	0	0
0	0	0										From pattern book residential	316	0	-14029	0
0	0	0										From pattern book residential	325	0	-10878	0
0	0	0										From pattern book residential	124	0	0	0
0	0	0										From pattern book residential	142	0	-4819	0
0	0	0										From pattern book residential	264	0	-10609	0
0	0	0										From pattern book residential	50	0	-1339	0
0	0	0										From pattern book residential	292	0	-10116	0
0	0	0										From pattern book residential	256	0	-9851	0
0	0	0										From pattern book residential	176	-580	-6753	0
0	0	0										From pattern book residential	150	0	-4361	0
0	0	0										From pattern book residential	127	0	-1380	0
0	0	0										From pattern book residential	148	0	-5962	0
0	0	0										From pattern book residential	344	0	-4690	0
0	0	0										From pattern book residential	63	0	0	-1521
0	0	0										From pattern book residential	131	0	0	0
0	0	0	46	0	0	0	0	0	0	0	From application 230814 that has resolution to grant permission subject to S106	Manually calculated	46	0	0	0
0	0	0										From pattern book residential	77	0	-2107	0
0	0	0										Planning permission	29	-1524	0	0
0	0	0										Planning permission	21	-141	0	0
0	0	0										Planning permission	15	0	0	0
0	0	0										Planning permission	6	0	-116	0
0	0	0										Planning permission	11	0	0	0
0	0	0										Planning permission	8	0	0	0
0	0	0										Planning permission	19	0	0	-406
0	0	0										From pattern book residential	16	0	-512	0
0	0	0										From pattern book residential	3	0	0	0
0	0	0										From pattern book other	15	-960	0	0
0	0	0										From pattern book residential	216	-13050	0	0

0	0	0										Planning permission	5	0	-105	0
0	0	0										Planning permission	44	0	0	0
0	0	0										From pattern book residential	14	0	0	0
0	0	0										From pattern book residential	65	0	-78	0
0	0	0										From pattern book residential	18	0	0	0
0	0	0										Planning permission	12	0	0	0
0	0	0										Planning permission	0	0	0	165
0	0	0										From pattern book residential	24	0	0	0
0	0	0										From pattern book residential	6	0	0	0
0	0	0										From pattern book other	9	0	0	-568
0	0	0										From pattern book residential	125	0	0	0
0	0	0										From pattern book residential	80	0	0	0
0	0	0										From pattern book residential	83	0	-2098	0
0	0	0										From pattern book residential	457	0	-17187	0
0	0	0										From pattern book residential	65	0	-1691	0
0	0	0										From pattern book residential	74	0	-2989	0
0	0	0										From pattern book residential	279	0	-9526	0
0	0	0										From pattern book residential	115	0	-2808	0
0	0	0										From pattern book residential	85	0	-2362	0
0	0	0										From pattern book residential	9	0	-295	0
0	0	0										Planning permission	98	0	0	0
0	0	0										Planning permission	54	0	0	0
0	0	0	258	0	0	10104	945	0	0	5461	From application 191496 which has resolution to grant permission subject to S106	Manually calculated	231	0	0	1951
0	0	0										Planning permission	7	0	0	0
0	0	0										From pattern book other	0	0	552	0
0	0	0										From pattern book residential	14	0	-675	0
0	0	0										From pattern book residential	174	0	-6422	0
0	0	0										From pattern book residential	243	0	-8998	0
0	0	0										Planning permission	24	0	0	0
0	0	0	9	0	0	344	0	0	0	0	Apply 43% plot ratio, assume four storeys, ground floor retail, upper storeys residential, divide by 120 to get number of dwellings as it is a non town centre site	Manually calculated	9	0	0	344
0	0	0										From pattern book residential	13	0	0	0
0	0	0										Planning permission	43	-2186	0	0
0	0	0	14	0	0	344	0	0	0	0	Apply 43% plot ratio, assume three storeys, 50% of ground floor retail, upper storeys residential, divide by 120 to get number of dwellings as it is a non town centre site	Manually calculated	14	0	0	255
0	0	0	20	0	0	480	0	0	0	0	Apply 64% plot ratio, assume three storeys, 50 % of ground floor retail, upper storeys residential, divide by 120 to get number of dwellings as it is a non town centre site	Manually calculated	20	0	0	480
0	1668	0										From pattern book residential	49	0	0	0
0	0	0	9	0	0	0	0	0	0	0	Based on lapsed permission	Manually calculated	7	0	0	0
0	0	0										From pattern book residential	13	0	0	0
0	0	0										From pattern book residential	26	-2685	0	0
0	0	0										From pattern book other	18	0	0	0
0	0	0										From pattern book residential	37	0	0	0
0	0	0										From pattern book residential	78	0	0	0
0	0	0										From pattern book residential	48	0	0	0
0	0	0	260	0	0	0	0	0	0	0	From previous planning application - divide by four to translate student accommodation to dwellings	Manually calculated	182	0	0	0
0	29373	0	0	0	0	0	0	0	52000	0	Based on the 30% increase in floorspace required to retain hospital onsite	Manually calculated	0	0	0	0
0	1023	0										From pattern book residential	30	0	0	0
0	0	0										From pattern book residential	27	0	0	0
0	0	0										From pattern book other	13	0	0	0
0	0	0	10	0	0	0	0	0	0	0	From expired planning permission	Manually calculated	10	0	0	0
0	0	0										From pattern book other	4	0	0	0
0	0	0										From pattern book residential	9	0	0	0
0	0	0	14	0	0	0	0	0	0	0	From expired planning permission	Manually calculated	14	0	0	0

0	4434	0										From pattern book other	0	0	0	0
0	0	0										From pattern book other	41	-2625	0	0
0	0	0										From pattern book other	17	-1119	0	0
0	0	0	26	0	0	0	0	0	0	0	From lapsed prior approval	Manually calculated	26	-2044	0	0
0	0	0										Planning permission	9	0	0	0
0	0	0	40	0	0	0	0	0	779	0	From application 230279 with resolution to grant permission subject to S106	Manually calculated	40	0	0	0
0	0	0	10	0	0	0	0	0	0	0	Based on lapsed permission	Manually calculated	7	0	0	0
0	0	0										Planning permission	20	0	0	0
0	0	0										Planning permission	30	0	0	0
0	0	0										Planning permission	32	0	0	0
0	0	0										From pattern book residential	6	0	-287	0
0	0	0										Planning permission	0	0	0	0
0	0	0										From pattern book residential	8	0	0	0
0	0	0										From pattern book other	46	0	0	0
0	0	0										From pattern book residential	22	-135	-837	0
0	0	0										Planning permission	10	0	0	0
0	0	0	26	0	0	0	0	0	0	0	From expired planning permission	Manually calculated	8	0	0	0
0	0	0										From pattern book residential	19	0	0	0
0	0	0										Planning permission	0	0	0	-362
0	0	0										Planning permission	620	19729	0	1752
0	0	0	637	23719	0	4370	0	0	0	0	From illustrative scheme from outline permission	Manually calculated	637	23719	0	-2579
0	0	0	311	28151	0	0	0	0	0	0	RSAF assumes retention of car park so cannot be used. Use 43% plot ratio. Assume 67% of site at benchmark height (8 storeys) and 33% at landmark heigh (15 storeys). Floorspace divided 50/50 residential and office, assuming 90.4 sq m per dwelling.	Manually calculated	311	28151	0	0
0	0	0										From pattern book residential	64	0	-3297	0
0	0	0										Planning permission	60	-243	0	0
0	0	0										Planning permission	209	-4683	0	0
0	0	0										From pattern book residential	134	0	0	0
0	0	0										From pattern book residential	360	-4793	0	0
0	0	0										From pattern book residential	72	0	-1911	0
0	0	0										From pattern book residential	299	0	0	0
0	0	0	750	0	0	2421	0	0	0	0	Assume 15% of site for on site open space. Assume plot ratio of 43%, and seven storey average across the site. Retain 25% of ground floor for retail uses and remainder is residential at 90.4 sq m per dwelling	Manually calculated	750	0	0	-9050
0	0	0	382	0	0	0	0	0	0	0	Assume plot ratio of 43%, and six storey average across the site. Floorspace is residential at 90.4 sq m per dwelling	Manually calculated	382	0	0	-4806
0	0	0										Planning permission	216	0	0	397
0	0	0	409	0	0	0	0	0	0	0	Take 90% of site to allow for on site open space and divide site 50/50 between town centre and urban densities to reflect transition between different characters	Manually calculated	409	0	-2357	0
0	0	0										From pattern book residential	3	0	0	0
0	0	0										From pattern book residential	2	0	0	0
0	0	0										From pattern book residential	14	0	0	0
0	0	0										From pattern book residential	17	0	0	-617
0	0	0										Planning permission	130	0	0	0
0	0	0										From pattern book residential	14	-924	0	0
0	1706	0	0	0	0	0	2000	0	0	0	Figure used to inform existing allocation	Manually calculated	-1	0	0	0
0	0	0										From pattern book residential	31	0	-1083	0
0	0	0										From pattern book residential	36	0	0	0
0	0	0										From pattern book residential	90	0	0	0
0	0	0										From pattern book residential	63	0	0	0
0	11370	0										From pattern book residential	336	0	0	0

0	0	0	20	0	0	0	0	0	0	0	From lapsed planning permission	Manually calculated	20	0	-536	0
0	0	0										From pattern book residential	5	-291	0	0
0	0	0	123	0	0	0	0	11094	0	0	Use plot ratio of 43%, assume 4 storeys, divided 50/50 between hotel and residential	Manually calculated	123	0	0	0
0	0	0										Planning permission	110	-6190	0	0
0	0	0										From pattern book residential	99	0	0	0
0	0	0										From pattern book residential	512	0	0	-8968
0	0	0										From pattern book other	0	0	1380	0
0	0	0										From pattern book residential	50	0	-3208	0
0	0	0										From pattern book residential	139	-2131	-6165	0
0	0	0										From pattern book residential	77	0	-3482	0
0	0	0										From pattern book residential	111	0	-2739	0
0	0	0										From pattern book residential	357	0	-13101	0
0	0	0										From pattern book residential	39	0	-2056	0
0	0	0										From pattern book residential	96	0	-3977	0
0	0	0										From pattern book residential	139	-2961	-1950	0
0	0	0										From pattern book residential	150	0	-8417	0
0	0	0										From pattern book residential	252	0	-8346	0
0	0	0										From pattern book residential	192	0	-4459	-836
0	0	0										From pattern book residential	178	0	-6437	0
0	0	0										From pattern book residential	36	0	-2239	0
0	0	0										From pattern book residential	19	0	-402	0
0	0	0										Planning permission	9	0	0	0
0	0	0										From pattern book residential	9	0	-378	0
0	0	0										From pattern book residential	138	0	-6416	0
0	0	0										From pattern book residential	180	-4358	0	0
0	0	0										From pattern book residential	131	-12290	0	0
0	0	0										From pattern book residential	105	-6714	0	0
0	1933	0										From pattern book residential	57	0	0	0
0	0	0										Planning permission	6	0	0	0
0	0	0										Planning permission	5	0	0	0
0	0	0										Planning permission	0	0	0	0
0	0	0										Planning permission	29	0	0	-968
0	0	0										From pattern book residential	17	0	0	0
0	0	0										From pattern book other	131	0	0	0
0	1478	0										From pattern book residential	44	0	0	0
0	265	0										From pattern book residential	8	0	0	0
0	6557	0										From pattern book other	0	0	0	0
0	0	0	0	0	0	2622	0	0	0	0	From lapsed permission for retail extension	Manually calculated	0	0	0	480
0	0	0										From pattern book residential	8	0	0	0
0	0	0	0	0	0	0	0	0	3410	0	From lapsed permission for extension	Manually calculated	0	0	0	0
0	0	0										From pattern book other	0	0	110849	0
0	0	0										From pattern book other	0	0	33465	0
0	0	1										From pattern book residential	507	0	-20668	0
0	0	2										From pattern book residential	192	-9276	0	0
0	0	3										From pattern book residential	196	0	-6527	0
0	0	4										From pattern book residential	32	0	-1262	0

0	0	5										From pattern book residential	132	0	0	-1663
0	0	6										From pattern book residential	21	0	-602	0
0	0	7										From pattern book residential	152	0	0	0
0	0	8										From pattern book residential	233	-10664	0	0
0	0	0										From pattern book other	0	-518	2553	0
0	0	0										Planning permission	0	0	15080	0
0	0	0										From pattern book residential	165	0	0	0
0	0	0										From pattern book residential	30	0	0	0
0	0	0										Planning permission	302	0	0	0
0	0	0										Planning permission	0	20430	0	0
0	834	0										From pattern book residential	25	0	0	0
0	379	0										From pattern book residential	11	0	0	0
0	0	0										From pattern book other	0	0	2174	0
0	0	0										Planning permission	0	0	0	0
0	0	0										Planning permission	618	1972	0	1928
0	0	0										From pattern book residential	25	0	0	0
0	0	0										From pattern book residential	851	0	-44664	0
0	0	0										From pattern book residential	202	-1722	-4889	0
0	0	0										From pattern book residential	74	0	-1906	0
0	0	0										From pattern book residential	339	0	-8176	0
0	0	0										From pattern book residential	216	0	0	0
0	0	0										From pattern book residential	482	-4257	-11469	0
0	0	0										From pattern book residential	149	0	-4461	0
0	0	0										From pattern book residential	355	0	-13364	0
0	0	0										From pattern book residential	246	0	-5896	0
0	0	0										From pattern book residential	78	0	-3073	0
0	0	0										From pattern book residential	148	0	-4390	0
0	0	0										From pattern book residential	515	0	-20526	0
0	0	0										From pattern book residential	274	0	-11799	0
0	0	0										From pattern book residential	144	0	-2993	0
0	0	0										From pattern book residential	446	-21150	0	0
0	0	0										From pattern book residential	1151	0	-42995	0
0	0	0										From pattern book residential	325	0	-6090	0
0	0	0										From pattern book residential	2188	0	-82772	0
0	0	0										From pattern book residential	539	-33039	0	-876
0	0	0										From pattern book residential	628	-40215	0	0
0	0	0										From pattern book residential	439	-28066	0	0
0	0	0										From pattern book residential	554	-35431	0	0
0	0	0										From pattern book residential	211	-13496	0	0
0	0	0										From pattern book residential	64	-4086	0	0
0	0	0										From pattern book residential	28	0	0	0
0	0	0										Planning permission	0	-3274	3462	0
0	0	0										From pattern book residential	9	0	0	-450
0	0	0										Planning permission	0	0	13376	-14775
0	0	0										From pattern book residential	22	0	0	0
0	0	0										From pattern book residential	22	0	0	0
0	0	0										From pattern book residential	15	0	0	0
0	0	0										From pattern book residential	6	0	0	0
0	0	0										From pattern book residential	13	0	0	-299
0	0	0										From pattern book residential	13	0	0	0

0	5117	0	0	0	0	0	0	0	3761	0	From pre-application enquiry	Manually calculated	0	0	0	0
0	0	0										From pattern book residential	11	0	0	0
0	0	0										From pattern book residential	15	-590	0	0
0	0	0										From pattern book residential	15	0	0	0
0	0	0										From pattern book residential	10	0	0	0
0	0	0										From pattern book residential	13	0	-66	-291
0	0	0										From pattern book residential	6	0	0	0
0	0	0	4	0	0	128	0	0	0	0	Use of plot ratio of 64%, assume 4 storeys, use of ground floor as retail, use 90.4 sq m per dwelling to convert	Manually calculated	4	-52	0	-17
0	0	0										From pattern book residential	15	0	0	0
0	0	0										From pattern book residential	14	0	-304	0
0	0	0	8	0	0	0	0	0	0	0	From pre-application enquiry	Manually calculated	8	0	0	0
0	0	0										From pattern book residential	15	0	0	0
0	0	0										From pattern book residential	15	0	0	0
0	0	0										From pattern book residential	32	0	0	0
0	0	0										From pattern book residential	11	0	0	0
0	0	0										From pattern book residential	9	0	0	0
0	0	0										From pattern book residential	7	0	0	0
0	0	0										From pattern book residential	10	0	0	0
0	0	0										From pattern book residential	37	0	0	0
0	0	0										From pattern book residential	7	0	0	0
0	0	0	25	0	0	0	0	0	0	0	From pre-application enquiry	Manually calculated	10	0	0	0
0	0	0	62	0	0	0	0	0	0	0	From pre-application enquiry	Manually calculated	17	0	0	0

Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)
0	5879	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
-288	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	5941
0	12981	0	0
0	0	0	-4773
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	-7295	0	0
0	0	0	0
0	3486	0	-634
0	0	0	0

0	0	0	-2733
1630	0	0	0
0	0	0	-10499
0	0	0	-3636
10000	0	0	-9000
0	0	0	0
0	0	0	0
0	0	0	0
0	0	-403	0
0	0	0	0
0	0	0	-1003
0	0	512	0
0	0	0	0
0	0	0	0
0	0	0	0
-4427	0	0	0
0	0	0	-34484
0	0	0	0
0	0	0	-3197
0	0	-1440	0
0	0	0	0
0	0	-2390	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	-213	0
0	0	0	0
0	0	0	0
0	0	0	0
0	270	0	-136
0	0	0	0
0	0	0	0
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STAGE 2(B): ASSESSING SUITABILITY

SITE		GENERAL LOCATION								EXISTING HOUSING OR ECON	
Site Code	**Site Title**	**Within/ adjoining existing urban area?**	**Distance from centre**	**Previously developed?**	**Existing public transport links?**	**Existing/clear potential highway link?**	**Access and highway safety issue?**	**Location comments**	**Suitability conclusion (general location)**	**In existing employment use?**	**In existing residential use?**
AB001	29-35 Station Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
AB002	17-27 Station Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB003	13-15 Station Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB004	23 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB005	24 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB006	27-29 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB007	1 Merchants Place	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues	No direct highway link, any development would not have on-site car parking, but location in core of town centre and this will not necessarily make development unsuitable	***Potentially suitable***	Yes - occupied	No
AB008	30-31 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB009	32-34 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB010	35-39 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB011	8 Merchants Place	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB012	52-55 Friar Street and 12 Greyfriars Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB013	Greyfriars House, 20 Greyfriars Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB015	Station Hill Plot F, Garrard Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB016	Station Hill Phase 2	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB017	Station Hill Phase 3	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
AB018	Cattle Market	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB019	45 Caversham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB020	31 Great Knollys Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB021	Unit B1-B11, Great Knollys Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB022	Bellman Court, Great Knollys Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB023	63 Great Knollys Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB024	Units A1-A3 Great Knollys Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No

AB025	Unit A2, North Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB026	1a North Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB027	16 North Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB028	12-14 North Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB029	Units C1-C11, Weldale Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB030	7 Weldale Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB031	Land between Chatham Street and Weldale Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB032	Chatham Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB033	Broad Street Mall	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB034	Fountain House, 2 Queens Walk	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB035	Pentahotel, Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB036	Queens Court, Queens Walk	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
AB037	20 Hosier Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	Access requires upgrade	Potential for access constraints on use of Hosier Street - resolved in expired permission	***Potentially suitable***	No	No
AB038	19-23 St Mary's Butts	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB039	Hosier Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB040	Hexagon Theatre, Hosier Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues	Assume retention of lower ground access	***Suitable***	No	No
AB041	Thames Valley Police, Castle Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB042	Magistrates Court, Castle Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB043	Reading Prison	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB044	Eaton House, 106-112 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB045	10 Eaton Place	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB046	115 Chatham Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB047	121 Chatham Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB048	Future House, 125 Chatham Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
AB049	The Face Bar, Ambrose Place	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB050	Central Swimming Pool, Battle Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB052	173-175 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues	No direct highway link, any development would not have on-site car parking, but location in core of town centre and this will not necessarily make development unsuitable	***Suitable***	Yes - occupied	No

AB053	27-32 Market Place	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	Yes - underused or vacant
AB054	3-10 Market Place, Abbey Hall & Abbey Square	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
AB055	Vue Cinema, The Oracle	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB056	Oracle Riverside Car Park	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB057	Apex Plaza, Forbury Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB058	Brunel Arcade, Station Approach	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB059	143-145 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB060	9-27 Greyfriars Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB061	Reading Central Library, Abbey Square	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB062	The Anchorage, 34 Bridge Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB063	The Oracle Shopping Centre, Yield Hall Place	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues	Spans existing highway, but any issues were resolved in expired permission	***Suitable***	No	No
AB064	78 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB065	149-153 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
AB066	40 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
AB067	38 Oxford Road & 5 Cheapside	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
AB068	159 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
AB069	Queens Arms PH, Great Knollys Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB070	37-43 Blagrave Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB071	Rising Sun 18 Forbury Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB072	The Butler PH, Chatham Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB073	7 Blagrave Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB074	Land at Regent Court, Great Knollys Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB075	1-3 Greyfriars Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB076	160-163 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No

AB077	15-18 Friar Street, 2-16 Station Road and Harris Arcade	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB078	Clarendon House 59-75 Queens Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB079	Rear of 8-32 Clifton Street	Yes	< 400m	40-60% PDL	< 400m	Yes	No access issues	These garages and back gardens currently accommodate 12-15 cars. Loss of these would result in on-site parking pressure on narrow Goldsmid Road before additional homes are taken into account. Unlikely to be acceptable.	***Unsuitable***	No	No
AB080	Part of City Wall House, 26 West Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB081	Tangent House, 16 Forbury Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB082	Aquis House, 49-51 Forbury Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB083	33 Blagrave Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB084	Sapphire Plaza, Watlington Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB085	Royal Court, Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
AB087	Epping House, 55 Russell Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
AB088	87 Broad Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB089	200-202 Broad Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB090	165 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB091	House of Fraser, The Oracle	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB093	1-15 Queen Victoria Street & 145-148 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
AB094	138-144 Friar Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB095	100 Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB096	149-150 Friar Street and 2-4 Queen Victoria Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
AB097	Former Debenhams, The Oracle	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB098	Warwick Arms, 77-79 Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB099	20-22 Duke Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
AB100	23-24 Market Place	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues	No direct highway link, any development would not have on-site car parking, but location in core of town centre and this will not necessarily make development unsuitable	***Suitable***	Yes - occupied	No

AB101	Civic Offices, Bridge Street	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
AB102	13-15 Market Place	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	No	No
AB103	Queens Wharf, Queens Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
BA001	Rear of 303-315 Oxford Road	Yes	< 400m	40-60% PDL	< 400m	Yes	Access requires upgrade		***Potentially suitable***	No	No
BA002	Land adjacent to 22 Portman Way	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA003	Land at Moulsford Mews	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
BA004	784-794 Oxford Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA005	816 Oxford Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA006	Land at Reading West Station	Yes	< 400m	All or over 80% PDL	< 400m	Yes	Access requires upgrade	Would require an additional access to be created to Tilehurst Road	***Suitability unknown***	No	No
BA007	133-137 Wantage Road	Yes	400-800m	40-60% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	Yes
BA008	2-6 Portman Road and 1-5 Loverock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA009	Ashmere Terrace, 8-12 Portman Road and 7-11 Loverock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA010	14 Portman Road and the Portman Centre	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA011	16-22 Portman Road and 47-73 Loverock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA012	24-28 Portman Road and 75-83 Loverock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA013	Battle Farm Trading Estate and 60 and 85 Loverock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA014	38-40 Portman Road and 103 Loverock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA015	Albury Close	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA016	Broughton Close and 44-50 Portman Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA017	50-60 Portman Road and 117-123 Loverock Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA018	62 Portman Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA019	Bridgewater Close	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
BA020	Wigmore Lane	Yes	400-800m	All or over 80% PDL	< 400m	Yes	Access requires upgrade	Access under the railway is highly constrained and unlikely to be capable of upgrade	***Suitability unknown***	Yes - occupied	No
BA021	42 Portman Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
BA022	EXCLUDED SITE										
BA023	126 Tilehurst Road	Yes	400-800m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
BA024	Curzon Club, 362 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
BA025	Part of Tesco Car Park, Portman Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No

CA001	St Martin's Precinct, Church Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	Yes
CA002	Cantay House, Ardler Road, Caversham	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
CA003	Former Caversham Nursery, 82 Gosbrook Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
CA004	68 St John's Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
CA006	Land rear of 27-43 Blenheim Road	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	No	Suitable access not possible	Access gap to road is too narrow and would likely require demolition of a house	***Unsuitable***	No	No
CA007	Hemdean House School, Hemdean Road, Caversham	Yes	< 400m	40-60% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
CH001	Rear of 1 & 3 Woodcote Road & 21 St Peter's Hill	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
CH002	142 Kidmore Road, Caversham	Yes	> 800m	20-40% PDL	< 400m	Yes	Access requires upgrade		***Potentially suitable***	No	No
CH003	Land adjacent to 54 Highdown Hill Road, Emmer Green	Yes	> 800m	Not PDL/less than 20% PDL	> 800m	Yes	Access requires upgrade		***Potentially suitable***	No	No
CH004	20 Chazey Road	Yes	> 800m	20-40% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
CH005	Outlands, Upper Warren Avenue	Yes	> 800m	20-40% PDL	400-800m	Yes	No access issues		***Potentially suitable***	No	No
CH006	Highdown School, Surley Row	Yes	400-800m	40-60% PDL	400-800m	Yes	No access issues		***Potentially suitable***	No	No
CH007	Chazey Farm, The Warren	No	> 800m	Not PDL/less than 20% PDL	> 800m	Yes	No access issues	Any access matters dealt with in the permission	***Suitable***	No	No
CH008	Land at Chazey Court Farm	No	> 800m	Not PDL/less than 20% PDL	> 800m	Yes	No access issues		***Potentially suitable***	No	No
CH009	Plots A & B Gravel Hill	Yes	> 800m	Not PDL/less than 20% PDL	400-800m	Yes	Access requires upgrade		***Potentially suitable***	No	No
CH010	Highridge, Upper Warren Avenue	Yes	> 800m	Not PDL/less than 20% PDL	400-800m	Yes	No access issues		***Potentially suitable***	No	Yes
CH011	161 Upper Woodcote Road	Yes	> 800m	20-40% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	Yes
CU001	177 Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
CU002	Land rear of 50-52 Cressingham Road	Yes	400-800m	20-40% PDL	< 400m	Yes	Access requires upgrade	New access between houses required.	***Potentially suitable***	No	No
CO001	Yeomanry House, Castle Hill	Yes	< 400m	20-40% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
CO002	4 Berkeley Avenue	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
CO003	211-221 Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No

CO004	53-55 Argyle Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
CO005	Reading Link Retail Park, Rose Kiln Lane	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
CO006	Webb's Close, Berkeley Avenue	Yes	< 400m	40-60% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
CO007	31 Bath Road	Yes	400-800m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
CO008	Kilnbrook House	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
CO009	Rose Kiln Lane Court, Rose Kiln Lane	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
CO010	8-12 Rose Kiln Lane	Yes	400-800m	All or over 80% PDL	400-800m	Yes	No access issues		***Suitable***	Yes - occupied	No
CO011	Land west of A33 and south of Berkeley Avenue	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
CO012	Fobney Mead, Island Road	Yes	> 800m	All or over 80% PDL	400-800m	Yes	No access issues		***Potentially suitable***	Yes - vacant	No
CO013	72 Berkeley Avenue	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
CO014	Wensley Road	Yes	400-800m	40-60% PDL	< 400m	Yes	No access issues	Permitted development includes stopping up a road	***Suitable***	No	No
CO015	4 Downshire Square	Yes	400-800m	40-60% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
CO016	45 Tilehurst Road	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
CO017	48 Bath Road	Yes	400-800m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
CO018	Berkshire Records Office, Coley Hill	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
EG001	Part of Reading Golf Course, Kidmore End Road	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade	Issues dealt with in granting planning permission	***Suitable***	No	No
EG002	Land at Lowfield Road	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
EG003	Rear of 200-214 Henley Road, 12-24 All Hallows Road & 4, 7 & 8 Copse Avenue	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
EG004	Rear of 13-14a Hawthorne Road & 282-292 Henley Road	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues	Access from Maytree Walk designed to allow access to additional dwellings beyond	***Suitable***	No	Yes
EG005	Caversham Park	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues	Some loss of green space, considered in determining planning application	***Potentially suitable***	Yes - vacant	No
EG006	205-219 Henley Road	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	Yes
EG007	241-251 Henley Road	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	Yes
EG008	Rear of 9 Chalgrove Way, Emmer Green	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No

EG009	58 Crawshay Drive, Emmer Green	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
EG010	Land north east of Caversham Park Road	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	No	Suitable access not	Access would need to be provided through area of priority habitat	***Unsuitable***	No	No
KA001	John Lewis Depot, Letcombe Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA002	Central Club, London Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA003	Enterprise House, 89-97 London Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA004	Corner of Crown Street and Southampton Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA005	268 Elgar Road South	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA006	272-274 Elgar Road South	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA007	Makro, Elgar Road South	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA008	Keyline Builders Merchants, Elgar Road South	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA009	Sehmi Builders Merchants, Rose Kiln Lane	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA010	Pulleyn Park, Rose Kiln Lane	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA011	169-173 Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA012	The Woodley Arms PH, Waldeck Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA013	25-31 London Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA014	21 South Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA015	40 and 62-68 Silver Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA016	75-77 London Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA017	11 Glebe Road	Yes	< 400m	40-60% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
KA018	Preston Road and Nimrod Way	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA019	Britten Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA020	160 Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA021	Graham, Cradock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA022	Reading Approach & Chancery Gate Business Park, Cradock Road	Yes	< 400m	All or over 80% PDL	400-800m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA023	196 Basingstoke Road & 5 Cradock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA024	Arkwright Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No

KA025	2-12 and 3-17 Boulton Road and 7 Cradock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA026	14-22 and 39-47 Boulton Road and 11 & 15 Cradock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA027	19-37 Boulton Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA028	Car dealerships, north of Rose Kiln Lane	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA029	Hyperion Way	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA030	25-29 Rose Kiln Lane	Yes	400-800m	All or over 80% PDL	400-800m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA031	21 Rose Kiln Lane	Yes	400-800m	All or over 80% PDL	400-800m	Yes	No access issues		***Suitable***	No	No
KA032	Car dealerships, Rose Kiln Lane	Yes	400-800m	All or over 80% PDL	400-800m	Yes	No access issues		***Suitable***	No	No
KA033	Land at 9 Upper Crown Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA034	Tunbridge Jones, Cradock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA036	54-58 Queens Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
KA037	43 London Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA038	The Faculty, 23-27 London Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA039	40-48 Mount Pleasant	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA040	34-38 Southampton Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA041	Zoar Strict Baptist Chapel, South Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA042	75-81 Southampton Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KA043	220 Elgar Road South	Yes	400-800m	All or over 80% PDL	400-800m	Yes	No access issues		***Suitable***	Yes - vacant	No
KA044	Trinity Hall, South Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes - underused or vacant
KA045	85-87 Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
KA046	11 Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA047	85 Pell Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KA048	12-18 Crown Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KE001	Charters Car Sales, Oxford Road	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
KE002	Land at Kentwood Hill	Yes	< 400m	20-40% PDL	< 400m	Yes	No access issues		***Potentially suitable***	Yes - occupied	No
KE003	Land at Armour Hill	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No

KE004	1025-1027 Oxford Road	Yes	> 800m	20-40% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
KE005	Land adjacent to Stadium Way	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade	Access issues dealt with in granting permission	***Potentially suitable***	No	No
KE006	Land at Scours Lane	No	> 800m	Not PDL/less than 20% PDL	< 400m	No	Access requires upgrade		***Potentially suitable***	No	No
KE007	1015 Oxford Road	Yes	> 800m	40-60% PDL	< 400m	No	No access issues		***Suitable***	No	Yes
KE008	The Restoration PH, 928 Oxford Road	Yes	> 800m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	No	No
KE009	Allotments and the Withies, Kentwood Hill	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade		***Potentially suitable***	No	No
KE010	Victoria Recreation Ground, Kentwood Hill	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade		***Potentially suitable***	No	No
KE011	64 Portman Road and 127 Loverock Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KE012	Stadium Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
KE013	2-4 Deacon Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Potentially suitable***	Yes - occupied	No
KE014	Io Trade Centre, Deacon Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Potentially suitable***	Yes - occupied	No
KE015	1-11 and 6-12 Deacon Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Potentially suitable***	Yes - occupied	No
KE016	15-21 Deacon Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Potentially suitable***	Yes - occupied	No
KE017	Gresham Way Industrial Estate	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Potentially suitable***	Yes - occupied	No
KE018	Rear of 169-185 Rodway Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues	Loss of garages could result in additional on-street parking, requires further consideration	***Potentially suitable***	No	No
NO001	Dee Park (exluding 103 Dee Rd)	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes - underused or vacant
NO002	103 Dee Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
NO003	The Meadway Centre, Honey End Lane	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
NO004	2, 4, 6 Water Road and 158 Dee Road	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
NO005	16c Upton Road	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
NO006	1-15 St Georges Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
NO007	Sterling Way Industrial Estate	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
NO008	Upton Road Industrial Estate	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
NO009	63-86 Rowe Court	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
NO010	Grovelands Baptist Church, Oxford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No

NO011	Land adjacent to Thorpe House, Colliers Way	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	No	Access requires upgrade	Not clear that access can be provided without loss of existing dwelling	***Suitability unknown***	No	Yes
PA001	Alexander House, Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
PA003	261-275 London Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
PA004	131 Wokingham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
PA005	Land at Green Road	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
PA006	27 Hamilton Road	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
PA007	70-78 Wokingham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
PA008	51 Church Road, Earley	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE001	3-29 Newcastle Road	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade	Demolitionn of houses required to gain access	***Potentially suitable***	No	Yes
RE002	Dingley House, 3-5 Craven Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE003	Rear of 8-26 Redlands Road	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade		***Potentially suitable***	No	Yes
RE004	Land adjacent to 40 Redlands Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE005	St Patricks Hall, Northcourt Avenue	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
RE006	Royal Berkshire Hospital, London Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues	Issues with sufficient parking on site	***Potentially suitable***	No	No
RE007	Land adjacent to 17 Craven Road	Yes	< 400m	20-40% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
RE008	46 Redlands Road	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE009	78-86 London Road	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE010	Warwick House, Warwick Road	Yes	< 400m	40-60% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE011	13-15 Craven Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
RE012	Land rear of 8-14 Allcroft Road	Yes	< 400m	20-40% PDL	< 400m	Yes	Access requires upgrade	Access would require demolition of an existing dwelling	***Potentially suitable***	No	Yes
RE013	Land adjacent to 300 Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE014	University of Reading, The Chancellers Way & Shinfield Road	Yes	400-800m	40-60% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE015	60 Queens Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
RE016	Havell House, 62-66 Queens Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No

RE017	Princes House, 73a London Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
RE018	Mulberry House, 1A Eldon Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE019	The Willows, 2 Hexham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
RE020	35 Christchurch Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
SO001	Amethyst Lane	Yes	> 800m	40-60% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
SO002	Alice Burrows Home, Dwyer Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
SO003	Dellwood Hospital, Liebenrood Road	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
SO004	EXCLUDED SITE										
SO005	Garages r/o 4-10 Frilsham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues	Loss of garages could result in additional on-street parking, requires further consideration	***Potentially suitable***	No	No
SO006	72 Bath Road	Yes	> 800m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
SO007	37 Circuit Lane	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade	Requires demolition of house to provide access	***Potentially suitable***	No	Yes
SO008	34 Parkside Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
SO009	Land at 132-134 Bath Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	Access requires upgrade	Suitability of provision of new residential access onto Bath Road requires investigation	***Potentially suitable***	Yes - occupied	No
SO010	18 Parkside Road	Yes	400-800m	40-60% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
SO011	62-79 Armadale Court	Yes	> 800m	40-60% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
SO012	Southcote Library, Coronation Square	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
SO013	George and Dragon PH, 162 Bath Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH001	80 Caversham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH002	Station Retail Park, Vastern Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH003	Reading Station Car Park, Vastern Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues	Highways implications of loss of car park would need to be considered	***Potentially suitable***	No	No
TH004	Shurgard Self Storage, 75-77 Caversham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH005	97a-117 Caversham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
TH006	55 Vastern Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - vacant	No
TH007	SSE site, Vastern Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH008	Napier Court, Napier Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH009	Network Rail depot, Napier Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No

TH010	Network Rail land, Napier Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH011	Forbury Retail Park Phase 1	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH012	Forbury Retail Park Phase 2	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH013	Former Homebase & Toys R Us, Kenavon Drive	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH014	Former Kodak & Ventello, Kenavon Drive	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH015	38-41 Kenavon Drive	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
TH016	46 Kenavon Drive	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
TH017	47-48 Kenavon Drive	Yes	< 400m	40-60% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	Yes
TH018	Blakes Lock Museum and Bel and The Dragon, Kenavon Drive	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH019	Former Gas Holder, Alexander Turner Close	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH020	187-189 Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH021	Caversham Lock Island	Yes	< 400m	40-60% PDL	< 400m	No	Suitable access not possible	No vehicular access to the site would be possible, would need to be foot access only	***Potentially suitable***	No	Yes
TH022	2 Ross Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH023	Cleared site, Meadow Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH024	28-30 Richfield Avenue	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH026	Reading University Boat Club, Promenade Road	Yes	< 400m	20-40% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
TH027	Reading College (remainder), Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH028	Former Gas Works Building, Gas Works Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH029	Elite House, 179 Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH030	Crowne Plaza Reading, Richfield Avenue	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues	Loss of parking would require consideration	***Potentially suitable***	No	No
TH031	Great Brighams Mead	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH032	Part of car park, Tesco Extra, Napier Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH033	Tesco Extra, Napier Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No

TH034	Unit 1, Paddock Road Industrial Estate	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH035	72 George Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH036	EXCLUDED SITE										
TH037	131-215 Cardiff Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH038	140-146 Cardiff Road	Yes	400-800m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH039	Trafford Road	Yes	400-800m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH040	100-124 Cardiff Road and Barrett Court	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH041	Weighbridge Row	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH042	64 Cardiff Road and 21-61 Milford Road	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH043	2-12 Richfield Avenue	Yes	400-800m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH044	8 Tessa Road and 14-16 Richfield Avenue	Yes	400-800m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH045	7-13 &14 Tessa Road and 1-9 & 11-14 Cremyll Road	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH046	1-5 Tessa Road and 18-26 Richfield Avenue	Yes	< 400m	All or over 80% PDL	< 400m	No	No access issues		***Suitable***	Yes - occupied	No
TH047	Milford Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH048	Unit 3-5 Meadow Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH049	383 Gosbrook Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH050	EXCLUDED SITE										
TH051	2-4 Send Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH052	6 Send Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH053	Paddock Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH054	2 Norman Place	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH055	Reading Bridge House, George Street	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH056	Kennet Place, Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
TH057	Part of Reading College, Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH058	389 Gosbrook Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No

TH059	307-311 Gosbrook Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH061	Former Driving Range, Richfield Avenue	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH062	71-73 Caversham Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TH063	173-177 Kings Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TI001	Downing Road Playing Field	Yes	< 400m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade	Narrowness of Downing Road with significant on street parking causes potential issues in accessing a new residential development	***Potentially suitable***	No	No
TI002	Park Lane Primary School, School Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TI003	Park Lane Primary School Annexe, Downing Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TI004	Park Lane Infants School, School Road	Yes	< 400m	40-60% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
TI005	3-19 The Triangle, Tilehurst	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
TI007	Land east of Prince William Drive, Lower Elmstone Road	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues	Requires justification for loss of undesignated open space	***Suitability unknown***	No	No
TI008	Moorlands Primary School, Church End Lane	Yes	400-800m	40-60% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
WH001	Land south of Island Road at Smallmead	Yes	> 800m	All or over 80% PDL	400-800m	Yes	Access requires upgrade	Need to ensure access to all parts of site	***Potentially suitable***	No	No
WH002	Land bounded by Island Road, Longwater Avenue, A33 and Sewage Treatment Works	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH003	DHL, Gillette Way	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH004	Beacontree Plaza, Gillette Way	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH005	1-3 Gillette Way	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH006	The Micro Centre, Gillette Way	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH007	350 Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH008	ATS, Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH009	Bingo Hall, Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH010	Manor Park, Manor Farm Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No

WH011	16-18 Bennet Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH012	Part of former Berkshire Brewery Site	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH013	Land south west of Junction 11 of the M4	No	> 800m	Not PDL/less than 20% PDL	< 400m	No	Suitable access not possible	Access to the site could only be achieved through Wokingham Borough. Any development would need to be cross boundary. No indication that this would be suitable	***Unsuitable***	No	No
WH014	Berkshire Van Hire, Basingstoke Road	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH015	Green Park Village, Longwater Avenue	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH016	Plot 8, 600 South Oak Way	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH017	EXCLUDED SITE										
WH018	Land at Drake Way (South)	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH019	Land at Drake Way (North)	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH020	22 Commercial Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH021	Madejski Stadium, Royal Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH022	Land at the Madejski Stadium, Shooters Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH023	St Paul's Church and Hall	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH024	448-452 Basingstoke Road	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH025	472 Basingstoke Road and Transcental, Bennet Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH026	14 Bennet Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH027	20-40 Bennet Road	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH028	Lancaster Jaguar, Bennet Road, Reading	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH029	Darwin Close and 9-21 Bennet Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH030	Smallmead Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH031	Commercial Road East	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH032	464-468 Basingstoke Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH033	Acre Business Park	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH034	478 Basingstoke Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH035	1-4 Acre Road	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH036	Arena Business Park, Acre Road	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH037	Mayfield Trading Estate, Acre Road	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH038	Office buildings, Worton Drive and Imperial Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH039	Worton Drive industrial sites	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH040	Imperial Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No

WH041	Tesco Distribution Centre, Imperial Way	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH042	Reading International Business Park	Yes	> 800m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH043	100-350 Longwater Avenue	Yes	> 800m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH044	400 Longwater Avenue	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH045	100-400 Brook Drive	Yes	> 800m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH046	450-500 Brook Drive	Yes	> 800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH047	550 South Oak Way	Yes	> 800m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH048	Former Sales and Marketing Suite, Drake Way	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH049	Bennet Court, Bennet Road	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
WH050	142 Whitley Wood Lane	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH051	EXCLUDED SITE										
WH052	Brunel Retail Park, Rose Kiln Lane	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
WH053	Site at Green Park Village, Flagstaff Road	Yes	> 800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
XX001	Confidential Site 1	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	Access requires upgrade	Need to create new residential access onto a narrow road, potential highway safety concerns	***Suitability unknown***	No	No
XX002	Confidential Site 2	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	Suitable access not possible	Would require an entirely new access onto classified road	***Unsuitable***	No	No
XX003	Confidential Site 3	Yes	< 400m	60-80% PDL	< 400m	Yes	Access requires upgrade	Existing narrow access would need to be improved for a residential increase	***Potentially suitable***	No	Yes
XX004	Confidential Site 4	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
XX005	Confidential Site 5	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
XX006	Confidential Site 6	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
XX007	Confidential Site 7	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	Suitable access not	Would require creation of entirely new access onto classified road	***Unsuitable***	No	No
XX008	Confidential Site 8	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
XX009	Confidential Site 9	Yes	400-800m	40-60% PDL	< 400m	Yes	No access issues	Loss of garages could result in additional on-street parking, requires further consideration	***Potentially suitable***	No	No
XX010	Confidential Site 10	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues	Loss of garages could result in additional on-street parking, requires further consideration	***Potentially suitable***	No	No
XX011	Confidential Site 11	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No
XX025	Confidential site 12	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
XX027	Confidential site 14	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	No

XX028	Confidential site 15	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
XX029	Confidential site 16	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	Yes - occupied	Yes
XX030	Confidential site 17	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
XX031	EXCLUDED SITE										
XX033	Confidential site 20	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
XX034	Confidential site 21	Yes	< 400m	20-40% PDL	< 400m	Yes	Access requires upgrade	Access could only be achieved by demolition of existing house	***Potentially suitable***	No	Yes
XX035	Confidential site 22	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues		***Suitable***	No	No
XX036	Confidential site 23	Yes	400-800m	20-40% PDL	< 400m	Yes	Suitable access not possible	Would require creation of entirely new access onto classified road	***Unsuitable***	No	Yes
XX037	Confidential site 24	Yes	< 400m	20-40% PDL	< 400m	Yes	No access issues		***Suitable***	No	Yes
XX038	Confidential site 25	Yes	> 800m	40-60% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	Yes
XX039	Confidential site 26	Yes	< 400m	40-60% PDL	< 400m	Yes	Suitable access not	Would require creation of entirely new access onto classified road	***Unsuitable***	No	Yes
XX040	Confidential site 27	Yes	400-800m	All or over 80% PDL	< 400m	Yes	No access issues	Would result in a loss of car parking to existing dwellings, the effect of which would need to be considered	***Potentially suitable***	No	Yes
XX041	Confidential site 28	Yes	400-800m	Not PDL/less than 20% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	No
XX044	Confidential site 29	Yes	< 400m	60-80% PDL	< 400m	Yes	No access issues		***Potentially suitable***	No	Yes
XX045	Confidential site 30	Yes	< 400m	All or over 80% PDL	< 400m	Yes	No access issues	No possibility to increase parking on site but car free development potentially suitable	***Potentially suitable***	No	Yes

OMIC USE			ENVIRONMENTAL AND OPEN SPACE DESIGNATIONS AND ISSUES									
In other existing economic use?	**Existing use comments**	**Suitability conclusion (existing use)**	**Within AONB?**	**Within Green Belt?**	**Identified Public Open Space?**	**Local Green Space?**	**Common land?**	**Agricultural land?**	**Tree Preservation Order**	**Local Wildlife Site?**	**Local Nature Reserve?**	**Area of Biodiversity Action Plan habitat?**
Retail/town centre - vacant		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of offices. Need to retain ground floor commercial.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of offices	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of offices. Need to retain ground floor commercial.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of offices. Need to retain ground floor commercial.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of offices. Need to retain ground floor commercial.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of offices	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of offices. Need to retain ground floor commercial.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of offices. Need to retain ground floor commercial.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of offices. Need to retain ground floor commercial.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Not a key retail frontage	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Retention of a ground floor retail use required	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of offices	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Previously cleared now under construction	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Previously cleared now under construction	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Mostly cleared site with one building remaining	***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	In use as cattle market and various businesses plus car parking.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Previously cleared now under construction	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of offices	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Small business units would need to be reprovided, so unlikely to be suitable for there to be an overall loss	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Small business units would need to be reprovided, so unlikely to be suitable for there to be an overall loss	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Small business units would need to be reprovided, so unlikely to be suitable for there to be an overall loss	***Unsuitable***	No	No	No	No	No	None	No	No	No	No

None	Small business units would need to be reprovided, so unlikely to be suitable for there to be an overall loss	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Justification for loss of employment provided through permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Small business units would need to be reprovided, so unlikely to be suitable for there to be an overall loss	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Small business units would need to be reprovided, so unlikely to be suitable for there to be an overall loss	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Previously cleared now under construction	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Existing road space	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Existing retail uses to be largely retained in permission	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of existing relatively recent residential conversion with little increase likely to be acceptable	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Suitable if ground floor commercial retained	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Buildings on site cleared	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	TVP in process of move to another site	***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Would need alternative location to be found	***Suitability unknown***	No	No	No	No	No	None	No	No	No	No
Other - vacant		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Previously cleared now under construction	***Suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Loss of community use not likely to be acceptable without reprovision. Potential for additional residential with retention of community use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of leisure use would require justification	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Site cleared	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Current prior approval allows loss of employment, would require justification if sought by another route	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

Retail/town centre - vacant	Issues dealt with through planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant	Issues dealt with through planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Need for retention of retail and leisure uses on lower floors	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Car park with ground floor restaurants. Loss would represent a significant loss of car parking for town centre without replacement. Would also potentially result in a loss of road space	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Other - occupied	Existing station uses likely to be capable of being relocated	***Suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Would require justification for loss of community use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Library will be relocated to Civic Offices	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Suitable assuming a net gain in residential without loss of family acommodation	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use. Dealt with in planning permission	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use. Dealt with in previous planning permission	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Suitable assuming a net gain in residential without loss of family acommodation	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant	Loss of public house requires justification	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Part of car park	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

Retail/town centre - occupied	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Used for car parking, but loss of parking assessed as part of planning application	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Other - occupied	Apart-hotel use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of residential could be suitable subject to uplift and provision for existing residents	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of employment already underway	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use. Need to retain ground floor commercial on vital shopping street	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use. Need to retain ground floor commercial on vital shopping street	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Loss of dentist use dealt with at planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant	Loss of existing uses dealt with in planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of existing uses dealt with in planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Serviced apartment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use. Ground floor commercial use to be retained	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant	Requires commercial use on ground floor frontage to Kennet	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Retail use but not in an identified frontage	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant	Longstanding vacancy	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use, dealt with in planning permission	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

None	Reduction in employment use dealt with in planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant	Retention of a ground floor retail use required	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Loss of employment was accepted in previous allocation	***Suitable***	No	No	No	No	No	None	Yes - affects whole site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects whole site	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of employment in Core Employment Area would not have been suitable but already underway under permitted development rights	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of residential suitable subject to achieving a net gain	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects whole site	No	No	No

Retail/town centre - occupied	Issues addressed in planning permission	***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Community - vacant	Loss of community facilities requires justification	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Community - occupied	School to close shortly. Loss of community use wouid require justification	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects whole site	No	No	Yes
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Community - occupied		***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	Other agricultural	No	No	No	No
None		***Suitable***	No	No	No	No	No	Other agricultural land	No	No	No	No
None		***Suitable***	Adjacent	No	No	No	No	None	Yes - affects significant part of site	No	No	Part
None		***Potentially suitable***	No	No	No	No	No	None	Yes - affects whole site	Part	No	Part
None		***Potentially suitable***	Adjacent	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No

Community - vacant	Loss of existing agreed as part of planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of out of centre retail would be considered suitable	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Loss of residential only suitable if net gain provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Retail/town centre - occupied	Industrial/warehouse uses in a significant employment location likely to be unsuitable for loss	***Unsuitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Industrial/warehouse uses in a significant employment location likely to be unsuitable for loss	***Unsuitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Suitability of site dependent on nursery move elsewhere	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Extension to existing use	***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	Part
None	Existing residential use is temporary and has not been counted towards housing figures	***Suitable***	No	No	No	No	No	None	No	No	No	Part
None	Need to reduce site to exclude the two recently constructed dwellings	***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	Part
None	Net gain of housing to be secured	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Net gain of housing to be secured	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects whole site	No	No	No

None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	Yes	No	Other agricultural	No	No	No	Yes
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - vacant	Loss of community use dealt with in planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	No need for justification for loss of retail in out of centre location	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	Part
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Would result in a loss of an important arts and cultural facility	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	Part
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	Part
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	Part
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No

None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	Part
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Loss of significant levels of industrial space unlikely to be suitable	***Unsuitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	Part
Retail/town centre - occupied	Loss of out of centre retail would be considered suitable	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Existing use is decked parking	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of office not relevant to the prior approval now underway	***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of out of centre retail would be considered suitable	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Vacant student residential	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - vacant		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	Part
None	Employment use was not authorised	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	Part
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No

None		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	Part
None		***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Retail/town centre - occupied	Loss of public house requires justification	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	Yes	No	None	Yes - affects significant part of site	No	No	Part
None		***Suitable***	No	No	No	Yes	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	Part
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	Part	No	None	Yes - affects small element of site	Part	No	Part
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Need for this site to continue to fulfil district centre role and no overall loss of residential	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Net increase would be suitable	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	Part	Part	Yes
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	Yes - affects small element of site	No	Part	Part
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Loss of community use requires justification	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

None		***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Loss of employment already underway	***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Loss of community use requires justification	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Loss of community use requires justification	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Student accommodation. Only suitable for a net gain	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Suitable for extension of existing use	***Suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Would require justification for loss of community use, but currently housed in temporary buildings	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Principle of use established in planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	Part
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Community - vacant	Loss of community use dealt with in planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Community - occupied	Loss of existing dealt with as part of existing permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Considered in planning permission	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	No indication that this use could be replaced elsewhere	***Suitability unknown***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Extension to existing only	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Community - vacant	Would require justification for loss of community use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant	Loss of public house requires justification, dealt with in planning permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - vacant		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Subject to car park becoming surplus to requirements	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of employment use considered in granting permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of employment use considered in granting permission	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Existing electricity use, would need to be relocated elsewhere	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Would be dependent on the on-site uses being moved elsewhere	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

None		***Suitable***	No	No	No	No	No	None	No	No	No	Yes
Retail/town centre - occupied	No need for justification for loss of retail outside shopping centre boundary	***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Retail/town centre - occupied	No need for justification for loss of retail outside shopping centre boundary	***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Restaurant is vacant. Loss of museum would be unlikely to be appropriate	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Other - occupied	Potential loss of one dwelling	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Vehicle sales	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Other - occupied	University boat club. Loss of leisure requires justification, but facility is not open to the public and may be surplus to requirements.	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Vital further education facility not considered to be surplus to requirements	***Unsuitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Would result in a net increase of the on-site hotel use	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	Part
Retail/town centre - occupied	Loss of out of centre retail would be considered suitable	***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	Part

None	Current open storage use, considered suitable for development in granting planning permission	***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	Part
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Site includes the Reading Rep Theatre which is an important cultural facility that has opened recently. Loss of facility not suitable without an alternative site, exclusion of theatre from site is necessary	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No

None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	Part	No	None	No	No	No	Part
Retail/town centre - vacant		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Existing playing field use. Need to demonstrate that loss of playing field is suitable before any development can be considered suitable	***Suitability unknown***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
Community - occupied	Would only be suitable subject to relocation of school onto infants school site	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Would require justification for loss of community use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Would be potentially suitable for a net increase in school floorspace	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects whole site	No	No	No
Community - occupied	Would be potentially suitable for a net increase in school floorspace	***Potentially suitable***	No	No	No	Part	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Provides vital small units. Existing policy requires their replacement, but assume site not suitable for these purposes	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of recent facilities that have boosted the role of the district centre	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment uses	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Provides a very specific type of leisure use, and not well related to rest of the centre	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment uses	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

None	Suitable for continued employment use	***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	Other agricultural land	No	No	No	No
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	Part
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied	Development would extend existing football stadium use	***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Would require justification for loss of community use	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of community use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area, made up of small business units	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of high value offices suitable for regionally significant sectors in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Unsuitable***	No	No	No	No	No	None	Yes - affects whole site	No	No	No

None	Loss of industrial/warehouse in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	Part
Retail/town centre - occupied	Loss of high value offices suitable for regionally significant sectors in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	Part
None	Loss of high value offices suitable for regionally significant sectors in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of high value offices suitable for regionally significant sectors in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of high value offices suitable for regionally significant sectors in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None	Loss of high value offices suitable for regionally significant sectors in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	Part
None	Loss of high value offices suitable for regionally significant sectors in Core Employment Area	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Redevelopment for new employment uses would be suitable	***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - vacant	Not within a centre so loss of retail uses potentially suitable	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Outside existing centre so not protected by policy	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Loss of public house requires justification	***Potentially suitable***	No	No	No	No	No	None	Yes - affects small element of site	No	No	No
None	Existing housing provides a low-cost housing solution, and loss would need considerable justification	***Suitability unknown***	No	No	No	No	No	None	No	No	No	No
Community - occupied	Suitable for extension of school only	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would result in the loss of a children's play area without any scope to replace on site	***Unsuitable***	No	No	No	No	No	None	No	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment uses	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Potentially suitable if additional residential provided	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Retail/town centre - occupied	Would require justification for loss of employment use. Need to retain retail use	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

Retail/town centre - occupied	Impact of loss of use would need to be considered	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Would require justification for loss of employment use. Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
Other - occupied		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No
None	Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None		***Suitable***	No	No	No	No	No	None	No	No	No	No
None	Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	Yes - affects significant part of site	No	No	No
None	Development that provides a net gain in residential may be suitable	***Potentially suitable***	No	No	No	No	No	None	No	No	No	No

						HERITAGE					
Biodiversity Opportunity Area?	**Major Landscape Feature?**	**Likely presence of protected species?**	**Source Protection Zone**	**Environmental comments**	**Suitability conclusion (environment)**	**Scheduled Ancient Monument**	**Area of Archaeological Potential**	**Conservation Area**	**Historic Park and Garden**	**Listed Building(s)**	**Locally listed building(s)**
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to green link/treed corridor along railway line	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is an identified treed corridor	***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to green link along Hosier Street	***Suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to green link along Hosier Street	***Suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to green link along Hosier Street	***Suitable***	No asset on site	Setting of asset only	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Contains identified green link	***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Contains identified green link	***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a green link and treed corridor and has recognised biodiversity value. Adjacent Abbey Ruins is also a green link.	***Suitable***	Asset on site	Asset on site	No asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Oxford Road is an identified treed corridor	***Suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Oxford Road is an identified treed corridor	***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site

No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to railway line which is a treed corridor.	***Potentially suitable***	No asset on site	Setting of asset only	Setting of asset only	No asset on site	Setting of asset only	Setting of asset only
No	No	No	None	Adjacent to railway line which is a treed corridor	***Potentially suitable***	No asset on site	Setting of asset only	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Oxford Road is an identified treed corridor	***Potentially suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Holy Brook is an identified green link	***Suitable***	Asset on site	Asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Oxford Road is an identified treed corridor	***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Oxford Road is an identified treed corridor	***Potentially suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Oxford Road is an identified treed corridor	***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	Asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site

No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Asset on site	Setting of asset only
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value. However, due to shape of site this is unlikely to be able to significantly contribute to	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Presence of protected trees would slightly limit the development potential	***Potentially suitable***	No asset on site	Asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None		***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None		***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	Asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is an identified treed corridor	***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Asset on site	Setting of asset only
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	Asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Kennet and Avon canal which is a treed corridor and has recognised biodiversity value.	***Potentially suitable***	Setting of asset only	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Asset on site	No asset on site

No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Main road on which site is located is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	TPO is across the Battle Hospital site, but some small trees on site which would require further consideration	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	TPO is across the Battle Hospital site, but some small trees on site which would require further consideration	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Spans railway which is a green link and treed corridor. Tilehurst Road is also a treed corridor.	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Significant tree cover over the residential gardens	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Portman Road and railway which are both green links and treed corridors.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Portman Road and railway which are both green links and treed corridors.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No		None	Adjacent to Portman Road and railway which are both green links and treed corridors.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Portman Road and railway which are both green links and treed corridors	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Portman Road and railway which are both green links and treed corridors	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to railway which is a green link and treed corridor, and adjacent to Portman Road which is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to railway which is a green link and treed corridor, and adjacent to Portman Road which is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to railway which is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to railway which is a green link and treed corridor, and adjacent to Portman Road which is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to railway which is a green link and treed corridor, and adjacent to Portman Road which is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to railway which is a green link and treed corridor, and adjacent to Portman Road which is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Portman Road which is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to priority habitat along railway embankment	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Portman Road which is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Tilehurst Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to Portman Road which is a treed corridor and green link. The trees affected by TPO are mainly on the edge of the site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	No	None	Adjacent to green link at Abbotsmead Place	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Urban density of development may not be suitable adjacent to major landscape feature. Protected trees affect much of site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Not all trees are protected but the entire site is heavily wooded and this would represent a significant loss of important trees	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Site contains a green link through site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link passes through site and development would clearly fragment it	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Yes	Yes	None	Site comprises lowland mixed deciduous woodland (priority habitat)	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	Adjacent to priority habitat	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Removing areas covered by TPO would reduce site by 20%	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	Adjacent to priority habitat	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	Yes	Not known	None	Adjacent to green link along access road	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site	No asset on site
No	Yes	Not known	None	Adjacent to green link along access road	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	Adjacent	Not known	None	Southern portion of site contains lowland mixed deciduous woodland (a priority habitat). Adjacent to local wildlife site to the south	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	Yes	None	Small part of southern end of site within Local Wildlife Site. Slighly greater area identifed as lowland mixed deciduous woodland (a priority habitat). Likely to reduce the site to a size that cannot accommodate 10+ dwelling net gain	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	Not known	None	Upper Woodcote Road is a treed corridor. Would result in significant urbanisation of AONB boundary	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Site contains part of a green link. Castle Hill is a treed corridor. Development is change of use only.	***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site

No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	Adjoins Local Wildlife Site along brook and Local Wildlife Site/Biodiversity Opportunity Area to the south west	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Bath Road is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to A33 which is a treed corridor. TPO will not be an issue subject to conversion rather than development	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to brook which is a Local Wildlife Site. Adjacent to A33 which is a treed corridor.	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Adjoins Local Wildlife Site/Biodiversity Opportunity Area to south west. Adjoins A33 which is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent to brook which is a Local Wildlife Site. Adjacent to A33 which is a treed corridor.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	Yes	Not known	None	Adjacent to river which is a Local Wildlife Site. Only small scale development likely to be suitable in Major Landscape Feature	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Suitable for conversion	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Tilehurst Road is a treed corridor. Adjacent railway is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Bath Road is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	Not known	Zone III - Total Catchment	Contains lowland mixed deciduous woodland (a priority habitat) at the northernmost extent of site. Green link runs throughout site. Issues dealt with at planning application stage	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Yes	Zone II - Outer Protection Zone	Contains lowland mixed deciduous woodland (a priority habitat) at the Lowfield Road boundary and a small strip within core of site. Green link runs into site. Needs reduction of development area to be suitable	***Potentially suitable***	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site
No	No	Not known	Zone II - Outer Protection Zone	Northern part of site adoins priority habitat. Green link runs through northern portion of site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	Zone II - Outer Protection Zone		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Yes	Yes	Zone II - Outer Protection Zone	Contains significant areas of lowland mixed deciduous woodland and one area of eutrophic standing water, which are priority habitats. A number of green links cross the site. Keeping development envelope to re-use and development of brownfield land only would mitigate issues	***Potentially suitable***	No asset on site	No asset on site	No asset on site	Asset on site	Asset on site	No asset on site
No	Adjacent	Yes	Zone II - Outer Protection Zone	Brook at southern end of gardens is a priority habitat. Henley Road is a treed corridor. Environmental issues addressed in application with resolution to grant permission	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	Zone II - Outer Protection Zone	Brook at southern end of gardens is a priority habitat. Henley Road is a treed corridor. Significant reduction in site size necessary if site is to be developed	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	Zone III - Total Catchment	Green link runs through site.	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	Not known	Zone III - Total Catchment	Some significant trees on site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Yes	Zone II - Outer Protection Zone	Entirety of site is lowland mixed deciduous woodland (a priority habitat)	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	No	None	London Street is a treed corridor	***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	London Street is a treed corridor	***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Southampton Street is a treed corridor	***Suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	Setting of asset only	No asset on site
No	Adjacent	No	None	Impact on major landscape feature needs careful consideration	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Green link runs along southern boundary of site. Impact on major landscape feature needs careful consideration	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Green link runs along northern boundary of site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Yes	None	Brook that crosses site has biodiversity interest and is a green link. Adjacent Kennet and Avon Canal is a local wildlife site and a treed corridor. Adjacent A33 is a treed corridor.	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Adjacent Kennet and Avon Canal is a local wildlife site and a treed corridor. Adjacent A33 is a treed corridor.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	London Street and Queens Road are treed corridors	***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None	Silver Street is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	London Street is a treed corridor	***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Green link runs along the eastern boundary of the site. Protected trees likely to reduce capacity of site well below 10+ dwellings	***Unsuitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	Setting of asset only	No asset on site
No	No	Yes	None	Small part of the site contains lowland mixed deciduous woodland (a priority habitat), which also runs alongside much of site. Part of Waterloo Road along northern boundary of site is a green link.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Yes	None	Small part of the site contains lowland mixed deciduous woodland (a priority habitat), which also runs alongside much of site. Green link crosses the site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Yes	None	Small sliver of lowland mixed deciduous woodland within site and longer strip along northern and western boundary of site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Area of lowland mixed deciduous woodland along western boundary of the site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Small area of lowland mixed deciduous woodland within south west corner of site and along western boundary.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
Part	Adjacent	Not known	None	South eastern corner of the site is identified as fens (a priority habitat) and part of the Biodiversity Opportunity Area. Adjacent A33 is a treed corridor and the Kennet and Avon Canal to east is both a treed corridor and a local wildlife site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	Adjacent A33 is a treed corridor and the Kennet and Avon Canal to east is both a treed corridor and a local wildlife site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	Adjacent A33 is a treed corridor and the Kennet and Avon Canal to east is both a treed corridor and a local wildlife site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Queens Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	London Street is a treed corridor	***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	London Road is a treed corridor	***Suitable***	No asset on site	Asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Mount Pleasant is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Southampton Street is a treed corridor	***Suitable***	No asset on site	Asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Southampton Street is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	Adjacent	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link runs along eastern boundary of site and partially through site. Need to retain protected trees where possible	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Area of lowland mixed deciduous woodland along northen boundary of the site. Oxford Road to south is a treed corridor. Much of the area within the site covered by TPO has no tree coverage	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Yes	None	Area of lowland mixed deciduous woodland within part of the site, and adjacent to the site to north. Green link crosses through the site. Presence of badger setts on part of the land. Areas of particular significance can be excluded from the site boundary.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Yes	None	Area of lowland mixed deciduous woodland is adjacent to the site to south. There is a nearby badger sett and a part of the site falls within a 30m radius of this sett	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	Not known	None	Oxford Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Several green links meet within site. Oxford Road and Portman Road are treed corridors.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Yes	Yes	None	Area of lowland mixed deciduous woodland (a priority habitat) bisects the site as well as adjoining much of the site. Railway to south is a green link and treed corridor and River Thames to north is a treed corridor.	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Oxford Road is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site
No	Yes	Yes	None	The Withies is lowland mixed deciduous woodland (a priority habitat). Several green links run to the Withies.	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Green link extends from the site	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Railway embankment along the northern boundary is lowland mixed deciduous woodland. Portman Road is a treed corridor.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Small part of site forms lowland mixed deciduous woodland as part of the strip along the railway embankment along the northern boundary. Green link crosses western boundary of the site. Portman Road is a treed corridor.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Railway to north and Oxford Road to south are green links and treed corridors	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None	Railway is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Railway to north and Oxford Road to south are green links and treed corridors	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
Part	Adjacent	Not known	None	Adjoins McIlroy Park to north which is a Local Wildlife Site and Biodiversity Opportunity Area, and part of which is ancient woodland. Rodway Road is a green link.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
Part	Yes	Not known	None	Areas of lowland mixed deciduous woodland are within the north western corner of the site adjoining the Lousehill Copse LWS. A green link crosses the northwestern part of the site. Environmental issues dealt with in granting permission	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Green link along southern boundary of the site. Adjoins a Biodiversity Opportunity Area to the north west.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
Part	Yes	Yes	None	Site is identified as lowland mixed deciduous woodland (a priority habitat).	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Norcot Road frontage is a green link	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
Part	Adjacent	Yes	None	Lowland mixed deciduous woodland within site at eastern boundary and in north western corner, as well as adjoining much of the site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Oxford Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site

No	No	Not known	None	Significant tree cover even over the areas outside TPO area. Removal of areas covered by TPO means that the practically developable site is reduced to 0.22 ha which is not large enough to deliver 10+ dwellings at suburban densities	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Kings Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	London Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site
No	No	No	None	Wokingham Road is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Wokingham Road is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link runs adjacent to eastern boundary of site	***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Wokingham Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site	Setting of asset only
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Green link runs along Newcastle Road	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	Asset on site
No	No	No	None	Green link crosses site. Significant tree cover within site, all of which subject to conservation area protections. All buildings to east along Redlands Road identified as buildings of townscape merit.	***Potentially suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Green link runs along Redlands Road	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Local Wildlife Site close to south western boundary of site. Green links cross northern part of the site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	Asset on site
No	No	No	None	London Road is a treed corridor. Green link adjoins small part of Redlands Road frontage.	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	Asset on site	Setting of asset only
No	No	Not known	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	Not known	None	Green link runs along Redlands Road	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None	London Road is a green link and treed corridor	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	Not known	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	Not known	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Kings Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Small area of lowland mixed deciduous woodland within south west corner of site and along western boundary.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Queens Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Queens Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	No	None	London Road is a treed corridor	***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Potentially suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Christchurch Road is a treed corridor. Lapsed permission was conversion only	***Potentially suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Dwyer Road/Holybrook Crescent is a green link	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link crosses south western corner of the site. Bath Road is a green link and treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Bath Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Bath Road is a green link and treed corridor. Identified issues would not affect upwards extension	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link passes through the middle of Coronation Square	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Bath Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None	Vastern Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None	Vastern Road is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Caversham Road is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Caversham Road (north of roundabout) is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	River Thames to north has biodiversity significance and is a treed corridor. Vastern Road to south is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site
No	Adjacent	Not known	None	River Thames to north has biodiversity significance and is a treed corridor. Vastern Road to south is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	Adjacent	No	None	Railway line to south is a treed corridor	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	Adjacent	No	None	Green link crosses north western corner of site. Adjoins lowland mixed deciduous woodland on the railway embankment.	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	Adjacent	Yes	None	Virtually all of site is lowland mixed deciduous woodland.	***Unsuitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Lowland mixed deciduous woodland (railway embankment) adjoins site to the north. Adjoins railway which is a treed corridor.	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	Not known	None	Lowland mixed deciduous woodland (railway embankment) adjoins site to the north. Adjoins railway which is a treed corridor.	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Kennet and Avon Canal to south has biodiversity value and is a treed corridor	***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Lowland mixed deciduous woodland (railway embankment) adjoins site to the north. Adjoins railway which is a treed	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Kennet and Avon Canal to south has biodiversity value and is a treed corridor. Area of priority habitat overlaps into site.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Kennet and Avon Canal to south has biodiversity value and is a treed corridor.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Kennet and Avon Canal to south has biodiversity value and is a treed corridor.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Kennet and Avon Canal to south has biodiversity value and is a treed corridor. Railway embankment to north is lowland mixed deciduous woodland.	***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Kings Road is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	Yes	Yes	None	Within the River Thames which has biodiversity value and is a treed corridor.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Richfield Avenue is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Green link crosses site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Kings Road is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Kennet and Avon Canal has biodiversity value and is a treed corridor	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	Asset on site
No	No	No	None	Kings Road is a treed corridor	***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	Yes	Not known	None	River Thames to north has biodiversity significance and is a treed corridor. Richfield Avenue and Caversham Road are treed corridors	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	Setting of asset only
No	No	No	None	Vastern Road and Caversham Road are treed corridors	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	Small elements of lowland mixed deciduous woodland (a priority habitat) extend into the edges of the site. Railway embankment to south is priority habitat and railway is a treed corridor. Area to north and east is Local Wildlife Site.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Yes	None	Small elements of lowland mixed deciduous woodland (a priority habitat) extend into the edges of the site (particularly to the rear of the Tesco store). Railway embankment to south is priority habitat and railway is a treed corridor. Area to north and east is Local Wildlife Site.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site

No	No	No	None	Green link crosses north western corner of site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	Adjacent	No	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	Small area of site is lowland mixed deciduous woodland associated with railway embankment. Green link is adjacent to western end of the site. Richfield Avenue is a treed corridor.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Green link adjacent to western end of the site. Richfield Avenue is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Richfield Avenue is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Richfield Avenue is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Richfield Avenue is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Richfield Avenue is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	Green link to the north of the site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	Adjacent	No	None	River Thames to north has biodiversity significance and is a treed corridor. Vastern Road to south is a treed corridor. Need for careful design adjacent to Major Landscape Feature	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None	River Thames to north has biodiversity significance and is a treed corridor. Amount of protected trees will reduce the extent of site that can be developed.	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None	Kennet and Avon Canal has biodiversity significance and is a treed corridor. No impacts as a result of conversion.	***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only
No	No	No	None	Kings Road is a treed corridor.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site

No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Yes	No	None	Area of lowland mixed deciduous woodland within the site at the southern fringe. Richfield Avenue is a treed corridor. Green link runs up Cow Lane to the edge of the site.	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site
No	No	No	None	A number of other significant trees on site other than that protected by TPO. Significantly reduces developable site	***Potentially suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Asset on site	No asset on site
No	No	Not known	None	Green link runs across the site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Green links run across site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link adjoins site to the west	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link runs across the site	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
Part	Adjacent	Not known	None	Site adjoins Blundells Copse which is a local wildlife site/Biodiversity Opportunity Area. Issues considered in granting previous (now expired) planning permission	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Yes	None	Site adjoins an area of eutrophic standing water which is beneath the household waste recycling centre. Brook along the eastern boundary has biodiversity value. Landscape issues would need careful consideration, particularly given that land is partially raised and is therefore more prominent, but may be capable of mitigation.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	A33 is a treed corridor	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link crosses Manor Farm Road/Gillette Way junction to south east of site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	A33 frontage is a green link and treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link runs along eastern boundary of site and along Basingstoke Road	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Yes	None	Lake is identified as eutrophic standing water (a priority habitat). Green link crosses site in an east-west direction. Brook adjoining the north eastern frontage of site has biodiversity value. All issues dealt with in granting permission.	***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Brook along eastern boundary has biodiversity value	***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	A33 and brook alongside are treed corridors	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	A33 and brook alongside are treed corridors	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Green link crosses much of site. Brook along north western frontage has biodiversity value and is a treed corridor.	***Potentially suitable***	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Green link along eastern frontage of the site	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site
No	No	No	None	Green link along eastern frontage of the site	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Small area of eautrophic standing water adjacent to the western fringe of the site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Brook to north west of site has biodiversity value and is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Brook to north west of site has biodiversity value and is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link along eastern frontage of the site	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link along eastern frontage of the site	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link along eastern frontage of the site	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	A33 is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	A33 is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	A33 is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Although TPO affects whole site, actual trees generally restricted to site boundaries	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	Yes	None	Several patches of priority habitat including lowland mixed deciduous woodland and eutrophic standing water. Green links cross site. A33 is a treed corridor.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Yes	None	Pond at front of site is eutrophic standing water (a priority habitat)	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site	No asset on site
No	No	Not known	None	Lake adjacent to site forms eutrophic standing water (a priority habitat)	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Lake adjacent to site forms eutrophic standing water (a priority habitat)	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Lake adjacent to site forms eutrophic standing water (a priority habitat).	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Yes	None	Lake adjacent to and extending slightly into site forms eutrophic standing water (a priority habitat)	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Brook that passes through western frontage of site has wildlife value and is a treed corridor	***Potentially suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	A33 and brook alongside are treed corridors	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	No	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	Zone III - Total Catchment	Significant tree cover on site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Significant tree cover. Protected tree would need to be felled to gain access.	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	None	Green link passes through site. Priority habitat adjoins site to the north.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site
No	No	No	None	Green link adjoins site to east	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	Adjacent	Not known	Zone III - Total Catchment	Priority habitat adjoins site to west	***Potentially suitable***	No asset on site	No asset on site	No asset on site	Setting of asset only	Asset on site	No asset on site
No	No	No	None	Green link extends into site	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Site is entirely vegetated and could have biodiversity significance	***Suitability unknown***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site

No	No	No	None	Road adjoining site is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Main road and railway adjacent to site are green links and treed corridors. Significant tree coverage over much of the rear of the site.	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	Not known	None	Green link passes along edge of site. TPO affects most of the developable land	***Unsuitable***	No asset on site	No asset on site	No asset on site	No asset on site	Asset on site	No asset on site
No	No	No	None	Main road on which site is located is a treed corridor	***Suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	Not known	None	Main road on which site is located is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Green link passes along edge of site. Protected trees reduces amount of site that can be developed	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None	Main road on which site is located is a treed corridor	***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	None		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site	No asset on site
No	No	No	Zone III - Total Catchment		***Potentially suitable***	No asset on site	No asset on site	No asset on site	No asset on site	Setting of asset only	No asset on site
No	No	No	None	Additional storeys would not impact on protected trees	***Potentially suitable***	No asset on site	No asset on site	Setting of asset only	No asset on site	No asset on site	No asset on site
No	No	No	None		***Suitable***	No asset on site	Asset on site	No asset on site	No asset on site	No asset on site	No asset on site

		HEALTH AND SAFETY								
Heritage comments	**Suitability conclusion (heritage)**	**Within COMAH consultation zone?**	**Within AWE DEPZ?**	**Within AWE consultation zone?**	**Land affected by potential contamination ?**	**Land affected by potential instability?**	**Within AQMA?**	**Light pollution?**	**Potential noise and disturbance effects?**	**Other health and safety issues?**
	Potentially suitable	No	No	No	No	No	Yes	No	Yes	No
Likely conversion would not affect setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Only suitable for conversion of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Likely conversion would not affect setting of locally listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Likely conversion would not affect setting of locally listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Building is potentially a non-designated heritage asset and conversion most suitable	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
	Potentially suitable	No	No	No	Part	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	No	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Part	No	Yes	No	No	No
	Suitable	No	No	No	Part	No	Yes	No	No	No
	Potentially suitable	No	No	No	Part	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	Yes	Yes	Yes	No
Setting of listed building addressed in granting permission	***Suitable***	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No

	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
Need to build in a buffer to listed Greyfriars Church	***Potentially suitable***	No	No	No	Part	No	Yes	No	Yes	No
Impact on heritage was considered as part of the application process	***Suitable***	No	No	No	Part	Yes	Yes	No	Yes	No
No issues related to conversion only	***Suitable***	No	No	No	Part	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	No	No
Existing building is a high quality part of the setting of the conservation area and other listed buildings and is likely a non-designated heritage asset in its own right	***Unsuitable***	No	No	No	No	No	Yes	No	Yes	No
Careful design to reflect setting of heritage assets	***Potentially suitable***	No	No	No	Part	Yes	Yes	No	Yes	No
	Suitable	No	No	No	No	Yes	Yes	No	No	No
Careful design to reflect setting of heritage assets	***Potentially suitable***	No	No	No	Part	No	Yes	No	No	No
Careful design to reflect setting of heritage assets	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Highly constrained by heritage. A sensitive conversion likely to be suitable, no additional development can be assumed.	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Careful design to reflect setting of heritage assets	***Potentially suitable***	No	No	No	Yes	No	Yes	No	Yes	No
Careful design to reflect setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Careful design to reflect setting of listed building	***Potentially suitable***	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
Careful design to reflect setting of conservation area	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Careful design to reflect setting of heritage assets	***Potentially suitable***	No	No	No	Part	No	Yes	No	No	No
Careful design to reflect conservation area	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Conversion would be suitable	***Suitable***	No	No	No	No	No	Yes	No	Yes	No

Careful conversion of listed building will be suitable, LBC granted	***Suitable***	No	No	No	No	No	Yes	No	Yes	No
Careful design to reflect conservation area	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Careful design to reflect conservation area	***Potentially suitable***	No	No	No	Part	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	No	Yes	No
Careful design to reflect setting of heritage assets	***Potentially suitable***	No	No	No	No	No	Yes	Yes	Yes	No
Careful design to reflect setting of heritage assets	***Potentially suitable***	No	No	No	Part	No	Yes	Yes	Yes	No
Identified building of townscape merit in Conservation Area, loss not appropriate	***Unsuitable***	No	No	No	No	No	Yes	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
Significant archaeology work will need to be undertaken due to status as part of the scheduled ancient monument - however, virtually the entire site is already developed	***Potentially suitable***	No	No	No	Part	No	Yes	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	Yes	Yes	No
Careful design to reflect conservation area	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Development in line with expired permission has been shown to be suitable in the past, but a net gain of 10 would result in a higher building on a tight site in a conservation area, and it is not considered that this is likely to be suitable	***Unsuitable***	No	No	No	No	No	Yes	No	Yes	No
Within conservation area, and although the buildings are not identified as buildings of townscape merit they nevertheless contribute to character and loss would not be appropriate	***Unsuitable***	No	No	No	No	No	Yes	No	No	No
Change of use would not affet setting of listed buildings	***Suitable***	No	No	No	No	No	Yes	No	No	No
Building is listed, and only a sensitive conversion is approriate	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Building is listed, and only a sensitive conversion is approriate	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	Yes	Yes	No
Identified as a building of townscape merit in conservation area. Conversion only within conservation area potentially	***Suitable***	No	No	No	No	No	No	No	Yes	No
Loss of locally listed buildng not suitable	***Unsuitable***	No	No	No	No	No	Yes	No	Yes	No
Impact on listed building was considered when permission was granted	***Suitable***	No	No	No	No	No	Yes	No	Yes	No
Identified as a building of townscape merit in conservation area and loss would not be likely to be suitable	***Unsuitable***	No	No	No	No	No	Yes	No	No	No
Careful design required due to setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Need for a careful design to reflect the setting of the listed building and development for town centre densities in such close proximity unlikely to be suitable	***Unsuitable***	No	No	No	No	No	Yes	No	No	No
Conversion would be suitable within setting of heritage assets	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No

Any development would need to be sensitively designed to avoid impacts on the listed building. Retain all listed buildings on site	***Potentially suitable***	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
Sensitive design required within conservation area	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
Need for careful design in setting of locally listed building, but the existing building is alrready significantly higher than the LLB	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Setting of listed building and conservation area will limit height of development, but level of development assessed here couild potentially be suitable	***Potentially suitable***	No	No	No	Part	No	Yes	No	Yes	No
Requires careful design within conservation area but height of five storeys potentially appropriate	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	No	Yes	No
Conversion with conservation area suitable	***Suitable***	No	No	No	No	No	Yes	No	No	No
Locally listed building only suitable for conversion	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
Listed building means only conversion suitable, as permitted	***Suitable***	No	No	No	No	No	Yes	No	No	No
Change of use would not affet setting of listed buildings	***Suitable***	No	No	No	Yes	No	Yes	No	No	No
Impacts on heritage dealt with in planning permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
Rentention of much of locally listed building secured in permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Part	No	Yes	No	No	No
Conversion would potentially be suitable in setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Requires careful design adjacent to conservation area	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
Need for careful design in setting of conservation area and scheduled monument	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Sensitive conversion of listed building within conservation area required	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No

	Suitable	No	No	No	No	No	Yes	No	No	No
Sensitive conversion of listed building only	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	No	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	Yes	Yes
	Suitable	No	No	No	No	No	Part	No	No	No
	Suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	No	Part	No	Part	Yes	Yes	No
	Suitable	No	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	No	Part	No	Part	Yes	Yes	No
	Suitable	No	No	No	Part	No	Part	Yes	Yes	No
	Suitable	Yes	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	Yes	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	Yes	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	No	Part	No	Part	No	No	No
	Suitable	No	No	No	Part	No	Part	Yes	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	No	Yes	Yes	No

Setting of listed buildng issue dealt with in permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	No	No	No	No
Older existing building could be a non-designated heritage asset	***Suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	no	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Potentially suitable	No	No	No	No	No	No	No	No	No
Conversion of listed building (currently vacant and at risk) addressed in existing permission	***Suitable***	No	No	No	No	No	No	No	No	No
Careful design required due to setting of listed building	***Potentially suitable***	No	No	No	No	No	No	No	No	No
Careful design required due to setting of listed building	***Potentially suitable***	No	No	No	No	No	No	No	No	No
Careful design required due to setting of listed building	***Potentially suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	No	No	No	No
Change of use of listed building considered appropriate in granting permission	***Suitable***	No	No	Outer	No	No	No	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	No	No
Requires careful design within conservation area, but a sensitively designed proposal would likely enhance area	***Potentially suitable***	No	No	No	Part	No	Yes	No	No	No

	Suitable	No	No	No	No	No	Yes	No	No	No
	Potentially suitable	No	No	Outer	Part	No	Part	Yes	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	Part	No	No	No	Yes	No
	Suitable	No	No	Outer	No	No	Yes	No	No	No
	Suitable	No	No	Outer	No	No	No	No	No	No
Prevailing 2 storey height of this part of the Conservation Area means that urban density unlikely to be appropriate	***Unsuitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No
Setting of listed building requires sensitive design	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Heritage issues considered in granting permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
Need for careful design to avoid detrimental impacts on historic garden	***Potentially suitable***	No	No	No	Part	No	No	No	No	No
	Suitable	No	No	No	Part	No	Part	No	No	No
	Suitable	No	No	No	No	No	Part	No	No	No
Conversion of existing listed building and development of brownfield land as well as any other development will need to be highly sensitive. Considered in assessing planning application	***Potentially suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	Part	No	No	No
	Suitable	No	No	No	No	No	Part	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No

	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
Sensitive design needed on the edge of a conservation area within the setting of several listed buildings	***Potentially suitable***	No	No	No	Yes	No	Yes	No	Yes	No
Sensitive design required within conservation area and in setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Sensitive conversion of listed building within conservation area required	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	Outer	Part	No	No	No	Yes	No
	Suitable	No	No	Outer	Part	No	No	No	Yes	No
	Suitable	No	No	Outer	Part	No	No	No	Yes	No
	Suitable	No	No	Outer	No	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Potentially suitable	No	No	No	No	No	Yes	Yes	Yes	No
	Suitable	No	No	Outer	Yes	No	Yes	No	No	No
	Suitable	No	No	No	Part	No	Yes	No	No	No
Careful design required to reflect conservation area status and setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	Yes	No
Would require careful design in setting of conservation area	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
Appropriateness of development/conversion of listed building dealt with in granting planning permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
Identified building of townscape merit in draft Conservation Area Appraisal, loss not appropriate	***Unsuitable***	No	No	No	No	No	Part	No	No	No
	Suitable	No	No	No	Yes	No	No	Yes	Yes	No
	Suitable	No	No	No	Yes	No	No	Yes	Yes	No
	Suitable	No	No	Outer	No	No	Yes	Yes	Yes	No
	Suitable	No	No	Outer	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	Outer	Part	No	No	Yes	Yes	No
	Suitable	No	No	Outer	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	Outer	Yes	No	Part	Yes	Yes	No

	Suitable	No	No	Outer	Yes	No	No	Yes	Yes	No
	Suitable	No	No	Outer	Yes	No	No	Yes	Yes	No
	Suitable	No	No	Outer	Part	No	No	Yes	Yes	No
	Suitable	No	No	Outer	Part	No	No	Yes	Yes	No
	Suitable	No	No	Outer	Part	No	Part	Yes	Yes	No
	Suitable	No	No	Outer	Part	No	Part	Yes	Yes	No
	Suitable	No	No	Outer	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	Outer	Yes	No	Yes	Yes	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	No	No
	Suitable	No	No	Outer	Part	No	Yes	Yes	Yes	No
Extension considered suitable in granting permission	***Suitable***	No	No	No	No	No	Yes	No	Yes	No
Design considerations in conservation area and setting of listed building considered in granting permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
Change of use within conservation area suitable	***Suitable***	No	No	No	No	No	Yes	No	No	No
Sensitive design required in setting of listed building, dealt with in granting permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
Impace on heritage assets considered in determining planning application	***Suitable***	No	No	No	No	No	Yes	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
Need for careful design in setting of several listed buildings	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	Outer	Yes	No	Yes	No	No	No
Need for sensitive design within the setting of the conservation area	***Potentially suitable***	No	No	No	No	No	Part	No	No	No
Need for sensitive design within the setting of listed buildings	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Change of use will not affect conservation area setting	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No

	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	Yes	Yes	No
	Suitable	No	No	No	No	No	Yes	No	No	No
Loss of locally listed buildng not suitable	***Unsuitable***	No	No	No	No	No	Yes	Yes	Yes	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	No	Yes	No	Part	Yes	Yes	No
	Suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	No	Yes	No	Yes	Yes	Yes	No
	Potentially suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	Part	No	No	No	No	No
	Suitable	No	No	No	Yes	No	No	No	No	No
	Suitable	No	No	Outer	Yes	No	Part	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	Yes	No	No	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	Part	No	Yes	No
	Suitable	No	No	No	Yes	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
Loss of locally listed buildng not suitable	***Unsuitable***	No	No	No	No	No	Yes	No	No	No

	Suitable	No	No	No	Part	No	No	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Part	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	No	No	No
Careful design required within setting of listed building	***Potentially suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
Loss of locally listed buildng not suitable. Building subject to Article 4 to prevent demolition. Suitable for conversion and extension only	***Potentially suitable***	No	No	No	No	No	No	No	No	No
Need for sensitive design within conservation area and setting of listed buildings. Urban densities likely to be incomaptible with character of the area	***Potentially suitable***	No	No	No	No	No	No	No	No	No
Setting of conservation are requires sensitive design	***Potentially suitable***	No	No	No	No	No	No	No	No	No
Loss of locally listed building not appropriate, but extension plus redevelopment of other buildings potentially suitable	***Potentially suitable***	No	No	No	No	No	No	No	No	No
Retention of listed building and setting of conservation area represent significant constraints but must be weighed against providing Reading's needs for hospital space	***Potentially suitable***	No	No	No	No	No	Part	Yes	Yes	No
Requires careful design to avoid impacts on setting of listed building	***Potentially suitable***	No	No	No	No	No	No	No	No	No
Current site contributes to the setting of the conservation area, and redevelopment could have a detrimental impact. Building may be a non designated heritage asset in its own	***Potentially suitable***	No	No	No	No	No	No	No	No	No
Most of the buildings are likely to represent non-designated heritage assets in their own right, but conversion potentially suitable	***Suitable***	No	No	No	No	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	No	No	No	No
Likely to be suitable for conversion	***Suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	Part	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Part	No	No	No
Conversion of building would likely be suitable in setting of listed building	***Potentially suitable***	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	Yes	No

Conversion of existing building within conservation area and in setting of listed building likely suitable	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Careful design required within conservation area and setting of listed building, matters dealt with in granting planning permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
Existing building is a building of townscape merit in the conservation area. Potentially suitable for conversion only	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	Outer	No	No	No	No	No	No
	Suitable	No	No	Outer	No	No	No	No	No	No
Existing building could be considered a non-designated heritage asset, extension considered suitable in planning	***Potentially suitable***	No	No	Outer	No	No	No	No	No	No
	Suitable	No	No	Outer	No	No	No	No	No	No
	Suitable	No	No	Outer	No	No	Yes	No	No	No
	Suitable	No	No	Outer	No	No	No	No	No	No
	Suitable	No	No	No	No	No	Part	No	No	No
	Suitable	No	No	Outer	Part	No	Yes	No	No	No
	Suitable	No	No	Outer	Yes	No	No	No	No	No
	Suitable	No	No	Outer	No	No	Yes	No	No	No
	Suitable	No	No	Outer	No	No	No	No	No	No
	Suitable	No	No	Outer	Part	No	Yes	No	No	No
	Potentially suitable	No	No	No	Yes	No	Yes	Yes	Yes	No
Heritage issues considered in determining application	***Potentially suitable***	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
Loss of locally listed building considered to be appropriate in appeal decision in the context of wider benefits	***Suitable***	No	No	No	Part	No	Yes	No	Yes	No
Locally listed building on adjacent site will be lost through development with planning permission	***Suitable***	No	No	No	Part	No	Yes	No	Yes	No
Careful design required in setting of listed building	***Potentially suitable***	No	No	No	Part	No	Yes	Yes	Yes	No
	Potentially suitable	No	No	No	No	No	Yes	Yes	Yes	No

	Potentially suitable	No	No	No	No	No	Yes	Yes	Yes	No
Careful design required within setting of listed building	***Potentially suitable***	No	No	No	Part	No	Part	Yes	Yes	No
	Potentially suitable	No	No	No	Yes	No	Part	Yes	Yes	No
Setting of listed building dealt with in granting permission	***Potentially suitable***	No	No	No	Yes	No	Part	No	Yes	No
Careful design required within setting of listed building	***Potentially suitable***	No	No	No	Yes	No	Yes	Yes	Yes	No
	Potentially suitable	No	No	No	Yes	No	No	No	No	No
Careful design required within setting of listed building	***Potentially suitable***	No	No	No	Yes	No	No	No	No	No
Loss of listed buildings not suitable and development immediately adjacent to the buildings would detrimentally affect their setting	***Unsuitable***	No	No	No	Yes	No	No	No	No	No
Loss of listed buildings not suitable and development immediately adjacent to the buildings would detrimentally affect their setting	***Unsuitable***	No	No	No	Yes	No	No	No	No	No
	Potentially suitable	No	No	No	Yes	No	Part	Yes	Yes	Yes
Building is listed, and only a sensitive conversion is approriate	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Careful design required within setting of listed building	***Potentially suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
Careful design required within setting of listed war memorial	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Careful design required within setting of conservation area	***Potentially suitable***	No	No	No	No	No	Part	No	No	No
Building has been locally listed since the lapsed permission was granted. Considered likely to be suitable for conversion only	***Potentially suitable***	No	No	No	Yes	No	Part	No	No	No
Building is listed, and only a sensitive conversion is approriate	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Need for careful design within the setting of conservation area	***Potentially suitable***	No	No	No	Part	No	Yes	No	No	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
	Potentially suitable	No	No	No	No	No	Part	Yes	Yes	No
	Potentially suitable	No	No	No	No	No	Part	Yes	Yes	No

Setting of listed building requires sensitive design	***Potentially suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	Part	No	Yes	No	No	No
	Suitable	No	No	No	Part	No	Yes	Yes	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
Setting of listed building considered in granting planning permission	***Suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
Would require careful design within setting of listed building	***Potentially suitable***	No	No	No	Part	No	No	No	Yes	No
	Suitable	No	No	No	Yes	No	Yes	No	No	No
Careful design required in the setting of a listed building	***Potentially suitable***	No	No	No	Part	No	Yes	No	Yes	No
Careful design required in the setting of a locally listed garden	***Potentially suitable***	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	Yes	No	No	No
Careful design required within setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No

	Suitable	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	Yes	No	Part	No	No	No
Issues with partial loss of locally listed building considered in granting planning permission	***Suitable***	No	No	No	Yes	No	Yes	No	Yes	No
Careful design required within setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
Although not listed, the existing primary school building is likely to be considered a non-designated heritage asset. As such, important elements of the building would be retained	***Suitable***	No	No	No	No	No	No	No	No	No
	Potentially suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
Setting of listed building requires sensitive design	***Potentially suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Potentially suitable	No	Yes	Middle	Yes	Yes	No	No	Yes	No
	Potentially suitable	No	Yes	Outer	Part	No	Part	No	No	No
	Suitable	Yes	No	Outer	Part	No	No	No	Yes	No
	Suitable	Yes	No	Outer	Part	No	No	No	Yes	No
	Suitable	No	No	Outer	No	No	No	No	Yes	No
	Suitable	Yes	No	Outer	No	No	No	No	Yes	No
	Suitable	Yes	No	Outer	No	No	Part	No	Yes	No
	Suitable	No	No	Outer	No	No	Yes	No	Yes	No
	Suitable	No	No	Outer	No	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No

	Suitable	No	No	Outer	No	No	No	No	No	No
Any issues around setting of listed building dealt with at planning permission stage	***Suitable***	No	Yes	Middle	No	No	Part	No	No	No
	Suitable	No	Yes	Middle	No	No	Yes	Yes	Yes	No
	Suitable	No	No	Outer	Yes	No	Yes	Yes	Yes	No
Archaeology issues considered when granting permission	***Suitable***	No	Yes	Middle	No	No	No	No	No	No
Archaeology issues considered when granting permission	***Suitable***	No	Yes	Middle	No	No	No	No	No	No
	Suitable	No	No	Outer	Yes	No	No	No	Yes	No
	Suitable	No	No	Outer	Yes	No	No	No	Yes	No
	Suitable	No	No	Outer	Part	No	No	No	No	No
	Suitable	No	Yes	Middle	Part	Yes	No	No	No	No
	Suitable	No	Yes	Middle	Yes	Yes	No	No	Yes	No
Requires careful design within setting of listed building	***Potentially suitable***	No	No	Outer	No	No	Part	No	No	No
Loss of locally listed building not suitable, although could be retained and converted within a wider proposal	***Potentially suitable***	No	No	Outer	Part	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No
	Suitable	No	No	Outer	Yes	No	No	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	No	No	Yes	No
	Suitable	No	No	Outer	Yes	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	No	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No
	Suitable	No	No	Outer	No	No	Part	No	Yes	No
	Suitable	No	No	Outer	Yes	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No
	Suitable	No	No	Outer	Yes	No	No	No	Yes	No
	Suitable	No	No	Outer	Yes	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	Part	No	Yes	No
	Suitable	No	No	Outer	Part	No	No	No	Yes	No

	Suitable	No	Yes	Middle	Part	No	Part	No	Yes	No
Need for careful design within setting of listed building and for retention of the listed building itself	***Potentially suitable***	No	Yes	Middle	No	No	Part	No	Yes	No
	Potentially suitable	No	Yes	Middle	No	No	No	No	No	No
	Potentially suitable	No	Yes	Middle	No	No	No	No	No	No
	Potentially suitable	No	Yes	Middle	No	No	No	No	No	No
	Potentially suitable	No	Yes	Middle	No	No	No	No	No	No
	Potentially suitable	No	Yes	Middle	No	No	No	No	No	No
	Suitable	No	No	Outer	Yes	No	Yes	No	No	No
	Suitable	No	No	Outer	Yes	No	No	No	No	No
	Suitable	No	No	Outer	No	No	No	No	No	No
	Suitable	No	No	Outer	Part	No	Part	No	No	No
	Suitable	No	Yes	Middle	No	No	No	Yes	Yes	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Potentially suitable	No	No	Outer	Part	No	Yes	No	Yes	No
Existing building could be considered a non-designated heritage asset. Delivery of 10+ dwellings unlikely to be possible without loss of building.	***Unsuitable***	No	No	No	Yes	No	Yes	No	No	No
Need to preserve listed wall and for careful design within setting of listed building and historic park	***Potentially suitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	Outer	No	No	No	No	No	No
	Suitable	No	No	No	Yes	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	No	No	No	No
Adjacent to buildings of townscape merit. Development would result in loss of trees in conservation area. Would need to be weighed against potential improvements from current site that detracts from the area.	***Potentially suitable***	No	No	No	No	Yes	Yes	No	No	No
	Suitable	No	No	No	No	No	Yes	No	No	No
Existing building could be considered a non-designated heritage asset. Delivery of 10+ dwellings unlikely to be possible without loss of building.	***Unsuitable***	No	No	No	No	No	No	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	No	Yes	No

Part of the site makes a positive contribution to the character of the conservation area's setting	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
	Suitable	No	No	Outer	No	No	Yes	No	Yes	No
Within conservation area, and the existing buidling makes a reasonably positive contribution. Retention and rear extension potentially suitable.	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Careful design required within setting of listed structure	***Potentially suitable***	No	No	Outer	No	No	Yes	No	Yes	No
Loss of listed building would be needed to provide access	***Unsuitable***	No	No	No	No	No	No	No	Yes	No
	Suitable	No	No	No	Part	No	Yes	No	Yes	No
	Suitable	No	No	No	No	No	No	No	No	No
Existing building is an identified building of townscape merit within the conservation area, the loss of which would not be suitable	***Unsuitable***	No	No	No	No	No	No	No	No	No
	Suitable	No	No	No	No	No	No	No	No	No
	Suitable	No	No	Outer	No	No	Yes	No	No	No
	Suitable	No	No	Outer	No	No	Yes	No	No	No
Careful design required within setting of listed building	***Potentially suitable***	No	No	No	No	No	Yes	No	No	No
Increase of building to five storeys would have a significant impact on the setting of the conservation area, and there is nothing else of this scale in the vicinity	***Unsuitable***	No	No	No	No	No	Part	No	No	No
	Potentially suitable	No	No	No	No	No	Yes	No	Yes	No

		FLOOD RISK						DESIGN AND AMENITY	
Health and safety comments	**Suitability conclusion (health and safety)**	**% of site in Flood Zone 3**	**% of site in Flood Zone 2**	**Highest level of surface water flood risk**	**Other flood risk**	**Flooding comments**	**Suitability conclusion (flood risk)**	**Overlooking/ privacy issues?**	**Character issues?**
Likely noise from evening activity on Station Road	***Potentially suitable***	0	0	None	None		***Suitable***	No	Potentially
Likely noise from evening activity on Station Road	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Likely noise from evening activity on Station Road	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	None	None		***Suitable***	Potentially	No
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	None	None		***Suitable***	No	Yes
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	1 in 100 year	None		***Potentially suitable***	Potentially	Potentially
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	Potentially
	Potentially suitable	0	0	None	None		***Suitable***	Yes	Potentially
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	1 in 30 year	None		***Potentially suitable***	Potentially	No
	Potentially suitable	0	0	1 in 100 year	Reservoir (wet)		***Potentially suitable***	Potentially	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 30 year	Reservoir (wet)		***Potentially suitable***	No	No
	Suitable	0	0	1 in 30 year	Reservoir (wet)		***Potentially suitable***	No	No
Proximity to railway line likely to cause noise and potentially light issues that would require mitigation	***Potentially suitable***	0	59	1 in 100 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise issues from IDR, addressed in granting permission	***Suitable***	0	21	1 in 1000 year	Reservoir (wet)	Flood risk issues addressed in granting permission	***Suitable***	No	Potentially
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	92	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	96	1 in 30 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	99	1 in 30 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	98	1 in 100 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	100	1 in 30 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No

Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	17	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	26	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise issues addressed in granting permission	***Suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	1	1 in 100 year	Reservoir (wet)		***Potentially suitable***	No	No
Potential noise from adjacent emploument uses, would need to be released as part of a wider allocation	***Potentially suitable***	0	1	1 in 100 year	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance from IDR and dual carriageway	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from IDR and dual carriageway	***Potentially suitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance from evening uses on St Mary's Butts. Issues with basement and podium in relation to land stability. All issues addressed in planning permission.	***Potentially suitable***	0	0	None	None		***Suitable***	No	Yes
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance from IDR	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance from IDR	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance from evening uses on St Mary's Butts.	***Potentially suitable***	0	0	None	None		***Suitable***	No	Yes
Noise and disturbance from IDR. Potential instability is associated with the podium, which needs to be factored in.	***Potentially suitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Potential instability is associated with the podium, which needs to be factored in.	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance from IDR.	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjacent Face Bar	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Potential noise and disturbance from adjacent Butler site	***Potentially suitable***	0	0	None	None		***Suitable***	Yes	No
Potential noise and disturbance from adjacent Butler site and from dual carriageway	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance from adjacent Face Bar and from dual carriageway	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance from adjacent Face Bar and from dual carriageway	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No

Likely noise from evening activity on Market Place	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Likely noise from evening activity on Market Place	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance from IDR and evening activity at Oracle Riverside	***Potentially suitable***	5	5	1 in 1000 year	None	Relatively straightforward to exclude the 5% in FZ3 from the boundary of the site and reduce the development potential accordingly thus removing need for sequential/exception test	***Suitable***	No	No
Noise and disturbance from IDR and evening activity at Oracle Riverside	***Potentially suitable***	0	0	1 in 30 year	None		***Suitable***	No	No
Noise and light from adjacent railway/station platform	***Potentially suitable***	0	0	1 in 30 year	None		***Suitable***	No	No
Noise and light from adjacent railway/station platform	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	4	None	Reservoir (wet)		***Suitable***	No	No
	Potentially suitable	4	4	None	Reservoir (wet)	Buildings could be limited to areas in FZ1	***Potentially suitable***	No	No
Noise and light from IDR	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from IDR	***Potentially suitable***	0	0	None	None		***Suitable***	Potentially	No
	Potentially suitable	0	0	None	None		***Suitable***	No	Yes
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Likely significant noise and light from adjacent bus depot and given the proximity of the entire site to circulation space around the depot it is unlikely to be a suitable residential site	***Unsuitable***	0	81	1 in 100 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	Yes
Proximity to one of main bus interchanges likely to generate noise effects requiring mitigation	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance from IDR affects site	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Nouse and disturbance from The Butler and from dual carriageway affects site	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	Reservoir (wet)		***Suitable***	Potentially	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Likely noise from evening activity on Friar Street	***Potentially suitable***	0	0	None	None		***Suitable***	No	No

Likely noise from evening activity on Friar Street and Station Road. Pubs and bars are within the site itself, and nightclub use in particular (if retained) would make residential development very difficult to achieve	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	Yes
Noise and disturbance from IDR but this was dealt with in planning permission	***Suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance from IDR likely	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
Site is nsurrounded by evening uses to west (x2), south and east. Difficult to envisage how a satisfactory residential environment can be created.	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Proximity to pubs/bars on both sides makes residential development less appropriate, but decision on now-expired prior approval took noise into account and considered a noise assessment would be required to identify mitigation measures.	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise effects from IDR	***Potentially suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	Yes	No
Noise effects from IDR	***Potentially suitable***	1	2	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	Yes	No
	Suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Potential noise from activity on Broad Street	***Suitable***	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	10	10	1 in 1000 year	None	Any flood risk issues dealt with at permission stage	***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	1 in 100 year	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance from evening uses on Friar Street	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance from evening uses on Oracle riverside	***Potentially suitable***	5	5	1 in 1000 year	None	Can exclude the 5% in FZ3 from site	***Potentially suitable***	No	No
	Potentially suitable	0	0	None	Reservoir (wet)		***Suitable***	No	Potentially
	Potentially suitable	3	4	1 in 100 year	None	Flood risk is directly on Kennet and Avon Canal, should be possible to avoid development outside Flood Zone 1	***Suitable***	No	No
Noise and disturbance from evening uses on Market Place	***Potentially suitable***	0	0	None	None		***Suitable***	No	No

	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Potential noise and disturbance from late night activities on Market Place	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Potential noise and disturbance issues from road	***Potentially suitable***	0	0	None	Reservoir (wet)		***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
	Suitable	0	100	1 in 30 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
	Potentially suitable	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
	Potentially suitable	0	17	1 in 100 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
	Potentially suitable	0	0	None	Reservoir (wet)		***Potentially suitable***	Yes	No
Would require building over the railway and the safety of doing so has not been investigated	***Suitability unknown***	0	0	1 in 30 year	None		***Suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	No	Yes
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites	***Unsuitable***	25	100	1 in 30 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites	***Unsuitable***	0	100	1 in 100 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites	***Unsuitable***	0	22	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites	***Unsuitable***	0	1	None	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites	***Unsuitable***	0	1	1 in 100 year	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites	***Unsuitable***	0	1	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites	***Unsuitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites	***Unsuitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance from raised railway makes much of site constrained for residential development. Adjacent to other industrial sites and close to COMAH site	***Unsuitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance from railway makes much of site constrained for residential development. Adjacent to other industrial sites and close to COMAH site	***Unsuitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Adjacent to other industrial sites and close to COMAH site	***Unsuitable***	0	1	None	Reservoir (wet)		***Potentially suitable***	No	No
	Potentially suitable	0	20	1 in 100 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	Yes	No
Noise and disturbance from raised railway makes much of site constrained for residential development.	***Unsuitable***	8	100	None	Reservoir (wet)	Requires compliance with sequential test. The access under the railway floods regularly and is likely to make residential development unsuitable in flood risk terms	***Unsuitable***	No	No
Noise and disturbance from industrial uses would have made residential use unacceptable, but it is already underway under permitted development rights	***Suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	Yes
	Potentially suitable	0	0	None	None		***Suitable***	No	Yes
Filling station and its access is a likely source of noise and light that would need to be mitigated by design	***Potentially suitable***	0	67	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No

	Potentially suitable	0	26	1 in 100 year	Reservoir (wet)	Sequential test dealt with at planning permission stage	***Suitable***	No	No
	Potentially suitable	100	100	1 in 1000 year	Reservoir (wet)	Providing safe access extremely difficult. Development would rely on an evacuation plan, and as the site is so distant from safe land in the event of a flood, this is unlikely to be acceptable.	***Unsuitable***	Yes	No
	Potentially suitable	89	100	1 in 30 year	Reservoir (wet)	Providing safe access extremely difficult. Development would rely on an evacuation plan, and as the site is so distant from safe land in the event of a flood, this is unlikely to be acceptable.	***Unsuitable***	No	No
Adjacent to industrial uses to the rear	***Potentially suitable***	34	100	None	Reservoir (wet)	Although most of site is in Flood Zone 2, the access is within FZ3 and it is some distance to safe land in the event of a flood.	***Unsuitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 100 year	Reservoir (wet)		***Potentially suitable***	Yes	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	Yes
	Suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	Yes
	Suitable	0	0	None	None		***Suitable***	No	Yes
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	38	100	1 in 1000 year	Reservoir (wet)	Flood risk issues dealt with in granting permission	***Suitable***	No	No
	Suitable	49	100	None	Reservoir (wet)	Although most of site is in Flood Zone 2, the access passes through a significant portion of FZ3 and it is some distance to safe land in the event of a flood.	***Unsuitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	Yes
	Suitable	0	0	None	None		***Suitable***	No	Yes
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Potential noise and duisturbance issues with industrial units to rear, dealt with at application stage	***Suitable***	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No

	Potentially suitable	0	0	None	None		***Suitable***	No	No
Potential noise and light issues from proximity to filling station	***Potentially suitable***	0	5	1 in 1000 year	None	Requires compliance with sequential test	***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	Yes	No
Location directly at the junction of two extremely busy roads will lead to an unacceptable living environment	***Unsuitable***	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Noise and disturbance from A33	***Potentially suitable***	4	98	None	None	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from A34	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance from adjacent water treatment works	***Potentially suitable***	1	100	None	None	Site forms an island of Flood Zone 2 within functional floodplain	***Unsuitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Likely noise and disturbance from railway	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	Yes
	Potentially suitable	0	0	None	None		***Suitable***	No	Yes
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	5	54	None	Reservoir (wet)	Flood risk issues addressed in assessing application	***Suitable***	No	No
	Suitable	26	61	1 in 1000 year	Reservoirt (wet)	Considerable flood risk and it is likely to be necessary to exclude the Flood Zone 3 elements at the end of the garden, which is also where the most significant vegetation is located	***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No

	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance from IDR	***Potentially suitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Noise and disturbance from IDR	***Potentially suitable***	0	0	None	None		***Suitable***	No	Yes
	Potentially suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance from adjacent industrial use, would be resolved if part of same development	***Potentially suitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance from adjacent industrial use, would be resolved if part of same development	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjacent industrial uses, would be resolved in part if part of same development	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjacent employment uses	***Potentially suitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjacent dealerships, could be resolved if sites were developed as one. Noise and disturbance from A33	***Potentially suitable***	10	10	1 in 30 year	None	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and light from adjacent dealerships and A33, could be partly resolved by inclusion of KA009.	***Potentially suitable***	1	2	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance from IDR	***Potentially suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	3	1 in 30 year	None		***Potentially suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues, however these issues also potentially already affect existing neighbouring residential and could be better resolved in a new development	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No

Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	14	1 in 1000 year	None	Requires compliance with sequential test	***Potentially suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	None	None		***Suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	None	None		***Suitable***	No	No
Adjacent to other industrial uses resulting in noise and potentially light issues	***Unsuitable***	0	0	None	None		***Suitable***	No	No
Noise and disturbance and light from neighbouring industrial uses and also noise from A33	***Unsuitable***	5	100	1 in 1000 year	None	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance and light from neighbouring industrial uses on both sides and also noise from A34	***Unsuitable***	0	100	None	None	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance and light from neighbouring commercial uses and also noise from A35	***Potentially suitable***	0	45	1 in 1000 year	None	Requires compliance with sequential test	***Potentially suitable***	No	No
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
Noise and light disturbance from neighbouring industrial uses	***Unsuitable***	0	0	None	None		***Suitable***	No	No
Noise impacts from IDR, dealt with in granting permission	***Suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	Yes
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No

	Potentially suitable	0	0	None	None		***Suitable***	No	No
Noise from neighbouring industrial use will not affect use which has permission	***Suitable***	7	32	1 in 1000 year	Reservoir (wet)	Flood risk issues dealt with in granting permission	***Suitable***	No	No
Likely noise and distaurbance directly adjacent to the railway	***Potentially suitable***	91	100	1 in 1000 year	Reservoir (wet)	Securing dry access likely to be very difficult making it unlikely to pass exception test	***Unsuitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Site is in close proximity to industrial uses and this is likely to cause unacceptable levels of noise and disturbance	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance as well as light issues from adjacent industrial sites	***Unsuitable***	18	34	1 in 100 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance as well as light issues from adjacent industrial sites	***Unsuitable***	63	98	1 in 100 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance as well as light issues from adjacent industrial sites	***Unsuitable***	0	100	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance as well as light issues from adjacent industrial sites	***Unsuitable***	0	43	None	None	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance as well as light issues from adjacent industrial sites and from railway	***Unsuitable***	0	17	1 in 30 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance as well as light issues from adjacent industrial sites and from railway	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance as well as light issues from adjacent industrial sites and from railway	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	Yes
	Suitable	0	0	1 in 30 year	None		***Potentially suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	Yes	No
Potential noise and disturbance issues from retail park to the east	***Potentially suitable***	0	0	1 in 30 year	None		***Potentially suitable***	Potentially	No
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No

	Potentially suitable	0	0	None	None		***Suitable***	Potentially	No
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
	Potentially suitable	0	0	1 in 1000 year	Reservoir (dry)		***Potentially suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	Reservoir (wet)		***Suitable***	No	No
	Potentially suitable	0	0	None	Reservoir (dry)		***Suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	Yes
	Suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	Yes
	Suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	Yes
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance and light impacts would be from proposed use on existing residents rather than on the proposed use itself	***Potentially suitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	Yes
	Suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	Yes
	Suitable	0	0	None	None		***Suitable***	No	Yes
Potential noise issues from London Road	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Potential noise issues from IDR	***Potentially suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Potential noise issues from IDR	***Potentially suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No

	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 100 year	None		***Potentially suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 30 year	None		***Potentially suitable***	Yes	No
	Potentially suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	Potentially
	Suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
Noise and disturbance and light issues from IDR and railway. Dealt with in granting planning permission.	***Suitable***	0	99	1 in 100 year	Reservoir (wet)	Flood risk issues dealt with in granting planning permission	***Suitable***	No	No
Noise and disturbance likely from IDR	***Potentially suitable***	0	56	1 in 1000 year	Reservoir (wet)	Flood risk issues dealt with in determining application	***Suitable***	No	Yes
	Potentially suitable	0	94	1 in 100 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	Yes
Noise and disturbance from the IDR	***Potentially suitable***	0	100	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	Yes	No
Noise and disturbance from the IDR	***Potentially suitable***	0	100	1 in 1000 year	Reservoir (wet)	Flood risk issues dealt with in granting permission	***Suitable***	Yes	No
Noise and disturbance from the IDR	***Potentially suitable***	3	51	None	Reservoir (wet)	Flood risk issues dealt with in granting permission	***Suitable***	Yes	No
Noise and disturbance from the IDR	***Potentially suitable***	0	49	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	Yes	No
Likely noise and light issues from adjacent railway	***Potentially suitable***	0	49	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Likely noise and light issues from adjacent railway	***Potentially suitable***	22	59	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No

Likely noise and light issues from adjacent railway	***Potentially suitable***	34	51	1 in 30 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Likely noise and light issues from adjacent railway	***Potentially suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Likely noise and light issues from adjacent railway	***Potentially suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Likely noise issues from IDR	***Potentially suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	No	No
Likely noise and light issues from adjacent railway	***Potentially suitable***	0	9	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
	Potentially suitable	0	0	None	Reservoir (wet)		***Potentially suitable***	No	No
	Potentially suitable	0	7	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
	Potentially suitable	8	26	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
	Potentially suitable	15	20	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Likely noise and light issues from adjacent railway. Site sits on a hazardous pipeline associated with previous gas holder use. Issues dealt with in granting planning permission	***Potentially suitable***	4	58	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test, dealt with in granting planning permission	***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	59	100	None	Reservoir (wet)	Part of site is within functional floodplain, which needs to be removed from site boundary. Development on remainder requires compliance with sequential test.	***Potentially suitable***	No	No
Noise and disturbance issues related to industrial site to west	***Potentially suitable***	0	0	1 in 1000 year	Reservoir (wet)		***Potentially suitable***	Yes	No
Noise and disturbance issues related to industrial site to west	***Potentially suitable***	0	5	None	Reservoir (wet)		***Potentially suitable***	No	No
Noise and disturbance issues related to industrial site to west and south	***Potentially suitable***	0	100	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
	Potentially suitable	64	100	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test. Potential to develop only the FZ2 element of the site closest to Abbotsmead Road	***Potentially suitable***	No	No
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
	Potentially suitable	10	13	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Potentially suitable	27	87	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Nosie and disturbance from IDR	***Potentially suitable***	84	100	None	Reservoir (wet)	Conversion already underway	***Suitable***	No	No
Likely noise and light issues from adjacent railway	***Potentially suitable***	0	100	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	No	No
Likely noise and light issues from adjacent railway	***Potentially suitable***	5	100	1 in 1000 year	Reservoir (wet)	Requires compliance with sequential test. Could be developed so as to exclude areas within Flood Zone 3	***Potentially suitable***	No	No

	Suitable	53	100	1 in 1000 year	Reservoir (wet)	Flood risk issues dealt with in granting planning permission	***Suitable***	No	No
	Suitable	56	100	None	Reservoir (wet)	Would require compliance with sequential test. Would also require exception test, and it is unlikely that this would be passed given lack of dry access to a lower flood risk zone in close proximity	***Unsuitable***	No	No
Noise and disturbance from adjacent railway as well as from surrounding industrial uses	***Unsuitable***	1	100	None	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	100	None	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	100	1 in 1000 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	100	1 in 1000 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	98	None	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	100	1 in 100 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	100	None	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	100	1 in 1000 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	100	1 in 1000 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	100	None	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	89	1 in 100 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	70	1 in 1000 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	No
Some potential noise and disturbance from adjoining coachworks	***Potentially suitable***	34	100	None	Reservoir (wet)	Would require compliance with the sequential test. Although mainly in Flood Zone 2, the position as an island within a large extent of Flood Zone 3 means that it will be difficult to demonstrate safe access and fulfil the exception	***Unsuitable***	Yes	No
	Suitable	71	100	None	Reservoir (wet)	Flood risk considered in granting planning permission	***Suitable***	No	No
	Suitable	30	100	None	Reservoir (wet)	Would require compliance with the sequential test. Although mainly in Flood Zone 2, the position as an island within a large extent of Flood Zone 3 means that it will be difficult to demonstrate safe access and fulfil the exception	***Unsuitable***	No	No
Potential noise and disturbance from adjoining existing/permitted employment uses	***Potentially suitable***	36	100	1 in 1000 year	Reservoir (wet)	Would require compliance with the sequential test. Although mainly in Flood Zone 2, the position as an island within a large extent of Flood Zone 3 means that it will be difficult to demonstrate safe access and fulfil the exception	***Unsuitable***	No	No
	Potentially suitable	4	21	None	Reservoir (wet)	Would require compliance with the sequential test. Would be possible to develop excluding any land in Flood Zone 3	***Potentially suitable***	No	No
Noise and disturbance issues related to the IDR	***Potentially suitable***	2	96	None	Reservoir (wet)	Requires compliance with sequential test	***Potentially suitable***	Yes	Yes
Noise and disturbance issues related to the IDR	***Potentially suitable***	0	0	None	Reservoir (wet)		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	62	100	None	Reservoir (wet)	Flood risk considered in granting planning permission	***Suitable***	No	No

	Suitable	24	100	None	Reservoir (wet)	Flood risk considered in granting planning permission	***Suitable***	No	No
	Suitable	24	100	None	Reservoir (wet)	Flood risk considered in granting planning permission	***Suitable***	No	No
Noise and disturbance issues related to the IDR	***Potentially suitable***	0	100	1 in 1000 year	Reservoir (wet)	Flood risk considered in granting planning permission	***Suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	Yes	No
	Suitable	0	0	None	None		***Suitable***	No	Yes
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
Sited on former landfill - although not shown as potential contamination on iShare. There are therefore contamination, groundwater and instability issues that would require substantial technical examination. However, may well be a technical solution. Need for a strong buffer to residential development at Green Park. Noise may affect existing Island Road residents - mitigation required. DEPZ is a significant issue needing further consideration, but this is an existing allocation.	***Potentially suitable***	3	41	None	None	Would require a sequential test and FRA, and this may affect layout of the site.	***Potentially suitable***	No	No
DEPZ is a significant issue needing further consideration, but this is an existing allocation.	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjoining industrial uses. This issue would be addressed if land released as a whole. COMAH issue would also be resolved if land were released.	***Potentially suitable***	0	2	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjoining industrial uses. This issue would be addressed if land released as a whole. COMAH issue would also be resolved if land were released.	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from heavy industry to the south	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjoining industrial uses. This issue would be addressed if land released as a whole. COMAH issue would also be resolved if land were released.	***Potentially suitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjoining industrial uses. This issue would be addressed if land released as a whole. COMAH issue would also be resolved if land were released.	***Potentially suitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjoining commercial uses on all sides. Would be extremely difficult to create a suitable residential environment given relationship with commercial uses which are not considered suitable for residential themselves.	***Unsuitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Potentially noise associated with adjacent commercial uses but the site is large enough to accommodate a buffer	***Potentially suitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance from heavy industry to the south	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No

	Potentially suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance and light issues from the motorway	***Potentially suitable***	0	13	1 in 1000 year	None	Would require compliance with sequential test	***Potentially suitable***	Yes	No
Potential noise and light issues from proximity to filling station	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Permission pre-dates definition of DEPZ	***Suitable***	13	100	1 in 1000 year	None	Flood risk issues dealt with in granting permission	***Potentially suitable***	No	No
Permission pre-dates definition of DEPZ	***Suitable***	39	100	None	None	Flood risk issues dealt with in granting permission	***Potentially suitable***	No	No
Potential noise issues assoociated with car dealership to rear, but the immediately adjacent areas are just car parking	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Plant associated with hotel is directly adjacent to site. Not known whether this would cause potential noise issues	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Permission pre-dates definition of DEPZ	***Suitable***	0	100	None	None	Any flood risk issues dealt with in granting permission	***Suitable***	No	No
Noise and disturbance from A33 and football stadium. Planning permission predates DEPZ definition. All other issues dealt with in granting permission	***Suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	Yes	Yes
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 100 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses and also from A33	***Unsuitable***	12	29	1 in 30 year	None	Would require compliance with sequential test	***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses and also from A33	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from adjacent industrial uses	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses and also from A33	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses and also from A33	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses and also from A33	***Unsuitable***	0	0	1 in 1000 year	None		***Suitable***	No	No
Noise and disturbance from surrounding industrial uses and also from A33	***Unsuitable***	0	0	1 in 30 year	None		***Potentially suitable***	No	No
Noise and disturbance from surrounding industrial uses, but could likely be mitigated through appopriate buffer	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No

Noise and disturbance from neighbouring industrial uses and roads including M4. Residential development within DEPZ unlikely to be suitable.	***Unsuitable***	1	5	1 in 100 year	None		***Potentially suitable***	No	No
Noise and disturbance from neighbouring industrial uses and roads including M4. Residential development within DEPZ unlikely to be suitable.	***Unsuitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
Residential development within DEPZ unlikely to be suitable.	***Unsuitable***	4	78	None	None	Would require compliance with sequential test	***Potentially suitable***	No	No
Residential development within DEPZ unlikely to be suitable.	***Unsuitable***	3	7	None	None	Would require compliance with sequential test	***Potentially suitable***	No	No
Residential development within DEPZ unlikely to be suitable.	***Unsuitable***	9	100	None	None	Would require compliance with sequential test	***Potentially suitable***	No	No
Residential development within DEPZ unlikely to be suitable.	***Unsuitable***	0	100	None	None	Would require compliance with sequential test	***Potentially suitable***	No	No
Residential development within DEPZ unlikely to be suitable.	***Unsuitable***	27	100	1 in 30 year	None	Would require compliance with sequential test	***Potentially suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Suitable	0	0	1 in 100 year	None		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	20	None	None	Flood risk issues dealt with in granting permission	***Suitable***	No	No
Noise and light issues from the railway line. Residential development within DEPZ unlikely to be suitable.	***Unsuitable***	0	100	None	None	Would require compliance with sequential test	***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
Noise and disturbance issues from adjacent industrial uses	***Potentially suitable***	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	100	1 in 1000 year	Reservoir (wet)	Would require compliance with sequential test	***Potentially suitable***	No	Yes
	Potentially suitable	0	0	1 in 1000 year	None		***Potentially suitable***	Yes	No
	Suitable	0	0	1 in 1000 year	Reservoir (dry)		***Potentially suitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
Likely noise and disturbance issues from adjacent industrial premises	***Unsuitable***	39	100	1 in 1000 year	Reservoir (wet)	Although most of site is in Flood Zone 2, the access is within FZ3 and it is some distance to safe land in the event of a flood.	***Unsuitable***	No	No
	Suitable	0	0	None	None		***Suitable***	No	No
Site is in an area that is known to have had issues with chalk mines. Further investigation would be needed.	***Potentially suitable***	0	0	None	None		***Suitable***	Yes	No
	Potentially suitable	100	100	1 in 100 year	Reservoir (wet)	Providing safe access extremely difficult. Development would rely on an evacuation plan, and as the site is so distant from safe land in the event of a flood, this is unlikely to be acceptable.	***Unsuitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	Yes
Potential noise and distrubance issues from evening uses	***Potentially suitable***	0	0	None	None		***Suitable***	No	No

	Potentially suitable	0	0	None	None		***Suitable***	No	Yes
Potential noise and disturbance from adjoining industrial uses	***Potentially suitable***	0	0	None	None		***Suitable***	No	Yes
	Potentially suitable	0	0	None	None		***Suitable***	No	No
Potential noise and disturbance issues from railway	***Potentially suitable***	0	0	None	None		***Suitable***	No	Yes
Potential noise and disturbance from adjacent industrial uses	***Potentially suitable***	100	100	1 in 1000 year	Reservoir (wet)	Providing safe access extremely difficult. Development would rely on an evacuation plan, and as the site is so distant from safe land in the event of a flood, this is unlikely to be acceptable.	***Unsuitable***	Yes	No
Potential noise and disturbance from adjacent industrial uses	***Potentially suitable***	0	0	1 in 100 year	None		***Potentially suitable***	Yes	No
	Potentially suitable	0	0	None	None		***Suitable***	No	No
	Suitable	0	0	None	Reservoir (wet)		***Suitable***	No	No
	Suitable	0	0	1 in 1000 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	1 in 30 year	None		***Potentially suitable***	No	No
	Potentially suitable	0	0	1 in 30 year	None		***Potentially suitable***	Yes	No
	Potentially suitable	100	100	1 in 30 year	Reservoir (wet)	Providing safe access extremely difficult. Development would rely on an evacuation plan, and as the site is so distant from safe land in the event of a flood, this is unlikely to be acceptable.	***Unsuitable***	No	No
	Potentially suitable	0	0	None	None		***Suitable***	No	Yes
Noise and disturbance from nearby evening uses	***Potentially suitable***	0	0	None	None		***Suitable***	No	Yes

			UTILITIES							OTHER CONSID
Surrounding residential density	**Design and Amenity Comments**	**Suitability conclusion (design and amenity)**	**Potential issue with water provision?**	**Potential issue with wastewater provision?**	**Potential issue with electricity provision?**	**Potential issue with communications provision?**	**On-site utilities e.g. sub station?**	**Utilities Comments**	**Suitability conclusion (utilities)**	**Public Rights of Way?**
695		***Potentially suitable***	No	No	No	No	No	Based on lapsed permission where utilities issues considered	***Suitable***	No
674	No character issues subject to conversion	***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
674	No character issues subject to conversion	***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
610	Close relationship with extension to 1 Station Road, but the conversion would reflect an existing situation.	***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
610	No character issues subject to conversion	***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
640	High quality building that contributes positively to local character, and retention/conversion likely to be the most suitable option	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
640	Rear of building is approx 7m from hotel room windows. In addition, additional storeys would affect light to 27-29 Friar Street.	***Unsuitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
640	Narrow relationship across Merchants Place. Development of full site could affect ability to develop AB010 to west	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
640		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
640	Development of full site could affect ability to develop AB008 to east and would cause privacy issues with Station Hill Plot F	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
640	Very close to Station Hill Plot F and this will restrict ability to develop at height and include north facing windows.	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
420	Need for careful relationship with Station Hill Plot E	***Potentially suitable***	No	No	No	No	No	Existing allocation/expired permission already committed	***Suitable***	No
367	Conversion would be less likely to cause overlooking/privacy issues	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
640		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
631		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
464		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
182		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
217		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
168		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
168		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
188		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
152		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
144		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No

144		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
126		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
109		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
123		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
138		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
188		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
274		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
278		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
279	Character issues addressed in planning application	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
293	No character issues subject to conversion	***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
248		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
179		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
159		***Suitable***	No	No	No	No	No	Expired permission already committed	***Suitable***	No
159	Character issues associated with loss of building that makes a significant contribution to local character	***Unsuitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
167		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
116		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
166		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
169		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
264	No character issues subject to conversion	***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
243		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
333	Likely issues with proximity to the rear of The Butler site. Potential to mitigate this through design	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
229		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
282		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
132		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
242		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
123		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
323		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No

150	No character issues subject to conversion	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
150		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
368		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
261		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
452		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
642		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
134		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
171		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
180		***Suitable***	Potentially	Potentially	Potentially	No	No	Thames Water require further details	***Potentially suitable***	No
172		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
397		***Suitable***	No	No	No	No	No	Previous permission was already committed	***Suitable***	No
277	Distance to Mayer House to rear is less than 20m. Issues were overcome in expired permission.	***Potentially suitable***	No	No	No	No	No	Previous permission was already committed	***Suitable***	No
134	Development at urban densities would affect the character of a terrace of similar buildings	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
188		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
188		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
134	No character issues subject to conversion	***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
143	Loss of a building that has a positive impact in terms of character in the local area	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
490		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
128		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
452		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
228	Part of site within 20m of existing Regents Court development and site is not large enough to only be developed in part	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
187		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
317		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No

649	Building on corner of Station Road/Friar Street significantly contributes to character of streets despite having no designated heritage value. Retention and conversion of the building more likely to be appropriate but would generate similar level of residential	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
295		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
102	Achieving 20m back to back distances with homes on Clifton Street would be virtually impossible. Established terrraces on Clifton/Franklin Streets are closer but this is very unusual.	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
362		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
452	There is a taller office building only a few metres to the south which is likely to cause significant overshadowing and privacy impacts. Unlikely that a residential development of 10 dwellings or more (including conversion) could be accommodated	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
599		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
369		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
294	At SW of site the site is very close to residential windows on building to south.	***Potentially suitable***	Yes	No	Potentially	No	No	Adequate lead-in times needed for water infrastructure. No surface water to be discharged to public sewer	***Potentially suitable***	No
260	At SE of site the site is very close to residential windows on building to south. Would not be potential to move beyond existing building line on this part of the site.	***Potentially suitable***	Yes	No	Potentially	No	No	Adequate lead-in times needed for water infrastructure. No surface water to be discharged to public sewer	***Potentially suitable***	No
86		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
121		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
266		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
118		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
265		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
591		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
587		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
266		***Suitable***	Potentially	Potentially	Potentially	No	No	Water/wastewater use likely to be similar for residential as for hotel	***Potentially suitable***	No
582		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
362		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
325	Existing building makes some contribution to character, but mot clear whether this would render development unsuitable	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
340		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
283		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No

174		***Suitable***	No	No	No	No	No	Existing permisson already committed	***Suitable***	No
299		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
295		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
70	Proximity to rear of properties on Oxford Road, taken into account in resolution to grant permission	***Suitable***	No	No	No	No	No	Existing resolution to grant already committed	***Suitable***	No
100		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
61		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
78		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
73	Part of site extremely close to rear of Winslet Place	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
43	Close to rear of 49 Western Elms Avenue	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
66	A redevelopment at this density is likely to significantly alter the character of the street	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
60		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
54		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
50		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
126		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
83		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
68		***Suitable***	Potentially	Potentially	Potentially	No	Yes	Sub station and pumping station on site	***Potentially suitable***	No
63		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
47		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
45		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
59		***Suitable***	Potentially	Potentially	Potentially	No	Yes	Several sub stations and a gas governor	***Potentially suitable***	No
57		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
68	Small part of SW corner of site close to the rear of Westgate Court	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
47		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
63	Site makes significant contribution to the charater of the street	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
117	Existing buildimg has some character but its loss was considered in the resolution to grant permission	***Suitable***	No	No	No	No	No	Existing resolution to grant already committed	***Suitable***	No
101		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No

77		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
45	Part of site very close to 1-3 Brackstone Close	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
58		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
36	Potential overlooking effects from rear of 70 South View Avenue affects part of site	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
18		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
34	Site close to the rear of properties on the Cloisters and the western end of Knighton Close	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
17	Privacy issues affects very small part of site	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
18	Allowing for 20m back to back distances would result in a much reduced site	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
10	Suburban residential density would be out of character in this locatiom	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
9	Suburban residential density would be out of character in this locatiom	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
6	Suburban residential density would be out of character in this locatiom	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
24		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
N/A		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
3		***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
8	Suburban residential density would be out of character in this locatiom	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
6	Suburban residential density would be out of character in this locatiom	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
10		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
41		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
29	In refusal, it was recognised that the arrangement of the 10 dwellings avoided amenity impacts. However, refusal for 10 dwellings felt to be an overdevelopment resulting in cramped feel. Therefore 10+ dwellings not suitable.	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
85		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
62		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
114	Close to rear of 4-6 Prospect Street	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No

41		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
44		***Suitable***	Yes	No	Potentially	No	Yes	Water issues need to be dealt with by discussion over a phasing plan	***Potentially suitable***	Yes
33		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
38	Residential development would need to be orientated north to south on the southern half of the site due to the distances to the rear of 41-46 Valerie Court. This will reduce development potential	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
92		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
78		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
104		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
34		***Suitable***	No	No	Potentially	No	No		***Suitable***	No
74		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
44		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
39		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
48		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
79		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
17	Relationship with existing character dealt with at planning application stage	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
31		***Suitable***	No	No	No	No	No	Existing residential use already connected to water/wastewater/electricity	***Suitable***	No
20	There is a prevailing existing density of Overton Drive of 27 dph	***Potentially suitable***	No	No	No	No	Yes	Existing allocation already committed	***Suitable***	No
20		***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
29		***Suitable***	No	No	No	No	Yes	Resolution to grant permission now committed	***Suitable***	No
21		***Suitable***	No	No	No	No	No	Existing resolution to grant already committed	***Suitable***	No
12		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
22		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No

13		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
46		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
196		***Potentially suitable***	Yes	No	Potentially	No	Yes	Water issues need to be dealt with by discussion over a phasing plan. No surface water discharge to public sewer	***Potentially suitable***	No
140	Mural makes significant contribution to Reading's character and needs retention	***Potentially suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
152		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
87		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
35		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
65		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
77		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
69		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
106		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	Yes
90		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	Yes
48		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
79		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
153		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
131	Site in close proximity to rear of 4-14 Bourne-Stevens Close	***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
114	Close relationship to rear of Rimaud House to west, need appropriate back to back distances	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
126		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
54		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
67		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
57		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
68		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
80		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
72		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
48		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No

N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
41		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	Yes
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	Yes
85		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	Yes
130	Rear of Indigo Apartments and 87 Southampton Street directly abuts boundary of site. Issues dealt with in granting permission	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
167		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
206		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
180		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
87		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
108	Very close to rear of St Giles Court, but issues dealt with in granting planning permission	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
188	Close proximity to front of 1-5 Livery Close. Issues considered in granting permission	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
116		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
69		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
162		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
81		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
62	Site very close to the rear of some properties on George Palmer Close and Avenue Heights. A strip of land joining to Northumberland Avenue is also directly in front of residential windows	***Potentially suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
110		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
141	Back to back distances to properties on St Giles Close are extremely tight, but the use is already as apart hotel and any issues considered in granting permission	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
12		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
34		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
31		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No

11		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
53		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
53		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	Yes
11		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
38		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
32		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
46		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
43		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
43		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
31		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
32		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
33		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
36		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
24		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
34		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
37		***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	No
50		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
40	Development would be significantly higher density than surrounding areas but this would be appropriate given district centre status	***Suitable***	No	No	No	No	Yes	Existing resolution to grant already committed	***Suitable***	No
37	Potential issues relating to 8 Water Road to rear, addressed in granting outline permission	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
26		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
64	Small area of site is close to the rear of 4-8 Beecham Road	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
43	May be some issues with residential properties immediately to the south west	***Potentially suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
25		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
71		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
85		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No

38	Close relationship with Thorpe House	***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
130	Rear of Saxon House to the north is in very close proximity to site including existing building. Nevertheless, permission is now in	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
78	Site in close proximity to rear of 2-12 Regent Street	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
72		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
55		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
44		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
49	Close to the rear of 1 College Road	***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
16	Urban density would be very out of character with existing densities.	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
34	Close to the rear of 29 Newcastle Road	***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
51		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
41	Urban density within this part of the conservation area likely to be out of character	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
26	Urban density is out of character with surrounding densities	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
29		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
50	An intensified hospital use would create tensions in terms of character with surrounding areas, which must be weighed against the need to provide hospital floorspace	***Potentially suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
16	Prevailing 2-3 storey development on this side of Craven Road	***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
26	Current building enhances character of local area. Urban density likely to be out of character with surrounding area.	***Unsuitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
76	Close to rear of Weavers Court. Conversion of existing high quality Victorian buildings potentially suitable in terms of local character.	***Potentially suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
37	Close to existing Warwick House, but issues dealt with in granting expired permission	***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
63		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
20	Close to rear of 12 Allcroft Road	***Potentially suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
128		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
20		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	Yes
182		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
182		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No

103		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
128		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
38		***Suitable***	No	No	No	No	No	Existing resolution to grant already committed	***Suitable***	No
33		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
51	Very close to the rear of properties on Ashdene Gardens. Dealt with in granting planning permission.	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
38		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
41		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
28	Small part of site close to the rear of properties on Southcote Lane	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
39		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
26	Site close to rear of 35 and 39 Circuit Lane	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
41		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
51	Close proximity to rear of 33 and 34 Burrcroft Road	***Potentially suitable***	No	No	Potentially	No	Yes	No discharge of surface water flows to the public sewer	***Suitable***	No
45		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
76	Upwards extension considered suitable in granting permission	***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
44		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
60	Small portion of NE corner of the site is very close to the rear of 1 Morlands Avenue	***Potentially suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
129		***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	No
123	Character issues dealt with in determining application	***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	No
415	Considered appropriate for a tall building in Reading Station Area Framework	***Potentially suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
90	Close to rear of some properties on Swansea Road and one on Northfield Road.	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
82	Close to rear of properties on Swansea Road, considered in granting planning permission	***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
105	Close to rear of properties on Lynmouth Road, considered in granting planning permission	***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	Yes
104	Site is heavily affected by the rear of permitted residential blocks on 55 Vastern Road	***Potentially suitable***	No	No	No	No	Yes	Important electricity equipment on site that would need to be relocated to make development acceptable. Existing allocation already committed	***Potentially suitable***	Yes
538		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
109		***Suitable***	No	No	No	No	Yes	Existing allocation already committed	***Suitable***	No

126		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
286		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
268		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
180		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	Yes
111		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
135		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
83		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
155		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
145		***Suitable***	No	No	No	No	Yes	Existing allocation already committed	***Suitable***	No
61		***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	No
115		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
113		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	Yes
74	Site close to rear of 13 Denbeigh Place	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
73		***Suitable***	No	No	No	No	Yes	Existing allocation already committed	***Suitable***	No
63		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
77		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
104	Site very close to rear of properties on Mandela Court and Orts Road	***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
155		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
115		***Suitable***	Potentially	Potentially	Potentially	No	No		Potentially suitable	No
126		***Suitable***	Potentially	Potentially	Potentially	No	Yes		Potentially suitable	Yes
97		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
N/A		***Suitable***	Yes	Yes	Potentially	No	No	Upgrades to water and wastewater infrastructure likely required. Liaison with Thames Water necessary at early stage. No surface water flows discharging to public sewer.	***Potentially suitable***	No
125		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No

48		***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	No
81		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
76		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
60		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
77		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
75		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
73		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
75		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
65		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
48	Close to the rear of some properties on Champion Road	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
43		***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	No
43		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
59		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
82		***Suitable***	Yes	Yes	Potentially	No	Yes	Upgrades to water and wastewater infrastructure likely required. Liaison with Thames Water necessary at early stage. No surface water flows discharging to public sewer.	***Potentially suitable***	Yes
378	Would be potential issues with relationship with adjacent Kingfisher Place depending on scale and orientation of any development	***Potentially suitable***	Yes	Yes	Potentially	No	No	Upgrades to water and wastewater infrastructure likely required. Liaison with Thames Water necessary at early stage. No surface water flows discharging to public sewer.	***Potentially suitable***	Yes
268		***Suitable***	Yes	No	Potentially	No	No	Upgrades to water infrastructure likely required. Liaison with Thames Water necessary at early stage. No surface water flows discharging to public sewer.	***Potentially suitable***	No
122	Close proximity to the rear of properties on west side of Kingsgate Street	***Suitable***	No	No	Potentially	No	No	No surface water flows discharging to public sewer.	***Suitable***	No
50		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No

71		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
N/A		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
99		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
162	Close proxmity to rear of 173-177 Kings Road and Morriss Court.	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
31	Some areas at very edge of site close to the rear of properties on Sovereign Park and Oak View	***Potentially suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
39	Existing building makes a considerable contribution to local character. Development only suitable where important parts of building retained/converted.	***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
41		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
38		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
34		***Suitable***	No	No	No	No	No	Expired permission previously committed	***Suitable***	No
21		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
23		***Suitable***	No	No	No	No	Yes	Expired permission previously committed	***Suitable***	No
N/A		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	Yes
N/A		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
92		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
55		***Suitable***	No	No	No	No	Yes	Existing allocation already committed	***Suitable***	No
75		***Suitable***	No	No	No	No	Yes	Existing allocation already committed	***Suitable***	No
N/A		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
40		***Suitable***	No	No	No	No	Yes	Existing allocation already committed	***Suitable***	No
58		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
50		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
30	Close to the southern side of Charnwood Court	***Potentially suitable***	No	No	No	No	Yes	Existing allocation already committed	***Suitable***	No

N/A		***Suitable***	No	No	No	No	No	Existing allocation already committed	***Suitable***	No
N/A		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
N/A	Close proximity to some homes on Hartley Court Road but this would make little difference to development capacity	***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
49		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	Yes
N/A		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
130		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
156	Use of part of the site would block windows of part of existing hotel	***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
69		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
N/A		***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	Yes
34	Close to rear of 2 Whitley Wood Lane. Urban density would contrast strongly with prevailing more suburban density	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
53	Very small area of site close to rear of 446 Basingstoke Road	***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
29		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes	Sewage pumping station on site	***Potentially suitable***	No
64		***Suitable***	Potentially	Potentially	Potentially	No	Yes	Pumping station on site	***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
70		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
34		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
25		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
26		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
82		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	No
63		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No

N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	Yes
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
118		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	Yes
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	Yes
N/A		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	Potentially	Potentially	Potentially	No	Yes		***Potentially suitable***	Yes
117		***Suitable***	No	No	Potentially	No	Yes	Understood that there may be issues building over a sewer which may restrict deliverability	***Potentially suitable***	No
N/A		***Suitable***	No	No	No	No	No	Existing permission already committed	***Suitable***	No
43		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
N/A		***Suitable***	No	No	No	No	Yes	Existing permission already committed	***Suitable***	No
173		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
26		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
15		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
26		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
64	Existing building makes a significant contribution to the character of the area	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
39	Existing residential is very tightly packed and residential redevelopment will be almost impossible without unacceptably close back to back distances	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
77		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
44		***Suitable***	Potentially	Potentially	Potentially	No	Yes	Access to gas governor	***Potentially suitable***	No
39		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
27		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
97	Site close to the rear of a number of residential properties.	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
50		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
63	Existing building makes positive contribution to character of the area	***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
624		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No

46	Loss of part of the site which makes a positive contribution to character of the area	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
45	Existing dwellings make a positive contribution to character. These could be retained and the remainder developed	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
145		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
53	Existing building makes a positive contribution to character of area. Frontage of building most appropriately retained	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
49	Close to rear of some existing properties	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
91	Very close to rear of adjacent residential block but these are not habitable room windows	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
16		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
25		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
12		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
54		***Suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
70	In close proximity to a number of the existing residential blocks, although not all of these feature habitable room windows on the relevant elevation	***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
54		***Potentially suitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
39	A five storey building would be significantly out of character with its surroundings	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No
608	Four additional storeys would result in a tall building according to the Council's policies. This would need particular assessment in terms of character and may not be suitable. Likely to be significant overshadowing effects on neighbouring residential and public realm	***Unsuitable***	Potentially	Potentially	Potentially	No	No		***Potentially suitable***	No

DERATIONS									OVERALL
Asset of Community Value?	**Site needed for minerals use?**	**Minerals safeguarding?**	**Site needed for waste use?**	**Safeguarded for Crossrail?**	**Site needed for other strategic transport scheme?**	**Community aspirations**	**Comments**	**Suitability conclusion (other)**	**SUITABLE FOR DEVELOPMENT? (OVERALL)**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None	Minerals safeguarding not relevant to conversion	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None	Minerals safeguarding not relevant to conversion	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None	Minerals safeguarding not relevant to conversion	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None	Minerals safeguarding not relevant to conversion	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None	Minerals safeguarding not relevant to conversion	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**

No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	Need for retention of primary care		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	Retention of theatre use		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	Yes	Highly important site to local community, a community or cultural use likely to be in line with this	***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	Significant concerns around primary care space		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	Retention of music venue		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**

No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	Yes	None	National Cycle Network passes through site and would need to be designed to allow for this	***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	Yes	No	None	Crossrail safeguarding unlikely to be required	***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	Site has community role		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None	Community role will be replaced with new library	***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**

No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	Retention of commercial ground floor		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**

No	No	Yes	No	No	No	Ensure a library funtion continues to be		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	Resolve known ASB issues		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None	Would include pedestrian link to Readin west station whch would need to be retained	***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None	Requirement for waste uses would have made residential use unsuitable but it is underway anyway under permitted development rights	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**

No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**

No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	Regain public access to the land		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**

No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
Expired	No	Yes	No	No	No	Retention of mural		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None	Public right of way is along towpath	***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None	Public right of way is along towpath	***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	Retention of important cultural facility		***Unsuitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**

No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	Nons		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	No	No	No	None	Rights of way related to towpath	***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None	Rights of way related to towpath	***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None	Rights of way related to towpath	***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	Allotment use		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	Retain track and car park for allotments		***Potentially suitable***	**Potentially suitable**

No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	Yes	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None	Public right of way is along riverside	***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	Retention of allotments		***Unsuitable***	**Unsuitable**
No	No	Yes	No	No	No	Important recreational space		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Suitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Suitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	Retention and improvement of centre		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	Reinstatement of destroyed building		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**

No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None	Site is required for a provision of sports facilities	***Unsuitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	Retain hospital within Reading		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**

No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitability unknown**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	Yes	No	None	Crossrail safeguarding unlikely to be required	***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	Link to crossing of Thames		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	Yes	No	None		***Suitable***	**Suitable**

No	No	Yes	No	Yes	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	Retention of education		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Potentially suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	Yes	No	None	Crossrail safeguarding unlikely to be required	***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	Part	No	None	Crossrail safeguarding unlikely to be required	***Potentially suitable***	**Potentially suitable**

No	No	Yes	Yes	No	No	None	Development for continued industrial use suitable	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**

No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitability unknown**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	Yes	No	No	None	Industrial development could include waste uses meaning no conflict with the adopted Minerals and Waste Plan	***Potentially suitable***	**Potentially suitable**
No	No	Yes	Yes	No	Yes	None	Frontage of site potentially required for fast bus link.	***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**

No	No	Yes	Yes	No	No	None	Industrial development could include waste uses meaning no conflict with the adopted Minerals and Waste Plan	***Potentially suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None	Prior extraction issues dealt with in granting permission	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
Nominated	No	Yes	No	No	No	None	Extension would not result in loss of any ACV	***Suitable***	**Suitable**
No	No	Yes	No	No	No	None	Issues dealt with in granting permission	***Suitable***	**Suitable**
No	No	No	No	No	No	Previous permission for healthcare		***Potentially suitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	Yes	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**
No	No	No	Yes	No	No	None		***Unsuitable***	**Unsuitable**

No	No	Yes	No	No	No	None	Site itself is split between Wokingham and Reading. Only Reading part considered here	***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None	Would need to retain public right of way through site	***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None	Would need to retain public right of way through site	***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None	Would need to retain public right of way through site	***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Suitability unknown**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	Non		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	No	No	No	No	None		***Potentially suitable***	**Suitability unknown**
No	No	No	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	No	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**

No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Potentially suitable**
No	No	Yes	No	No	No	None		***Potentially suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**
No	No	Yes	No	No	No	None		***Suitable***	**Unsuitable**

	Changes to development potential to reflect suitability									Developme
COMMENTS	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)	Reason	Resi (units)
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		17
	0	0	0	0	0	0	0	0		3
	0	0	0	0	0	0	0	0		1
	0	0	0	0	0	0	0	0		2
	0	0	0	0	0	0	0	0		4
Development of site as opposed to conversion would create very difficult relationship with adjoining buildings	-4	-370	0	0	0	0	0	0	To reflect a conversion to residential as opposed to a development to avoid causing issues with neighbouring sites	2
Relationship across Merchants Place considered to be capable of mitigation	0	0	0	0	0	0	0	0		25
	0	0	0	0	0	0	0	0		3
	0	0	0	0	0	0	0	0		103
Restricted footprint and height that any building could be developed on given relationship with neighbours. Frontage to Merchants Place only likely to be developable.	-1	-96	0	0	0	0	0	0	Reduced height from 6 to 3 storeys to prevent impacts on Station Hill Plot F	1
	0	0	0	0	0	0	0	0		135
	0	0	0	0	0	0	0	0		60
	0	0	0	0	0	0	0	0		184
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		431
	-107	0	0	0	0	0	0	0	Remove 0.08 ha to allow a 20m buffer to railway line for noise and planting to enhance green link. Remove 0.246 ha to allow 10% for on-site open space. Apply town centre residential density to	697
	0	0	0	0	0	0	0	0		40
Would require wider allocation	0	0	0	0	0	0	0	0		13
Loss of small business units unlikely to be suitable. Site could be developed as part of a wider allocation but the retention of small business units would mean that overall development numbers are unlikely to change	0	0	0	0	0	0	0	0		0
Loss of small business units unlikely to be suitable. Site could be developed as part of a wider allocation but the retention of small business units would mean that overall development numbers are unlikely to change	0	0	0	0	0	0	0	0		0
Would require wider allocation	0	0	0	0	0	0	0	0		33
Loss of small business units unlikely to be suitable. Site could be developed as part of a wider allocation but the retention of small business units would mean that overall development numbers are unlikely to change	0	0	0	0	0	0	0	0		0

Loss of small business units unlikely to be suitable. Site could be developed as part of a wider allocation but the retention of small business units would mean that overall development numbers are unlikely to change	0	0	0	0	0	0	0	0		0
Would require wider allocation	0	0	0	0	0	0	0	0		13
	0	0	0	0	0	0	0	0		10
Loss of small business units unlikely to be suitable. Site could be developed as part of a wider allocation but the retention of small business units would mean that overall development numbers are unlikely to change	0	0	0	0	0	0	0	0		0
Loss of small business units unlikely to be suitable. Site could be developed as part of a wider allocation but the retention of small business units would mean that overall development numbers are unlikely to change	0	0	0	0	0	0	0	0		0
Would require wider allocation	0	0	0	0	0	0	0	0		46
	0	0	0	0	0	0	0	0		165
	-177	0	0	0	0	0	0	0	Assume 33% of site required for redirection of roads, Oxford Road treed corridor and buffer to listed building	353
	0	0	0	0	0	0	0	0		422
	0	0	0	0	0	0	0	0		48
	0	0	0	0	0	0	0	0		122
Unsuitable due to loss of existing residential without significant increase	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
Unsuitable due to loss of high quality building that forms a setting to heritage assets	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		520
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		180
Would require an alternative site to be found	-13	0	0	0	0	0	0	0	Site area minus 10% to allow for green link	118
	0	0	0	0	0	0	0	0		0
Remove 20m buffer to Face Bar for noise, 5m buffer to Oxford Rd for treed corridor and 5m buffer to listed building to allow for setting	-33	0	0	0	0	0	0	0		111
	0	0	0	0	0	0	0	0		13
	0	0	0	0	0	0	0	0		54
	-4	0	0	0	0	0	403	0	Reduce by 4 dwellings to reflect retention of same level of healthcare floorspace (403 sq m at 90.4 sq m per dwelling)	12
	-13	0	0	0	0	0	0	0	Reduced site size by half to allow a 20m buffer to Face Bar	13
	0	0	0	0	0	0	0	0		33
	0	0	0	0	0	0	0	0		56
	0	0	0	0	0	0	0	0		26

	0	0	0	0	0	0	0	0		8
	0	0	0	0	0	0	0	0		182
	-6	0	0	0	0	0	0	0	Reduce overall dwelling total by 5% to account for the removal of the 5% of the site in Flood Zone 3	120
Loss of major town centre car park not considered suitable at this stage	0	0	0	0	0	0	0	0		0
	-89	-9045	0	0	0	0	0	0	Reduce site size to 0.614 ha to remove existing protected trees and include a 20m buffer to railway line for noise, light and to enhance treed corridor	174
	-28	-2517	0	-256	0	0	0	0	Reduce site size to 0.5 ha to include a 20m buffer to railway line for noise, light and to enhance treed corridor	174
Loss of building of townscape merit not suitable	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		56
Subject to archaeology	-6	0	0	0	0	0	0	0	Reduce the site size to 0.08 to extract the brook and banks from site to allow it to be deculverted, which would address green link and flood risk issues.	27
	-6	0	0	0	0	0	0	0	Reduction of site size to 0.13 ha to allow a 10m buffer to riverbank for planting/biodiversity	43
	0	0	0	0	0	0	0	0		0
Development in line with expired permission is likely to be suitable, but a net gain of 10 is likely to cause character and heritage impacts	0	0	0	0	0	0	0	0		0
Loss of terraced buildings in a conservation area unlikely to be suitable in terms of heritage and character, and in any case would not be capable of delivering a net gain of 10	0	0	0	0	0	0	0	0		0
Suitable for the conversion for which planning permission has been granted, but this would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
Only suitable for upper floor conversion which would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
Only suitable for conversion which would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
Noise and light effects likely to be too significant to overcome	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		24
Loss of locally listed building not suitable	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
Loss of buiding of townscape merit unlikely to be suitable. Neither development nor conversion could deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
Site is not large enough to deliver 10 dwellings at town centre densities and setting of listed building means higher density unlikely to be appropriate. Also potential overlooking issue with existing residential	0	0	0	0	0	0	0	0		0
Net gain of 10 dwellngs only possible through development at town centre densities and immediate setting of listed building means this is unlikely to be suitable	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		35

Inclusion of pubs and bars within site will make it very difficult to achieve residential development due to noise and disturbance	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		39
Development would cause major parking issues and it would not be possible to achieve acceptable back to back distances.	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		10
Privacy and overshadowing issues likely to be too difficult to overcome	0	0	0	0	0	0	0	0		0
Unsuitable for residential due to the surrounding sources of late night noise and disturbance. However, could be suitable for development to provide increase in office floorspace.	-1	-129	0	0	0	0	0	0	Remove sub station to make site area of 0.34 ha. All floorspace now for offices.	49
	0	0	0	0	0	0	0	0		25
	-20	0	0	0	0	0	0	0	Allow for a 10m buffer to canal for planting to reflect treed corridor. Need for part of SW corner of site to be kept free to allow at least 18m between buildings.	62
Reduction of site to 0.13 ha to accommodate 10m buffer to riverbank and avoid too close a relationship to residential windows to south leads to a 43 dwelling development, a net gain of 8, which does not meet the net gain of 10 threshold	0	0	0	0	0	0	0	0		0
Suitable for permitted development but this would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
Suitable for permitted development but this would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
Suitable for permitted development but this would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
Suitable for permitted development but this would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		50
	0	0	0	0	0	0	0	0		10
	-10	0	0	-101	0	0	0	0	Reduce site size by 5% and apply the calculation to the new site size	190
	0	0	0	0	0	0	0	0		10
	4	0	0	0	0	0	0	0	Conversion of existing building, but car park to rear has potential for additional development/extension. Leaving a 10m buffer to river for planting/exclude flood risk areas/exclude TPO this leaves 0.04. Developed at urban density (112 dph) due to sensitivities around site this gives scope for 4 additional dwellings	15
Suitable for permitted development but this would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0

	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		15
Conversion of ground floor only, basement likely to be unsuitable living environment with direct outlook onto car parking only.	0	0	0	0	0	0	0	0		11
	0	0	0	0	0	0	0	0		13
	-2	0	0	0	0	0	0	0	Reduced site size to 0.2 ha to allow for retention of trees covered by TPO	22
	0	0	0	0	0	0	0	0		26
	-3	0	0	0	0	0	0	0	Reduced to allow a 10m buffer to Oxford Road for tree planting	22
	-1	0	0	0	0	0	0	0	Reduced to account for the rear of Winslet Place	25
Loss of vegetation in a key green link and treed corridor would not be suitable. Significant concerns with whether a safe development could be achieved	0	0	0	0	0	0	0	0		0
Redevelopment of the Wantage Road frontage unlikely to be suitable at this density due to character of street. Redevelopment of rear gardens only would not deliver gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues and potentially flood risk	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues and potentially flood risk	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues and potentially flood risk	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues amd proximity to hazard site	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues amd proximity to hazard site	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues amd proximity to hazard site	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues from railway and flood risk on access	0	0	0	0	0	0	0	0		0
Residential conversion would not have been considered suitable but works have already commenced under permitted development rights	0	0	0	0	0	0	0	0		16
Loss of building which adds character to the street unlikely to be suitable and in any case a net gain of 10+ dwellings cannot be achieved	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		30
	-9	0	0	0	0	0	0	0	Reduce site size to allow for 10m buffer to servicing access to Tesco	57

	0	0	0	0	0	0	0	0		40
Site unlikely to pass the exception test	0	0	0	0	0	0	0	0		0
Site unlikely to pass the exception test	0	0	0	0	0	0	0	0		0
Site unlikely to pass the exception test	0	0	0	0	0	0	0	0		0
Loss of significant trees and difficulty of gaining access makes site unsuitable. In any case site not capable of delivering 10+ dwellings	0	0	0	0	0	0	0	0		0
	-12	0	0	0	0	0	0	0	Retain and convert two oldest buildings and develop only previously developed areas outside TPO and significant trees and away from close proximity to rear of properties (0.36 ha remaining) at suburban density	28
	0	0	0	0	0	0	0	0	Adjusting for privacy issues has no effect on dwelling numbers	14
Development would fragment a green link and would be incapable of delivering 10+ dwellings	0	0	0	0	0	0	0	0		0
Biodiversity interest and tree protection issues make development unsuitable	0	0	0	0	0	0	0	0		0
Even at suburban densities site is not capable of delivering 10+ dwellings	0	0	0	0	0	0	0	0		0
After accounting for TPO areas, site is unlikely to be able to accommodate 10+ dwellings without being substantially out of character	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		45
Achieving a development of 10+ dwellings is likely to have a detrimental effect on the major landscape feature, and unlikely to pass exception test	0	0	0	0	0	0	0	0		0
Would change the character of the edge of the AONB and would result in a loss of priority habitat. Site not large enough to accommodate 10+ dwellings in any case.	0	0	0	0	0	0	0	0		0
Removal of the areas that are LWS, priority habitat and significant protected trees leaves 0.22 ha, which cannot deliver 10+ dwellings at suburban density	0	0	0	0	0	0	0	0		0
Impact on the AONB boundary would make development at this density unsuitable	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		9
Proposal for 10 dwellings tested at application and refused as overdevelopment, so 10+ dwellings not suitable	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		14
	0	0	0	-384	0	0	0	0	Remove area to immediate rear of 4-6 Prospect Street and 10m buffer from Oxford Road for tree planting. Remainder of site reduced, but if retail floorspace reduced to reflect existing this will allow for 11 dwellings	11

	0	0	0	0	0	0	0	0		10
	-52	0	0	0	0	0	0	0	Remove areas of site covered by TPO and 20m buffer to filling station, leaving 1.88 ha. These are the same as the flood zone 2 areas, so this will address the flood risk issue. Develop 20% of site at suburban densities to ease transition to Major Landscape Feature and remainder at urban density	185
Site is unable to accommodate a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Site is unable to accommodate a net gain of 10+ dwellings, and the impacts of rear of adjacent residential and protected trees reduces potential further	0	0	0	0	0	0	0	0		0
Noise and disturbance impacts from road make this an inappropriate residential location	0	0	0	0	0	0	0	0		0
	0	0	-207	0	0	0	0	0	Reduced site size to 0.6 ha to remove TPO trees and 10m buffer to brook from the site	0
Loss of significant industrial and warehouse space in an appropriate industrial location not suitable	0	0	0	0	0	0	0	0		0
Loss of significant industrial and warehouse space in an appropriate industrial location not suitable	0	0	0	0	0	0	0	0		0
High level of flood risk and the lack of suitability for significant development in Major Landscape Feature	0	0	0	0	0	0	0	0		0
Suitable for conversion	0	0	0	0	0	0	0	0		11
	0	0	0	0	0	0	0	0		46
Site too small to accommodate 10+ dwelling net gain and character of this part of the conservation area will mean that higher densities will be inappropriate	0	0	0	0	0	0	0	0		0
Site too small to accommodate 10+ dwelling net gain	0	0	0	0	0	0	0	0		0
Site too small to accommodate 10+ dwelling net gain	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		223
	-14	0	0	0	0	0	0	0	Reduced site to exclude the Local Wildlife Site and retain the existing landscaped strip along the east of the site as a buffer to the LWS.	26
	-16	0	0	0	0	0	0	0	Remove the site of two new houses on Copse Avenue, remove the garden of 12 All Hallows Road (protected tree) and remove 10% of remainder as a green link, leaving 0.71 ha. Prevailing density of Overton Drive is 27 dph so a development at 30 dph more appropriate	21
	-6	0	0	0	0	0	0	0	Remove land already developed for dwellings on Montfort Gate (leaving 0.31 ha). Linear layout of site dictates layout of development, which reduces development potential.	10
Application resolved to grant permission June 2024	0	0	0	0	0	0	0	0		158
	0	0	0	0	0	0	0	0		50
	-11	0	0	0	0	0	0	0	Reduce site size to 0.54 ha to exclude FZ3 elements and protected trees.	17
Whole site is covered by a TPO and is densely wooded	0	0	0	0	0	0	0	0		0

Site is not large enough to accommodate a net gain of 10+ dwellings, and site needs to be reduced in any case to account for significant number of protected trees	0	0	0	0	0	0	0	0		0
Site is covered by environmental constraints including priority habitat and local green space	0	0	0	0	0	0	0	0		0
	-26	0	0	0	0	0	0	0	Sensitivities at eastern end of the site mean that it is assumed that eastern third of site is developed at urban densities and remainder at town centre densities	95
	0	0	0	0	0	0	0	0		17
	0	0	0	0	0	0	0	0		11
	-3	0	0	0	0	0	0	0	Reduce site size to 0.07 ha to leave a 10m buffer to treed corridor on Southampton Street	16
	-9	0	0	0	0	0	0	0	Due to Major Landscape Feature, assume one third of site at suburban density and remainder at urban density	37
	-20	0	0	0	0	0	0	0	Removal of 10m strip for green link, leaving site area of 0.3 ha. Due to Major Landscape Feature, assume one third of site at suburban density and remainder at urban density	26
	-82	0	0	0	0	0	0	0	Removal of 20m buffer to industrial sites to south to allow for transition between uses leaving site area of 3.29 ha. Due to Major Landscape Feature, assume one quarter of site at suburban density and remainder at urban density	311
	-40	0	0	0	0	0	0	0	Removal of 20m buffer to industrial site to south and south east to allow for transition between uses leaving site area of 0.7 ha.	78
	-18	0	0	0	0	0	0	0	20m buffer to A33 to account for noise. 10m buffer to river and brook running through site to allow for biodiversity setting and treed corridor, which also removes areas at risk of flooding and priority habitats from development area. Remaining 0.22 ha developed at	25
	-27	0	0	0	0	0	0	0	20m buffer to dealerships to south to reduce noise and disturbance. 10m buffer to river to allow for biodiviersity setting and treed	75
	0	0	0	0	0	0	0	0		90
	0	0	0	0	0	0	0	0		10
	-7	0	0	0	0	0	0	0	Include 10m buffer to Queens Road and London Street for treed corridor and noise issues, leaving site size of 0.08 ha, apply town centre densities	26
Loss of important arts and cultural facility not considered suitable	0	0	0	0	0	0	0	0		0
	-4	0	0	0	0	0	0	0	Reduce site size to allow for back to back distances to block to west, and allow a 10m buffer to Silver Street for treed corridor, leaving site area of 0.104 ha	19
	0	0	0	0	0	0	0	0		15
Loss of proposed building of townscape merit not suitable. In any case, site cannot deliver 10+ dwellings	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0

Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of significant industrial and warehouse space in an appropriate industrial location not suitable	0	0	0	0	0	0	0	0		0
Noise and disturbance from industrial and commercial uses on both sides of the site would not be suitable	0	0	0	0	0	0	0	0		0
	-53	0	0	0	0	0	0	0	Reduce site with 20m buffer to A33 for noise and include treed corridor, 20m buffer to site to south for noise and 10m buffer to river for treed corridor, leaving site area of 0.7 ha at urban density	78
	0	0	0	0	0	0	0	0		46
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		29
	0	0	0	0	0	0	0	0		21
	0	0	0	0	0	0	0	0		15
Suitable for the permitted development but site not large enough to deliver 10+ dwellings even at urban densities	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		11
Site too small to accommodate 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		19
	0	0	0	0	0	0	0	0		16
Any suitable development is likely to result in only a small uplift of less than 10 dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		15
	-48	0	0	0	0	0	0	0	Remove all areas covered by TPO and buffer to rear of residential properties to south as well as small element connecting to Northumberland Avenue. Develop portion facing Christchurch Gardens in CA (0.17 ha) at prevailing surrounding density (62 dph) and the remainder (1.40 ha) at urban density	168
Site is not suitable for a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		44
	-4	0	0	0	0	0	0	0	Remove small area of priority habitat, and remove 10m buffer to road as treed corridor (which includes the existing tree falling within the TPO) leaving site area of 0.23 ha	10
	-25	0	0	0	0	0	0	0	Remove the area of land covered by badger setts and a 30m radius of those setts, which also covers most of the most important trees and the area identified for a green link. Remove a 10m buffer to Kentwood Hill for landscaping as required by the policy, leaving 0.94 ha to be developed at suburban density	40
	-6	0	0	0	0	0	0	0	Remove area of car park which would need to be retained or reprovided, area within 30m of badger sett and a 10m buffer to Armour Hill for landscaping, leaving site area of 0.29 ha	12

	0	0	0	0	0	0	0	0		12
	0	0	0	0	0	0	0	0		0
Creating access would require a significant loss of priority habitat and would likely fail the exception test	0	0	0	0	0	0	0	0		0
Site cannot accommodate a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Loss of locally listed building not suitable, and likely significant noise and disturbance issues	0	0	0	0	0	0	0	0		0
Environmental designations including local green space & priority habitat, and loss of allotments make development unsuitable	0	0	0	0	0	0	0	0		0
Land protected as local green space due to its important recreational role	0	0	0	0	0	0	0	0		0
Unsuitable for residential due to loss of employment and sites for waste uses, and neighbouring industrial and warehouse uses. Suitable only for the new employment development for which permission has been granted.	-83	0	3221	0	0	0	0	0	To reflect the existing permission for employment development	0
Unsuitable for residential due to loss of employment and sites for waste uses, and neighbouring industrial and warehouse uses. Suitable only for the new employment development for which permission has been granted.	-457	0	18517	0	0	0	0	0	To reflect the existing permission for employment development	0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Site is not capable of accommodation a 10+ net gain in dwellings other than at a density that would be out of character with area	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		98
	0	0	0	0	0	0	0	0		54
	0	0	0	0	0	0	0	0		231
Site not capable of delivering a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Biodiversity designations mean that development not suitable	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0	Removal of small area close to rear of Beecham Road properties does not affect potential capacity	14
Loss of employment land in a core employment area	0	0	0	0	0	0	0	0		0
Loss of employment land in a core employment area	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		24
Loss of locally listed building	0	0	0	0	0	0	0	0		0

Removal of areas covered by TPO would reduce the developable site to a size which cannot deliver a net increase of 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		43
	-2	0	0	-25	0	0	0	0	Ensure 10m buffer to London Road for treed corridor and remove part of side to allow back to back distances for Regent Street, leaving area of 0.13 ha	12
	-8	0	0	-185	0	0	0	0	Ensure 10m buffer to Wokingham Road for treed corridor and remove areas covered by TPO, leaving 0.092 ha. Apply same calculation	12
Site is required for provision of a MUGA	0	0	0	0	0	0	0	0		0
Site would not be capable of providing a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
	-2	0	0	0	0	0	0	0	Reduce site area to 0.094 ha to account for 10m buffer to Wokingham Road for treed corridor and reduce back to back	11
	-10	0	0	0	0	0	0	0	Given that urban density would likely be unsuitable in this location, suggest using the comversion potential of the existing building as a useful proxy, which would also avoid any issues with protected	16
	0	0	0	0	0	0	0	0	Slight reduction to site area related to rear of 29 Newcastle Road does not impact dwelling capacity	18
	1	0	0	0	0	0	0	0	Assume conversion of existing buildings and development at urban densities on the remainder of the site (0.19 ha)	38
	-61	0	0	0	0	0	0	0	Assume development of the area of the site least affected by tree cover (0,51 ha) at suburban densities to reflect character of this part of the conservation area	17
	-17	0	0	0	0	0	0	0	Remove 10m strip on frontage for green link and area protected by TPO, leaving 0.4 ha. To reflect surrounding character assume 50% of site fronting Redlands Road to be developed at urban density and remaining 50% to be developed at suburban density	31
	-63	0	0	0	0	0	0	0	Development potential reduced to account for retention of Pearson's Court.	119
The HELAA is not the best way to assess the suitability of an intensified hospital on the site, so a separate consideration will be needed. For these purposes, assume potential suitability.	0	0	0	0	0	0	0	0		0
	-2	0	0	0	0	0	0	0	Reduce site area to 0.25 ha to remove areas subject to TPO	28
Loss of existing building which enhances character of setting of conservation area. Urban density likely to be out of character and, once TPO area is removed, unlikely to be sufficeint space to accommodate 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		13
	0	0	0	0	0	0	0	0		10
Development would not be capable of delivering 10+ dwellings	0	0	0	0	0	0	0	0		0
Site not capable of delivering 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		14
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		41
	0	0	0	0	0	0	0	0		17

	0	0	0	0	0	0	0	0		26
Suitable for permitted development but this would not deliver a net gain of 10 dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		40
Conversion of existing building would not deliver net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		20
	0	0	0	0	0	0	0	0		30
	0	0	0	0	0	0	0	0		32
Site not large enough to accommodate net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
Site not large enough to accommodate net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Not clear that the loss of existing community use could be suitable	0	0	0	0	0	0	0	0		0
	-1	0	0	0	0	0	0	0	Reduction of site to 0.497 ha to allow appropriate distances to rear of 33-34 Burrcroft Road	21
	0	0	0	0	0	0	0	0		10
Site not large enough to accommodate net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		19
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		620
Secretary of State decision overturning Inspector's recommendation means site must be treated as suitable	0	0	0	0	0	0	0	0		637
	-75	-6774	0	0	0	0	0	0	Reduce site size to 0.9644 ha to allow 10m buffer to Vastern Road as treed corridor and 20m buffer to railway, then use same calculation	236
	-6	0	0	0	0	0	0	0	Reduce site size to 0.52 ha to allow 10m buffer to Caversham Road as treed corridor and allow for appropriate back to back distances from Swansea Road/Northfield Road	58
	0	0	0	0	0	0	0	0		60
	0	0	0	0	0	0	0	0		209
	-29	0	0	0	0	0	0	0	Exclude buffer to rear of all properties to be constructed on adjacent site. Exclude 10m buffer to river Thames for biodiversity setting and to Vastern Road for treed corridor, leaving site area of	105
	-107	0	0	0	0	0	0	0	Include 20m buffer to main east west rail line for noise issues. Remove areas subject to TPO leaving a site area of 0.99 ha. Develop one third at urban densities to reflect sensitivities of landscape feature, listed building and need to transition away from town centre densities	253
	-13	0	0	0	0	0	0	0	Include 20m buffer to main east west rail line for noise issues. Remove areas within priority habitat leaving a site area of 0.52 ha.	59

Virtually whole site is priority habitat	0	0	0	0	0	0	0	0		0
	-48	0	0	-155	0	0	0	0	Include 20m buffer to railway line for noise issues. Remove area covered by TPO. Results in a reduced site area of 2.48 ha.	702
	0	0	0	0	0	0	0	0		382
	0	0	0	0	0	0	0	0		216
	-4	0	0	0	0	0	0	0	Slightly reduced site area to 2.05 ha to allow a 20m buffer to railway and allow appropriate back to back distances to 39-41	405
Would not deliver 10+ dwellings on its own, but is currently part of a wider sub-area	0	0	0	0	0	0	0	0		3
Would not deliver 10+ dwellings on its own, but is currently part of a wider sub-area	0	0	0	0	0	0	0	0	Removal of small area of prority habitat would not affect potential capacity	2
Loss of listed buildings or their setting not suitable	0	0	0	0	0	0	0	0		0
Loss of listed buildings or their setting and loss of museum not suitable	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		130
	0	0	0	0	0	0	0	0		14
	0	0	0	0	-578	0	0	0	Removing functional floodplain, priority habitat areas and area covered by TPO reduces the site size by 29%, so floorspace reduced accordingly	-1
	-6	0	0	0	0	0	0	0	Include 20m buffer to industrial uses, and remove small section to rear of 13 Denebigh Place resulting in a site area of 0.22 ha	25
	-10	0	0	0	0	0	0	0	Include 20m buffer to industrial uses, and remove sub-station resulting in a site area of 0.23 ha	26
	-24	0	0	0	0	0	0	0	Include 20m buffer to industrial uses, and 10m buffer to Richfield Avenue which also includes areas covered by TPO	66
	-40	0	0	0	0	0	0	0	Reduced to include only the parts of the site that are within Flood Zone 2	23
Loss of very significant education facility not suitable	0	0	0	0	0	0	0	0		0
A conversion only (required due to local listing of building) would be unable to accommodate sufficient floorspace to provide a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Potentially suitable for conversion, but would not result in a net increase of 10+ dwellings	0	0	0	0	0	0	0	0		0
	-123	0	0	0	0	-1125	0	0	Coverage by TPO and location directly adjacent to Major Landscape Feature means that development on car park unlikely to be suitable, which would be likely to be the residential element. TPO coverage on other half makes extention difficult, and setting of conservation area means difficult to extend significantly upwards, so assume one additional hotel storey	0
	0	0	0	0	0	0	0	0		110
	-28	0	0	0	0	0	0	0	Reduced site size to 0.63 ha to account for the retention of trees protected by TPO and priority habitat	71
	-126	0	0	0	0	0	0	0	Reduced site area to 3.45 ha to account for retention of trees protected by TPO and priority habitat and exclude Flood Zone 3 areas	386

	0	0	0	0	0	0	0	0		0
Unlikely tp pass exception test	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise and light issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Site is unlikely to be able to comply with the exception test	0	0	0	0	0	0	0	0		0
Development as permitted is suitable, but would not accommodate a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Site is unlikely to be able to comply with the exception test and is too small to deliver a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Loss of employment uses in a Core Employment Area and residential use would be unlikely to fulfil the exception test	0	0	0	0	0	0	0	0		0
	-20	0	0	0	0	0	0	0	Reduce site size to 0.49 ha to allow 10m buffer to Vastern Road for treed corridor, 10m buffer to river for biodiversity setting and remove remaining areas of Flood Zone 3	160
	61	0	0	0	0	0	0	0	There are sensitivities that would restrict the ability of the site to deliver development. It is likely that a conversion would result in higher residential yield than a new build development, so a conversion assumed for these purposes.	192
	0	0	0	0	0	0	0	0		105
	-18	0	0	0	263	0	0	0	Reduce site size to 0.35 ha to remove Reading Rep Theatre and areas covered by TPO and areas closest to the rear of Kingsgate Street properties, which will also allow for a 10m buffer to Kings Road as treed corridor and some remaining parking provision for theatre	39
Development as permitted is suitable, but would not accommodate a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0

Development as permitted is suitable, but would not accommodate a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		29
Removing area covered by TPO and including allowance for back to back distances for adjoining residential (plus removing parts of the site rendered undevelopable by those changes) results in a site area of 0.08ha, which is not capable of accommodating 10+ dwellings at an urban density, and higher density is unlikely to be appropriate within listed building setting	0	0	0	0	0	0	0	0		0
Dependent on demonstrating that playing field is surplus to requirements	0	0	0	0	0	0	0	0		0
Dependent on relocation of primary school	-29	0	0	0	0	0	0	0	Retain main part of existing building and convert to residential (9 dwellings at 120 sq m per dwelling as not a town centre site. Develop remaining 0.14 ha at suburban densities, which is necessary given that retained building would be one storey	15
Potentially suitable for some development but would not accommodate a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
Loss of area TPO not suitable, and loss of undesignated open space requires strong justification. Site not large enough to accommodate 10+ dwellings in any case	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
Several aspects require further investigation, and transport issues need to be considered, but in principle employment development is potentially suitable subject to DEPZ as existing allocation. Proximity of MRF, sewage works, contamination issues mean residential development not suitable.	0	0	0	0	0	0	0	0		0
Subject to consideration of existing allocation within DEPZ	0	0	-1932	0	0	0	0	0	To allow a 15m buffer to A33 for a bus lane plus planting as part of the treed corridor.	0
Suitable as part of a wider land release only	0	0	0	0	0	0	0	0		507
Suitable as part of a wider land release only	0	0	0	0	0	0	0	0	Removing electricity sub station does not affect capacity	192
	-11	0	0	0	0	0	0	0	Leave a 25m buffer to industrial uses to south to reflect noise issues (similar distance to existing closest residential to site) resulting in site area of 1.65 ha	185
Loss of small business units unlikely to be suitable. Would need to be retained within a wider allocation if necessary	0	0	0	0	0	0	0	0		0
Loss of important retail and leisure facilities that supplement the role of the district centre	0	0	0	0	0	0	0	0		0
With the adjacent site to the south being unsuitable, it is very unlikely that a satisfactory residential environment can be created on this relatively small site	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		152
	-24	0	0	0	0	0	0	0	Leave a 25m buffer to industrial uses to south to reflect noise issues (similar distance to existing closest residential to site), as well as south eastern corner of site for green link, remove electricity sub stations and an appropriate buffer to Charnwood Court for privacy etc resulting in site area of 1.87 ha	209

	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
Would only be suitable as part of a wider proposal including land in Wokingham which does not form part of the adjoining Local Plan	0	0	0	0	0	0	0	0		0
	-12	0	0	0	0	0	0	0	Reduce site size to 0.16 ha to allow 10 m buffer to Basingstoke Road and to easter boundary, in both cases for green links.	18
	0	0	0	0	0	0	0	0		302
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		25
Removing part of the site to avoid blocking windows of hotel would result in a reduction in the site area to 0.08 which is too small to deliver 10+ dwellings	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		618
After allowance made for appropriate distance to 3 Whitley Wood Lane and TPO, site is reduced to 0.197 ha. Suburban density more likely to be appropriate here than urban given surroundings, and the site is not large enough to accommodate 10+ dwellings at suburban density	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
	-56	0	0	0	0	0	0	0	Inclusion of 20m buffer to surrounding industrial/commercial buildings (and proposed site WH020) to prevent noise issues leaving site area of 0.83 ha	93
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0
Loss of employment and sites identified for waste uses, as well as noise issues	0	0	0	0	0	0	0	0		0

Loss of employment within Core Employment Area and increase of activity within DEPZ	0	0	0	0	0	0	0	0		0
Loss of employment within Core Employment Area and increase of activity within DEPZ	0	0	0	0	0	0	0	0		0
Loss of employment within Core Employment Area and increase of activity within DEPZ	0	0	0	0	0	0	0	0		0
Loss of employment within Core Employment Area and increase of activity within DEPZ	0	0	0	0	0	0	0	0		0
Loss of employment within Core Employment Area and increase of activity within DEPZ	0	0	0	0	0	0	0	0		0
Loss of employment within Core Employment Area and increase of activity within DEPZ	0	0	0	0	0	0	0	0		0
Loss of employment within Core Employment Area and increase of activity within DEPZ	0	0	0	0	0	0	0	0		0
	-9	0	0	0	0	0	0	0	Reduce site size to 0.17 ha to retain a landscaped buffer to brook and pond and entrance road into Kennet Island, and also to exclude electricity sub station	19
	0	0	0	0	0	0	0	0		0
Site could not accommodate net gain of 10+ dwellings at urban density	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
New residential allocation unlikely to be suitable in DEPZ	0	0	0	0	0	0	0	0		0
Significant uncertainty around whether a safe access can be created	0	0	0	0	0	0	0	0		0
Access onto classified road and need to fell protected tree to create access	0	0	0	0	0	0	0	0		0
Site is not large enough to accommodate a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Loss of existing building not considered to be suitable	0	0	0	0	0	0	0	0		0
Shape of site and proximity to rear of other residential means that there is unlikely to be potential for a net gain of 10+ dwellings.	0	0	0	0	0	0	0	0		0
	0	0	0	0	0	0	0	0		0
Would need assessment of possible biodiversity significance. Need to exclude access to gas governor from site	0	0	0	0	0	0	0	0		0
Unlikely to pass the exception test and noise issues from proximity to industrial units	0	0	0	0	0	0	0	0		0
Loss of childrens play area not considered suitable	0	0	0	0	0	0	0	0		0
Allowing for sufficient back to back distances reduces the potential capacity at urban density below 10+ dwellings, and higher densities unlikely to be appropriate in this sensitive conservation area location.	0	0	0	0	0	0	0	0		0
Site is unlikely to pass exception test	0	0	0	0	0	0	0	0		0
Site is not capable of accommodating a net gain of 10+ dwellings, in addition to the loss of the existing building being likely unsuitable.	0	0	0	0	0	0	0	0		0
May have suitability for development, but site not large enough to accommodate a net gain of 10+ dwellings as this would require significant increase in height.	0	0	0	0	0	0	0	0		0

Exclusion of the part of the site that makes a positive contribution to the character of the area reduces site size to 0.06 ha which is too small to deliver a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Retention of the existing dwellings and allowing an appropriate 20m buffer from industrial buildings reduces the site size to 0.08 ha which cannot accommodate a 10+ net gain in dwellings	0	0	0	0	0	0	0	0		0
Whilst there is some suitability for conversion and extension, the site could not accommodate a net gain in dwellings of 10+	0	0	0	0	0	0	0	0		0
Given suitability of retaining the frontage building and heavily treed nature of rear, a conversion is most appropriate but this would not deliver a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Loss of listed building, coverage by TPOs and likelihood that development would fail the exception test	0	0	0	0	0	0	0	0		0
	-16	0	0	0	0	0	0	0	Allowing for a 10m buffer to main road for treed corridor and 20m buffer to adjacent industrial unit results in a site area of 0.144 ha	16
New access onto classified road likely to be unsuitable	0	0	0	0	0	0	0	0		0
Loss of building of townscape merit within conservation area. Site would not have been large enough to accommodate 10+ dwellings in any case.	0	0	0	0	0	0	0	0		0
Site is not capable of accommodating a net gain of 10+ dwellings particularly after protected trees taken into account	0	0	0	0	0	0	0	0		0
New access onto classified road likely to be unsuitable	0	0	0	0	0	0	0	0		0
	-5	0	0	0	0	0	0	0	Reduce site size to 0.37 ha to allow appropriate distances to windows to habitable rooms and remove areas covered by TPO.	32
Site is unlikely to pass the exception test and in any case would not be capable of accommodating a net gain of 10+ dwellings	0	0	0	0	0	0	0	0		0
Increase of height by two storeys would not be suitable given character of surroundings and setting of conservation area	0	0	0	0	0	0	0	0		0
Likely significant overshadowing effects. Proposed four storey extension would qualify the building as a tall building and this would need significant assessment including of views to understand impact on townscape.	0	0	0	0	0	0	0	0		0

ent potential of suitable sites (net change)						
Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Communi ty (sq m)	Other (sq m)
558	0	-127	0	5879	0	0
-1071	0	0	0	0	0	0
-193	0	0	0	0	0	0
-65	0	0	0	0	0	0
-153	0	0	0	0	0	0
-264	0	0	0	0	0	0
-142	0	0	0	0	0	0
-590	0	63	0	0	0	0
-162	0	0	0	0	0	0
-1650	0	888	-288	0	0	0
96	0	-196	0	0	0	0
0	0	-3531	0	0	0	0
-3844	0	0	0	0	0	0
0	0	762	0	0	0	0
34736	0	1174	0	0	0	5941
44767	0	2941	0	12981	0	0
0	0	0	0	0	0	-4773
0	0	0	0	0	0	0
-120	-270	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-186	0	0	0	0	0
0	0	0	0	0	0	0

0	0	0	0	0	0	0
0	-366	0	0	0	0	0
-98	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-478	0	0	0	0	0
0	0	184	0	0	0	0
0	0	0	0	0	0	0
0	0	1501	0	0	0	0
-5479	0	0	0	0	0	0
0	0	1376	0	-7295	0	0
0	0	0	0	0	0	0
0	0	462	0	3486	0	-634
0	0	0	0	0	0	0
0	0	2020	0	0	0	-2733
0	0	0	1630	0	0	0
0	0	0	0	0	0	-10499
0	0	0	0	0	0	-3636
0	0	0	10000	0	0	-9000
-2894	0	0	0	0	0	0
-232	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-450	0	0	0	0	0	0
0	0	0	0	0	0	-1003
0	0	0	0	0	512	0
-1771	0	0	0	0	0	0

-600	0	-737	0	0	0	0
-5729	0	0	0	0	0	0
0	0	-964	-4427	0	0	0
0	0	0	0	0	0	0
-14537	0	0	0	0	0	0
15734	0	1600	0	0	0	-3197
0	0	0	0	0	0	0
-4075	0	0	0	0	0	0
0	0	0	0	0	-2390	0
-3150	0	0	0	0	0	0
0	0	1223	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-1541	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	270	0	-136
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-2228	0	0	0	0	0	0

0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	-414	0	0
0	0	0	0	0	0	0
491	0	0	0	0	0	0
-2685	0	0	0	0	0	0
-4014	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	-4313	4313	0	0	0
-2404	0	-477	0	4083	0	0
0	0	-801	0	6264	0	-1259
0	0	0	0	-4313	0	0
-633	0	0	0	0	0	0
0	0	-11114	0	0	0	0
0	0	-464	0	0	0	0
0	0	-720	0	0	0	0
0	0	0	0	0	0	0

-1106	0	0	0	0	1608	0
0	0	-720	0	0	0	0
-706	0	0	0	0	0	0
55	0	0	0	0	0	0
0	-755	0	0	0	0	0
0	0	158	0	0	0	0
0	0	-830	0	0	0	-293
0	0	0	0	0	0	-1076
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
-917	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	126	0	0	-733	0
0	0	0	0	0	0	0

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0	0	0	0	0	0	0
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0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-880	0	0	0	0	922	0
0	0	0	0	0	0	-115
-456	0	0	0	0	0	0

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0	0	-6498	0	0	0	0
0	0	0	0	0	0	0
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-3078	2070	0	0	0	0	0
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0	0	0	0	0	-711	0
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474	0	0	0	0	0	0
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0	0	0	0	0	-316	0
-722	0	0	0	0	0	0
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0	-1298	0	0	0	0	0
0	0	-8695	0	0	0	0
0	-1982	0	0	0	0	0
0	-504	0	0	0	0	0
0	0	0	0	0	0	-2517
0	-3206	0	0	0	0	-99
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-141	0	0	0	0	0	-230
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0	0	0	0	0	0	0
0	0	-406	0	0	0	0
0	-512	0	0	0	0	0
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-960	0	0	0	0	0	0
-13050	0	0	0	0	0	0
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-2186	0	0	0	0	0	0
0	0	230	0	0	0	-482
0	0	295	0	0	0	-194
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-2685	0	0	0	0	0	0
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0	0	0	0	0	-371	0
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-2625	0	0	0	0	0	0
-1119	0	0	0	0	0	0

-2044	0	0	0	0	0	0
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0	0	0	0	0	-1185	0
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19729	0	1752	0	0	777	-10991
23719	0	-2579	0	0	0	0
21377	0	0	0	0	0	-28669
0	-3297	0	0	0	0	0
-243	0	0	0	0	0	0
-4683	0	0	0	0	0	0
0	0	0	0	0	0	-326
-4793	0	0	0	0	0	0
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-12290	0	0	0	0	0	0
-6714	0	0	0	0	0	0
0	0	0	0	0	-240	0
0	0	0	0	0	0	0

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0	0	0	0	0	-1185	0
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-9276	0	0	0	0	0	0
0	-6527	0	0	0	0	0
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0	0	0	0	0	0	0
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0	0	0	-3221	0	0	0
-10664	0	0	0	0	0	0

-518	2553	0	0	0	0	0
0	15080	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	-425
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20430	0	0	0	0	0	0
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0	2174	0	0	0	0	0
0	0	0	28442	0	0	0
1972	0	1928	23271	23605	0	22281
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-3274	3462	0	0	0	0	0
0	0	0	0	0	0	0
0	13376	-14775	0	0	0	0
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0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	1906	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
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STAGE 2(C): ASSESSING AVAILABILITY

SITE			AVAILABILITY ANALYSIS						
Site Code	**Site Title**	**Assess for availability?**	**Landowner(s) or applicant**	**Number of significant ownerships**	**Contacted?**	**Responded to contact?**	**Organisation responding**	**Landowner intention**	**Legal issues?**
AB001	29-35 Station Road	Yes	Private landowners	1	Yes	No		Previously expressed intention to develop	Not known
AB002	17-27 Station Road	Yes	Private landowners	1	Yes	No		Not known	Not known
AB003	13-15 Station Road	Yes	Private landowners	1	Yes	No		Not known	Not known
AB004	23 Friar Street	Yes	Private landowners	1	Yes	No		Not known	Not known
AB005	24 Friar Street	Yes	Private landowners	1	Yes	No		Not known	Not known
AB006	27-29 Friar Street	Yes	Private landowners	1	Yes	No		Not known	Not known
AB007	1 Merchants Place	Yes	Private landowners	1	Yes	No		Not known	Not known
AB008	30-31 Friar Street	Yes	Private landowners	1	Yes	No		Not known	Not known
AB009	32-34 Friar Street	Yes	Private landowners	1	Yes	No		Not known	Not known
AB010	35-39 Friar Street	Yes	Private landowners	1	Yes	No		Permission recently granted subject to S106, expected to be available for	Not known
AB011	8 Merchants Place	Yes	Private landowners	1	Yes	No		Not known	Not known
AB012	52-55 Friar Street and 12 Greyfriars Road	Yes	Private landowners	1	Yes	No		Most recent known position was no current intention to develop	Not known
AB013	Greyfriars House, 20 Greyfriars Road	Yes	Private landowners	1	Yes	No		Known intention to proceed with residential development	Not known
AB015	Station Hill Plot F, Garrard Street	Yes	Private landowners	1	No	N/A		Development underway	No
AB016	Station Hill Phase 2	Yes	Private landowners	1	No	N/A		Development underway	No
AB017	Station Hill Phase 3	Yes	Private landowners	1	Yes	No		Site has outline planning permission and known intention to proceed with mixed use development	No
AB018	Cattle Market	Yes	Reading Borough Council	1	No	N/A		Long-term development opportunity - retain current uses in short term	Yes
AB019	45 Caversham Road	Yes	Private landowners	1	No	N/A		Development underway	No
AB020	31 Great Knollys Street	Yes	Private landowners	2	Yes	No		Not known	Not known
AB021	Unit B1-B11, Great Knollys Street	Unsuitable - do not assess							
AB022	Bellman Court, Great Knollys Street	Unsuitable - do not assess							
AB023	63 Great Knollys Street	Yes	Reading Borough Council	1	No	N/A		No current intention to develop	Yes
AB024	Units A1-A3 Great Knollys Street	Unsuitable - do not assess							
AB025	Unit A2, North Street	Unsuitable - do not assess							
AB026	1a North Street	Yes	Private landowners	1	Yes	No		Not known	Not known
AB027	16 North Street	Yes	Private landowners	1	Yes	No		Intention known to be that site is available for development in line with planning	Not known
AB028	12-14 North Street	Unsuitable - do not assess							

AB029	Units C1-C11, Weldale Street	Unsuitable - do not assess							
AB030	7 Weldale Street	Yes	Private landowners	1	Yes	No		Not known	Not known
AB031	Land between Chatham Street and Weldale Street	Yes	Private landowners	1	No	N/A		Development underway	No
AB032	Chatham Street	Yes	Reading Borough Council (highways land)	1	No	N/A		Intention is to retain the current road layout for the forseeable future due to the costs of development	Yes
AB033	Broad Street Mall	Yes	Private landowners	1	Yes	No		Intention of new owner known to be to develop, current planning application	Yes
AB034	Fountain House, 2 Queens Walk	Yes	Private landowners	1	Yes	No		Not known, but considered likely to be available for conversion during the plan period	Not known
AB035	Pentahotel, Oxford Road	Yes	Private landowners	1	Yes	No		No information on developer intention, not considered likely that site will become available	Not known
AB036	Queens Court, Queens Walk	Unsuitable - do not assess							
AB037	20 Hosier Street	Yes	Private landowners	1	Yes	No		Previous intention to develop through planning permission. Considered to be potential for site to be available	Not known
AB038	19-23 St Mary's Butts	Unsuitable - do not assess							
AB039	Hosier Street	Yes	Reading Borough Council	1	No	N/A		Intention is known to be to develop, work currently underway on progressing a planning application	Not known
AB040	Hexagon Theatre, Hosier Street	Yes	Reading Borough Council	1	No	N/A		Intention is to develop the theatre extension	No
AB041	Thames Valley Police, Castle Street	Yes	Public landowner	1	Yes	No		Intention is known to be to move Police HQ (works underway elsewhere) and site to become available	Not known
AB042	Magistrates Court, Castle Street	Yes	Public landowner	1	Yes	No		Understood that landowner intention is to retain existing use	Not known
AB043	Reading Prison	Yes	Private landowners	1	No	No		Recenty purchased, new landowner intention is to bring the buildings back into	Not known
AB044	Eaton House, 106-112 Oxford Road	Yes	Private landowners	1	Yes	No		Intention is known to be to develop on the basis of recent planning application	Not known
AB045	10 Eaton Place	Yes	Private landowners	1	Yes	No		Intention is known to be to develop on the basis of recent planning application	Not known
AB046	115 Chatham Street	Yes	Private landowners	1	No	N/A		Development underway	No
AB047	121 Chatham Street	Yes	Reading Borough Council	1	No	N/A		Site is on a long lease, no current intention that site becomes available but could be part of a wider development	Not known
AB048	Future House, 125 Chatham Street	Yes	Private landowners	1	Yes	No		Previous prior approvals and planning permissions for conversion/extension indicate interest in development	No
AB049	The Face Bar, Ambrose Place	Yes	Private landowners	1	Yes			No information on developer intention, but considered that site could become available as part of a wider development	Not known
AB050	Central Swimming Pool, Battle Street	Yes	Reading Borough Council	1	No	N/A		Site is available for development during the plan period	No
AB052	173-175 Friar Street	Yes	Private landowners	1	Yes	Yes	Watercrown Reading Lrd	Site is already being brought forward for development in line with permission. Aspiration for additional storey	No
AB053	27-32 Market Place	Yes	Private landowners	1	Yes	Yes	Watercrown Reading Lrd	Site is already being brought forward for development in line with permission	No
AB054	3-10 Market Place, Abbey Hall & Abbey Square	Yes	Private landowners	1	No	N/A		Development underway	No
AB055	Vue Cinema, The Oracle	Yes	Private landowners	1	Yes	No		Intention is known to be to develop and current planning application under consideration	Not known
AB056	Oracle Riverside Car Park	Unsuitable - do not assess							

AB057	Apex Plaza, Forbury Road	Yes	Private landowners	1	Yes	No		Landowner has expressed interest in development in the past, considered potential to become available in plan period	Not known
AB058	Brunel Arcade, Station Approach	Yes	Private landowners	1	Yes	No		Intention is known to be for the site to be available for development in the long term	Not known
AB059	143-145 Oxford Road	Unsuitable - do not assess							
AB060	9-27 Greyfriars Road	Yes	Private landowners	1	Yes	No		Intention not known, but offices have been refurbished	Not known
AB061	Reading Central Library, Abbey Square	Yes	Reading Borough Council	1	No	N/A		Intention is that site will become available when Reading Central Library has moved to new site on Bridge Street	No
AB062	The Anchorage, 34 Bridge Street	Yes	Private landowners	1	Yes	Yes	Corum Asset Management	Retain in office use	Not known
AB063	The Oracle Shopping Centre, Yield Hall Place	Yes	Private landowners	1	Yes	No		No known intention to undertake this extension	Not known
AB064	78 Oxford Road	Unsuitable - do not assess							
AB065	149-153 Oxford Road	Unsuitable - do not assess							
AB066	40 Oxford Road	Unsuitable - do not assess							
AB067	38 Oxford Road & 5 Cheapside	Unsuitable - do not assess							
AB068	159 Oxford Road	Unsuitable - do not assess							
AB069	Queens Arms PH, Great Knollys Street	Unsuitable - do not assess							
AB070	37-43 Blagrave Street	Yes	Private landowners	1	Yes	No		No information to confirm landowner intention in recent years.	Not known
AB071	Rising Sun 18 Forbury Road	Unsuitable - do not assess							
AB072	The Butler PH, Chatham Street	Yes	Private landowners	1	No	N/A		Not known, considered to be potential for the land for the extension to be available in plan period	Not known
AB073	7 Blagrave Street	Unsuitable - do not assess							
AB074	Land at Regent Court, Great Knollys Street	Unsuitable - do not assess							
AB075	1-3 Greyfriars Road	Unsuitable - do not assess							
AB076	160-163 Friar Street	Yes	Private landowners	1	Yes	No		Considered to have potential for availability on the basis of the previous interest in conversion of building to residential	Not known
AB077	15-18 Friar Street, 2-16 Station Road and Harris Arcade	Unsuitable - do not assess							
AB078	Clarendon House 59-75 Queens Road	Yes	Private landowners	1	No	N/A		Planning permission has been implemented and part completed. Assumed that intention is to build out remainder of permission.	No
AB079	Rear of 8-32 Clifton Street	Unsuitable - do not assess							
AB080	Part of City Wall House, 26 West Street	Yes	Private landowners	1	Yes	Yes	TA Fisher (landowner)	Site is likely to be available for development during the plan period	No
AB081	Tangent House, 16 Forbury Road	Unsuitable - do not assess							
AB082	Aquis House, 49-51 Forbury Road	Yes	Private landowners	1	Yes	No		Site is known to be available as a result of call for sites nomination	Not known
AB083	33 Blagrave Street	Yes	Private landowners	1	Yes	No		Site is known to be available as a result of call for sites nomination	Not known
AB084	Sapphire Plaza, Watlington Street	Yes	Private landowners	1	Yes	No		Site is known to be available as a result of call for sites nomination	Not known
AB085	Royal Court, Kings Road	Unsuitable - do not assess							
AB087	Epping House, 55 Russell Street	Unsuitable - do not assess							

AB088	87 Broad Street	Unsuitable - do not assess							
AB089	200-202 Broad Street	Unsuitable - do not assess							
AB090	165 Oxford Road	Unsuitable - do not assess							
AB091	House of Fraser, The Oracle	Yes	Private landowners	1	No	N/A		Intention known to be to convert and refurbish	No
AB093	1-15 Queen Victoria Street & 145-148 Friar Street	Yes	Private landowners	1	No	N/A		Development underway	No
AB094	138-144 Friar Street	Yes	Private landowners	1	No	N/A		Known that intention is to develop the site	Not known
AB095	100 Kings Road	Yes	Private landowners	1	Yes	Yes	TA Fisher (landowner)	Site is likely to be available for development during the plan period	No
AB096	149-150 Friar Street and 2-4 Queen Victoria Street	Yes	Private landowners	1	Yes	No		Previous prior approval for conversion to residential but the offices have since been refurbished and no interest in development since.	Not known
AB097	Former Debenhams, The Oracle	Yes	Private landowners	1	Yes	No		Intention is known to be to develop and current planning application under consideration	Not known
AB098	Warwick Arms, 77-79 Kings Road	Yes	Private landowners	1	Yes	No		No information on landowner intentions and no recent developer interest	Not known
AB099	20-22 Duke Street	Yes	Private landowners	1	Yes	Yes	Agent	Site is likely to be available for development during the plan period	No
AB100	23-24 Market Place	Unsuitable - do not assess							
AB101	Civic Offices, Bridge Street	Yes	Reading Borough Council	1	No	N/A		Development in process of commencement	No
AB102	13-15 Market Place	Yes	Private landowners	1	Yes	No		Intention understood to be to carry out the permitted development	Not known
AB103	Queens Wharf, Queens Road	Yes	Reading Borough Council	1	No	N/A		Intention is that the site is available for conversion	No
BA001	Rear of 303-315 Oxford Road	Yes	Private landowners	1	Yes	Yes	First Avenue Estates Ltd	Intend to bring forward for development	Not known
BA002	Land adjacent to 22 Portman Way	Yes	Private landowners	1	Yes	No		Long-term intention is known to be to develop for residential	Not known
BA003	Land at Moulsford Mews	Yes	Public landowner	1	Yes	No		Several recent planning permissions, intention is expected to be to develop	Not known
BA004	784-794 Oxford Road	Yes	Private landowners	2	Yes	No		Although previously allocated, landowner intention has never been provided	Not known
BA005	816 Oxford Road	Yes	Private landowners	1	Yes	No		Landowner intention known to be to develop	Not known
BA006	Land at Reading West Station	Unsuitable - do not assess							
BA007	133-137 Wantage Road	Unsuitable - do not assess							
BA008	2-6 Portman Road and 1-5 Loverock Road	Unsuitable - do not assess							
BA009	Ashmere Terrace, 8-12 Portman Road and 7-11 Loverock Road	Unsuitable - do not assess							
BA010	14 Portman Road and the Portman Centre	Unsuitable - do not assess							
BA011	16-22 Portman Road and 47-73 Loverock Road	Unsuitable - do not assess							
BA012	24-28 Portman Road and 75-83 Loverock Road	Unsuitable - do not assess							
BA013	Battle Farm Trading Estate and 60 and 85 Loverock Road	Unsuitable - do not assess							
BA014	38-40 Portman Road and 103 Loverock Road	Unsuitable - do not assess							
BA015	Albury Close	Unsuitable - do not assess							
BA016	Broughton Close and 44-50 Portman Road	Unsuitable - do not assess							
BA017	50-60 Portman Road and 117-123 Loverock Road	Unsuitable - do not assess							
BA018	62 Portman Road	Unsuitable - do not assess							

BA019	Bridgewater Close	Unsuitable - do not assess							
BA020	Wigmore Lane	Unsuitable - do not assess							
BA021	42 Portman Road	Yes	Private landowners	1	No	N/A		Development underway	No
BA022	EXCLUDED SITE								
BA023	126 Tilehurst Road	Unsuitable - do not assess							
BA024	Curzon Club, 362 Oxford Road	Yes	Private landowners	1	Yes	No		Landowner intention known to be to develop	Not known
BA025	Part of Tesco Car Park, Portman Road	Yes	Ridgepoint Homes (Developer with interest in land)	1	Yes	Yes	Ridgepoint Homes	Site is likely to be available for development during the plan period	No
CA001	St Martin's Precinct, Church Street	Yes	Private landowners	1	Yes	No		Long-term intention is understood to be to develop	Not known
CA002	Cantay House, Ardler Road, Caversham	Unsuitable - do not assess							
CA003	Former Caversham Nursery, 82 Gosbrook Road	Unsuitable - do not assess							
CA004	68 St John's Road	Unsuitable - do not assess							
CA006	Land rear of 27-43 Blenheim Road	Unsuitable - do not assess							
CA007	Hemdean House School, Hemdean Road, Caversham	Yes	Private landowners	1	Yes	Yes	Multimedix Holdings	Site is likely to be available for development during the plan period	No
CH001	Rear of 1 & 3 Woodcote Road & 21 St Peter's Hill	Yes	Private landowners	3	No	N/A		Site still in residential garden use. It is considered likely that site could be assembled	Not known
CH002	142 Kidmore Road, Caversham	Unsuitable - do not assess							
CH003	Land adjacent to 54 Highdown Hill Road, Emmer Green	Unsuitable - do not assess							
CH004	20 Chazey Road	Unsuitable - do not assess							
CH005	Outlands, Upper Warren Avenue	Unsuitable - do not assess							
CH006	Highdown School, Surley Row	Yes	Reading Borough Council	1	No	N/A		Land is part of school and will continue in school use. No immediate known intention to extend	Not known
CH007	Chazey Farm, The Warren	Yes	Private landowners	2	Yes	No		Current intention unknown, but permission has been implemented and no other known proposals for site	Not known
CH008	Land at Chazey Court Farm	Unsuitable - do not assess							
CH009	Plots A & B Gravel Hill	Unsuitable - do not assess							
CH010	Highridge, Upper Warren Avenue	Unsuitable - do not assess							
CH011	161 Upper Woodcote Road	Unsuitable - do not assess							
CU001	177 Basingstoke Road	Yes	Private landowners	1	No	N/A		Development underway	No
CU002	Land rear of 50-52 Cressingham Road	Unsuitable - do not assess							
CO001	Yeomanry House, Castle Hill	Yes	Reading Borough Council	1	No	N/A		Remains the intention to convert to nursery	Not known
CO002	4 Berkeley Avenue	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
CO003	211-221 Oxford Road	Yes	Private landowners	1	Yes	No		No information on intention, no recent interest in development	Not known
CO004	53-55 Argyle Road	Yes	Private landowners	1	No	N/A		Development underway	No

CO005	Reading Link Retail Park, Rose Kiln Lane	Yes	Private landowners	1	No	N/A		It is known from call for sites and Reg 18 response that the long-term intention is to develop	Not known
CO006	Webb's Close, Berkeley Avenue	Unsuitable - do not assess							
CO007	31 Bath Road	Unsuitable - do not assess							
CO008	Kilnbrook House	Unsuitable - do not assess							
CO009	Rose Kiln Lane Court, Rose Kiln Lane	Yes	Private landowners	1	Yes	Yes	tor&co on behalf of Redwood (Light Industrial) Propco Ltd	Develop the site	No
CO010	8-12 Rose Kiln Lane	Unsuitable - do not assess							
CO011	Land west of A33 and south of Berkeley Avenue	Unsuitable - do not assess							
CO012	Fobney Mead, Island Road	Unsuitable - do not assess							
CO013	72 Berkeley Avenue	Yes	Private landowners	1	Yes	No		It is understood from Call for Sites that intention is that site is likely to become available	Not known
CO014	Wensley Road	Yes	Reading Borough Council	1	No	N/A		Development underway	No
CO015	4 Downshire Square	Unsuitable - do not assess							
CO016	45 Tilehurst Road	Unsuitable - do not assess							
CO017	48 Bath Road	Unsuitable - do not assess							
CO018	Berkshire Records Office, Coley Hill	Yes	Reading Borough Council	1	No	N/A		Understood that intention is to extend as permitted	Not known
EG001	Part of Reading Golf Course, Kidmore End Road	Yes	Private landowners	1	No	N/A		Development underway	No
EG002	Land at Lowfield Road	Yes	Reading Borough Council	1	No	N/A		Existing temporary housing units to be retained in short term, may become available for permanent development in	No
EG003	Rear of 200-214 Henley Road, 12-24 All Hallows Road & 4, 7 & 8 Copse Avenue	Yes	Private landowners	18	No	N/A		Site still in residential garden use. It is considered likely that site could be assembled	Not known
EG004	Rear of 13-14a Hawthorne Road & 282-292 Henley Road	Yes	Private landowners	8	No	N/A		Site still in residential garden use. It is considered likely that site could be assembled	Not known
EG005	Caversham Park	Yes	Private landowners	1	Yes	No		Landowner intention is that site is available for development, as confirmed in recent planning application	Not known
EG006	205-219 Henley Road	Yes	Private landowners	1	Yes	No		Landowner intention is that site is available for development, as confirmed in recent planning application	Not known
EG007	241-251 Henley Road	Yes	Private landowners	6	No	N/A		Not known, site still in residential garden use.	Not known
EG008	Rear of 9 Chalgrove Way, Emmer Green	Unsuitable - do not assess							
EG009	58 Crawshay Drive, Emmer Green	Unsuitable - do not assess							
EG010	Land north east of Caversham Park Road	Unsuitable - do not assess							
KA001	John Lewis Depot, Letcombe Street	Yes	Private landowners	1	Yes	No		Known that intention is to develop the site	Not known
KA002	Central Club, London Street	Yes	Reading Borough Council	1	No	N/A		Intention is that site will be developed	No
KA003	Enterprise House, 89-97 London Street	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
KA004	Corner of Crown Street and Southampton Street	Yes	Reading Borough Council	1	No	N/A		Intention is that site will be developed	No
KA005	268 Elgar Road South	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known

KA006	272-274 Elgar Road South	Yes	Private landowners	2	Yes	Mixed	Peter Sangha	Likely to become available	No
KA007	Makro, Elgar Road South	Yes	Private landowners	1	Yes	No		No recent information on landowner intention, past interest in redevelopment means there is potential for availability	Not known
KA008	Keyline Builders Merchants, Elgar Road South	Yes	Private landowners	1	Yes	No		Intention not known	Not known
KA009	Sehmi Builders Merchants, Rose Kiln Lane	Yes	Private landowners	1	Yes	No		No recent information on landowner intention, past interest in redevelopment means there is potential for availability	Not known
KA010	Pulleyn Park, Rose Kiln Lane	Yes	Private landowners	1	Yes	Yes	Rowstock Properties Limited (owner)	Site is likely to, or has potential to, become available in plan period	Not known
KA011	169-173 Basingstoke Road	Yes	Private landowners	3	Yes	Mixed	Sharma Family properties (owner 171 Basingstoke Road)	Not likely to become available in plan period	No
KA012	The Woodley Arms PH, Waldeck Street	Yes	Private landowners	1	No	N/A		Development underway	No
KA013	25-31 London Street	Yes	Private landowners	1	Yes	No		Intention not known, but offices have been refurbished	Not known
KA014	21 South Street	Unsuitable - do not assess							
KA015	40 and 62-68 Silver Street	Yes	Private landowners	1	Yes	No		Intention known to be to develop based on recent planning application	Not known
KA016	75-77 London Street	Yes	Woodside (Reading) Ltd	1	Yes	Yes	Landowner	Site is available for development during the plan period	No
KA017	11 Glebe Road	Unsuitable - do not assess							
KA018	Preston Road and Nimrod Way	Unsuitable - do not assess							
KA019	Britten Road	Unsuitable - do not assess							
KA020	160 Basingstoke Road	Unsuitable - do not assess							
KA021	Graham, Cradock Road	Unsuitable - do not assess							
KA022	Reading Approach & Chancery Gate Business Park, Cradock	Unsuitable - do not assess							
KA023	196 Basingstoke Road & 5 Cradock Road	Unsuitable - do not assess							
KA024	Arkwright Road	Unsuitable - do not assess							
KA025	2-12 and 3-17 Boulton Road and 7 Cradock Road	Unsuitable - do not assess							
KA026	14-22 and 39-47 Boulton Road and 11 & 15 Cradock Road	Unsuitable - do not assess							
KA027	19-37 Boulton Road	Unsuitable - do not assess							
KA028	Car dealerships, north of Rose Kiln Lane	Unsuitable - do not assess							
KA029	Hyperion Way	Unsuitable - do not assess							
KA030	25-29 Rose Kiln Lane	Unsuitable - do not assess							
KA031	21 Rose Kiln Lane	Unsuitable - do not assess							
KA032	Car dealerships, Rose Kiln Lane	Yes	Private landowners	1	Yes	No		Intention not known	Not known
KA033	Land at 9 Upper Crown Street	Yes	Private landowners	1	Yes	No		Intention known to be to develop based on recent planning application and nomination for call for sites	Not known
KA034	Tunbridge Jones, Cradock Road	Unsuitable - do not assess							
KA036	54-58 Queens Road	Yes	Private landowners	1	No	N/A		Development underway	No
KA037	43 London Street	Yes	Private landowners	1	No	N/A		Development underway	No

KA038	The Faculty, 23-27 London Road	Yes	Private landowners	1	Yes	No		Intention thought to be to develop based on recent planning application	Not known
KA039	40-48 Mount Pleasant	Unsuitable - do not assess							
KA040	34-38 Southampton Street	Yes	Private landowners	1	No	N/A		Development underway	No
KA041	Zoar Strict Baptist Chapel, South Street	Unsuitable - do not assess							
KA042	75-81 Southampton Street	Yes	Private landowners	1	No	N/A		Development now underway	No
KA043	220 Elgar Road South	Yes	Private landowners	1	Yes	No		Intention known to be to develop based on recent planning application	Not known
KA044	Trinity Hall, South Street	Unsuitable - do not assess							
KA045	85-87 Basingstoke Road	Yes	Private landowners	1	Yes	No		Intention thought to be to convert based on recent prior approvals	Not known
KA046	11 Basingstoke Road	Yes	Private landowners	1	Yes	No		Call for sites confirms potential availability during plan period	Not known
KA047	85 Pell Street	Unsuitable - do not assess							
KA048	12-18 Crown Street	Yes	Private landowners	1	Yes	No		Intention thought to be to develop based on recent planning application	Not known
KE001	Charters Car Sales, Oxford Road	Yes	Private landowners	1	Yes	No		Site vacant and has recently been marketed	Not known
KE002	Land at Kentwood Hill	Yes	Private landowners	1	No	No		Intention is known to be to develop the land	Not known
KE003	Land at Armour Hill	Yes	Private landowners	1	No	No		Intention is known to be to develop the land	Not known
KE004	1025-1027 Oxford Road	Yes	Cubitt Homes	1	Yes	Yes	Boodle Hatfield LLP on behalf of Cubitt Homes Development Limited	Develop the site	No
KE005	Land adjacent to Stadium Way	Yes	Private landowners	1	Yes	No		Assumed intention is to develop the site given recent planning permission	Not known
KE006	Land at Scours Lane	Unsuitable - do not assess							
KE007	1015 Oxford Road	Unsuitable - do not assess							
KE008	The Restoration PH, 928 Oxford Road	Unsuitable - do not assess							
KE009	Allotments and the Withies, Kentwood Hill	Unsuitable - do not assess							
KE010	Victoria Recreation Ground, Kentwood Hill	Unsuitable - do not assess							
KE011	64 Portman Road and 127 Loverock Road	Yes	Private landowners	2	Yes	No		Assumed intention is to develop the site given recent planning permission and site clearance	Not known
KE012	Stadium Way	Yes	Private landowners	1	No	N/A		Assumed intention is to develop the site given recent planning permission and site clearance	Not known
KE013	2-4 Deacon Way	Unsuitable - do not assess							
KE014	Io Trade Centre, Deacon Way	Unsuitable - do not assess							
KE015	1-11 and 6-12 Deacon Way	Unsuitable - do not assess							
KE016	15-21 Deacon Way	Unsuitable - do not assess							
KE017	Gresham Way Industrial Estate	Unsuitable - do not assess							
KE018	Rear of 169-185 Rodway Road	Unsuitable - do not assess							
NO001	Dee Park (exluding 103 Dee Rd)	Yes	Reading Borough Council	1	No	N/A		Intention is to bring forward the final phase of this development in the plan period	Not known
NO002	103 Dee Road	Yes	Private landowners	1	No	N/A		Development underway	No
NO003	The Meadway Centre, Honey End Lane	Yes	Private landowners	1	Yes	No		Previous planning permissions indicate that long-term intention is to develop the site	Not known
NO004	2, 4, 6 Water Road and 158 Dee Road	Unsuitable - do not assess							
NO005	16c Upton Road	Unsuitable - do not assess							

NO006	1-15 St Georges Road	Yes	Private landowners	1	Yes	No		Previous known interest in developing the site, considered likely to become available in plan period	Not known
NO007	Sterling Way Industrial Estate	Unsuitable - do not assess							
NO008	Upton Road Industrial Estate	Unsuitable - do not assess							
NO009	63-86 Rowe Court	Yes	Private landowners	1	No	No		Known intention to develop through discussions around planning application	No
NO010	Grovelands Baptist Church, Oxford Road	Unsuitable - do not assess							
NO011	Land adjacent to Thorpe House, Colliers Way	Unsuitable - do not assess							
PA001	Alexander House, Kings Road	Yes	Private landowners	1	No	N/A		Development underway	No
PA003	261-275 London Road	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
PA004	131 Wokingham Road	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
PA005	Land at Green Road	Unsuitable - do not assess							
PA006	27 Hamilton Road	Unsuitable - do not assess							
PA007	70-78 Wokingham Road	Yes	Private landowners	1	No	No		No particular indication of developer intentions	Not known
PA008	51 Church Road, Earley	Yes	Private landowners	1	Yes	No		Current intention not known but recent development interest on site	Not known
RE001	3-29 Newcastle Road	Yes	Private landowners	7	No	N/A		Part of site has resolution to grant permission. Remainder of site still in residential garden use. It is considered likely that site could be assembled	Not known
RE002	Dingley House, 3-5 Craven Road	Yes	Private landowners	1	Yes	No		Previous proposals to develop the site, potential to become available during plan period	Not known
RE003	Rear of 8-26 Redlands Road	Yes	University of Reading	2	Yes	Yes	University of Reading	Site is likely to be available for development during the plan period	No
RE004	Land adjacent to 40 Redlands Road	Yes	Private landowners	2	Yes	No		Previous proposals to develop the site, potential to become available during plan period	Not known
RE005	St Patricks Hall, Northcourt Avenue	Yes	University of Reading	1	Yes	Yes	University of Reading	Site is likely to be available for development during the plan period	No
RE006	Royal Berkshire Hospital, London Road	Yes	Public landowner	1	No	N/A		Intention to move off site or redevelop on-site, dependent on funding	Not known
RE007	Land adjacent to 17 Craven Road	Yes	Public landowner	1	Yes	No		Previous proposals to develop the site which contains temporary buildings, potential to become available during plan	Not known
RE008	46 Redlands Road	Unsuitable - do not assess							
RE009	78-86 London Road	Yes	Private landowners	1	Yes	No		Unknown	Not known
RE010	Warwick House, Warwick Road	Yes	Private landowners	1	Yes	No		Past expired planning permission, site is likely to be available	Not known
RE011	13-15 Craven Road	Unsuitable - do not assess							
RE012	Land rear of 8-14 Allcroft Road	Unsuitable - do not assess							
RE013	Land adjacent to 300 Kings Road	Yes	Private landowners	1	Yes	No		Intention to develop, as confirmed by recent planning application and appeal	Not known
RE014	University of Reading, The Chancellers Way & Shinfield Road	Yes	Private landowners	1	No	No		Understood that the intention is not to proceed with hotel permission and more likely to be for continued academic use in line with current use	Not known

RE015	60 Queens Road	Yes	Private landowners	1	Yes	No		Previous prior approval for conversion to residential but the offices have since been refurbished and no interest in development since.	Not known
RE016	Havell House, 62-66 Queens Road	Yes	Private landowners	1	Yes	No		Intention to convert as confirmed through several prior approvals/planning permissions	Not known
RE017	Princes House, 73a London Road	Yes	Private landowners	1	Yes	No		Potential intention to convert as confirmed through previous permission	Not known
RE018	Mulberry House, 1A Eldon Road	Unsuitable - do not assess							
RE019	The Willows, 2 Hexham Road	Yes	Reading Borough Council	1	No	N/A		Intend to develop the site, permission in place	No
RE020	35 Christchurch Road	Unsuitable - do not assess							
SO001	Amethyst Lane	Yes	Reading Borough Council	1	No	N/A		Intend to develop the site, permission in place	No
SO002	Alice Burrows Home, Dwyer Road	Yes	Reading Borough Council	1	No	N/A		Intend to develop the site, permission in place	No
SO003	Dellwood Hospital, Liebenrood Road	Yes	Private landowners	1	Yes	No		Planning permission in place, assumed intention to bring forward	Not known
SO004	EXCLUDED SITE								
SO005	Garages r/o 4-10 Frilsham Road	Unsuitable - do not assess							
SO006	72 Bath Road	Yes	Private landowners	1	No	N/A		Development underway	No
SO007	37 Circuit Lane	Unsuitable - do not assess							
SO008	34 Parkside Road	Suitability unknown - do not assess							
SO009	Land at 132-134 Bath Road	Yes	Private landowners	1	Yes	No		Intend to bring forward for development as confiirmed in call for sites and Reg 18 response	Not known
SO010	18 Parkside Road	Yes	Private landowners	1	No	N/A		Development underway	No
SO011	62-79 Armadale Court	Unsuitable - do not assess							
SO012	Southcote Library, Coronation Square	Yes	Reading Borough Council	1	No	N/A		Intention to develop the site	No
SO013	George and Dragon PH, 162 Bath Road	Yes	Private landowners	1	Yes	No		Recent planning permission in place, assumed intention is to develop	Not known
TH001	80 Caversham Road	Yes	Private landowners	1	Yes	No		Intention is known to be to develop the land	Not known
TH002	Station Retail Park, Vastern Road	Yes	Private landowners	1	Yes	Yes	Stantec (agent)	Site is likely to be available for development during the plan period	No
TH003	Reading Station Car Park, Vastern Road	Yes	Private landowners	1	Yes	Yes	Network Rail	Site required to remain as car park	Not known
TH004	Shurgard Self Storage, 75-77 Caversham Road	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
TH005	97a-117 Caversham Road	Yes	Private landowners	1	No	N/A		Development underway	No
TH006	55 Vastern Road	Yes	Private landowners	1	Yes	No		Site known to be available for development, and permission has recently been formally implemented	No
TH007	SSE site, Vastern Road	Yes	Private landowners	1	Yes	No		Landowner intention not known - site required for current use for forseeable future	Not known
TH008	Napier Court, Napier Road	Yes	Peveril Securities Ltd	1	Yes	Yes	Sladen Estates (Agent)	Site is likely to be available for development during the plan period	No
TH009	Network Rail depot, Napier Road	Yes	Network Rail	1	Yes	Yes	Network Rail	Potential for land to become available during the plan period, subject to relocation of existing uses	Not known

TH010	Network Rail land, Napier Road	Unsuitable - do not assess							
TH011	Forbury Retail Park Phase 1	Yes	Abrdn	1	Yes	Yes	Montagu Evans (Agent)	Site likely to be available for development in plan period	Yes
TH012	Forbury Retail Park Phase 2	Yes	Private landowners	1	Yes	No		Current intention unknown, but previous discussions have not indicated any intention to develop	Not known
TH013	Former Homebase & Toys R Us, Kenavon Drive	Yes	Private landowners	1	No	N/A		Development underway	No
TH014	Former Kodak & Ventello, Kenavon Drive	Yes	Viridis Properties 3 Limited	1	Yes	Yes	Viridis	Site likely to be available for development in plan period	Yes
TH015	38-41 Kenavon Drive	Yes	Private landowners	4	No	N/A		Not known - in current residential use	Not known
TH016	46 Kenavon Drive	Yes	Private landowners	1	No	N/A		Not known - in current residential use	Not known
TH017	47-48 Kenavon Drive	Unsuitable - do not assess							
TH018	Blakes Lock Museum and Bel and The Dragon, Kenavon Drive	Unsuitable - do not assess							
TH019	Former Gas Holder, Alexander Turner Close	Yes	Private landowners	1	No	N/A		Intention is understood to be to develop the planning permission and site has been cleared	Not known
TH020	187-189 Kings Road	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
TH021	Caversham Lock Island	Yes	Public landowner	1	No	N/A		Current landowner intention not known	Not known
TH022	2 Ross Road	Yes	Public landowner	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
TH023	Cleared site, Meadow Road	Yes	Public landowner	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
TH024	28-30 Richfield Avenue	Yes	Private landowners	1	Yes	No		Site has recently been extended and refurbished for car showroom use, unlikely to be available	Not known
TH026	Reading University Boat Club, Promenade Road	Yes	Private landowners	1	Yes	No		Landowner (UoR) support continued allocation in Reg 18 response but have not provided recent information on availability. Considered a reasonable prospect that site will be available in plan period.	Not known
TH027	Reading College (remainder), Kings Road	Unsuitable - do not assess							
TH028	Former Gas Works Building, Gas Works Road	Unsuitable - do not assess							
TH029	Elite House, 179 Kings Road	Unsuitable - do not assess							
TH030	Crowne Plaza Reading, Richfield Avenue	Yes	Private landowners	1	Yes	No		Understood from nomination for call for sites and Reg 18 response that the car park site is available now but hotel will continue to operate	No
TH031	Great Brighams Mead	Yes	Private landowners	1	No	N/A		Development underway	No
TH032	Part of car park, Tesco Extra, Napier Road	Yes	Tesco Stores (landowner)	1	Yes	Yes	MRPP (Agent)	Site is likely to be available for development during the plan period	No
TH033	Tesco Extra, Napier Road	Yes	Private landowners	1	Yes	No		No information to suggest existing store and car park (other than TH032) will be	Not known
TH034	Unit 1, Paddock Road Industrial Estate	Yes	Private landowners	1	Yes	No		Intention not known. Site in use as active storage but there remains potential to implement the permission	Not known
TH035	72 George Street	Unsuitable - do not assess							
TH036	EXCLUDED SITE								
TH037	131-215 Cardiff Road	Unsuitable - do not assess							

TH038	140-146 Cardiff Road	Unsuitable - do not assess							
TH039	Trafford Road	Unsuitable - do not assess							
TH040	100-124 Cardiff Road and Barrett Court	Unsuitable - do not assess							
TH041	Weighbridge Row	Unsuitable - do not assess							
TH042	64 Cardiff Road and 21-61 Milford Road	Unsuitable - do not assess							
TH043	2-12 Richfield Avenue	Unsuitable - do not assess							
TH044	8 Tessa Road and 14-16 Richfield Avenue	Unsuitable - do not assess							
TH045	7-13 &14 Tessa Road and 1-9 & 11-14 Cremyll Road	Unsuitable - do not assess							
TH046	1-5 Tessa Road and 18-26 Richfield Avenue	Unsuitable - do not assess							
TH047	Milford Road	Unsuitable - do not assess							
TH048	Unit 3-5 Meadow Road	Unsuitable - do not assess							
TH049	383 Gosbrook Road	Unsuitable - do not assess							
TH050	EXCLUDED SITE								
TH051	2-4 Send Road	Unsuitable - do not assess							
TH052	6 Send Road	Unsuitable - do not assess							
TH053	Paddock Road	Unsuitable - do not assess							
TH054	2 Norman Place	Yes	Private landowners	1	Yes	No		Site is known to be available for development due to recent discussions and call for sites nomination	Not known
TH055	Reading Bridge House, George Street	Yes	Private landowners	1	Yes	No		Site is expected to become available during plan period for development on the basis of the call for sites nomination and Reg 18 response	Not known
TH056	Kennet Place, Kings Road	Yes	Private landowners	1	Yes	No		Site considered likely to be available on basis of call for sites nomination	Not known
TH057	Part of Reading College, Kings Road	Yes	Private landowners	1	Yes	Yes	Reading College (Activate Learning) (landowner)	Site is likely to be available or there is potential to become available during the plan period	No
TH058	389 Gosbrook Road	Unsuitable - do not assess							
TH059	307-311 Gosbrook Road	Unsuitable - do not assess							
TH061	Former Driving Range, Richfield Avenue	Yes	Private landowners	1	No	N/A		Development underway	No
TH062	71-73 Caversham Road	Yes	Private landowners	1	Yes	No		Known intention to develop based on recent planning permission	Not known
TH063	173-177 Kings Road	Unsuitable - do not assess							
TI001	Downing Road Playing Field	Suitability unknown - do not assess							
TI002	Park Lane Primary School, School Road	Yes	Reading Borough Council	1	No	N/A		Current intention is to remain as a school site for forseeable future	No
TI003	Park Lane Primary School Annexe, Downing Road	Unsuitable - do not assess							
TI004	Park Lane Infants School, School Road	Yes	Reading Borough Council	1	No	N/A		No current plans to proceed with rationalisation of Park Lane School sites identified in policy	No
TI005	3-19 The Triangle, Tilehurst	Yes	Private landowners	1	Yes	No		No recent information on landowner intention	Not known
TI007	Land east of Prince William Drive, Lower Elmstone Road	Unsuitable - do not assess							

TI008	Moorlands Primary School, Church End Lane	Yes	Reading Borough Council	1	No	N/A		Planning permission has expired, but the land remains available to develop if expansion needed	No
WH001	Land south of Island Road at Smallmead	Yes	Private landowners	1	No	N/A		Site known to be available through recent discussions and Reg 18 response	Not known
WH002	Land bounded by Island Road, Longwater Avenue, A33 and Sewage Treatment Works	Yes	Reading Borough Council	1	No	N/A		Site is known to be potentially available in the plan period	Yes
WH003	DHL, Gillette Way	Yes	Reading Borough Council	1	No	N/A		Site is on a long lease, but remains potential for the site to be available during the plan period	Yes
WH004	Beacontree Plaza, Gillette Way	Yes	Reading Borough Council	1	No	N/A		Site is on a long lease, but remains potential for the site to be available during the plan period	Yes
WH005	1-3 Gillette Way	Yes	Public landowner	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
WH006	The Micro Centre, Gillette Way	Unsuitable - do not assess							
WH007	350 Basingstoke Road	Unsuitable - do not assess							
WH008	ATS, Basingstoke Road	Unsuitable - do not assess							
WH009	Bingo Hall, Basingstoke Road	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
WH010	Manor Park, Manor Farm Road	Yes	Private landowners	2	Yes	Yes	Ultima Properties Ltd and Grumeti Ltd	There is potential for the site to become available	No
WH011	16-18 Bennet Road	Yes	Reading Borough Council	1	No	N/A		Site is likely to become available for development in the plan period	No
WH012	Part of former Berkshire Brewery Site	Yes	Private landowners	1	Yes	No		Intention is understood to be to develop the planning permission and site has been cleared	Not known
WH013	Land south west of Junction 11 of the M4	Unsuitable - do not assess							
WH014	Berkshire Van Hire, Basingstoke Road	Yes	Sharma Family Properties	1	Yes	Yes	Sharma Family Properties	There is potential for the site to become available	No
WH015	Green Park Village, Longwater Avenue	Yes	Private landowners	1	No	N/A		Development underway	No
WH016	Plot 8, 600 South Oak Way	Yes	Private landowners	1	Yes	No		Intention not known but considered to be a site that has a realistic prospect of coming forward in plan period	Not known
WH017	EXCLUDED SITE								
WH018	Land at Drake Way (South)	Yes	Private landowners	1	Yes	No		No recent information on landowner intention, but site is clear and previous intention was to develop	Not known
WH019	Land at Drake Way (North)	Unsuitable - do not assess							
WH020	22 Commercial Road	Yes	Private landowners	1	Yes	No		No recent information on landowner intention	Not known
WH021	Madejski Stadium, Royal Way	Yes	Private landowners	1	No	N/A		Land would be available, but no known intention to develop	Not known
WH022	Land at the Madejski Stadium, Shooters Way	Yes	RFC Prop Co Ltd	1	Yes	Yes	Stantec (agent)	Site is likely to be available for development during the plan period	No
WH023	St Paul's Church and Hall	Unsuitable - do not assess							
WH024	448-452 Basingstoke Road	Unsuitable - do not assess							
WH025	472 Basingstoke Road and Transcental, Bennet Road	Unsuitable - do not assess							
WH026	14 Bennet Road	Unsuitable - do not assess							
WH027	20-40 Bennet Road	Unsuitable - do not assess							
WH028	Lancaster Jaguar, Bennet Road, Reading	Unsuitable - do not assess							

WH029	Darwin Close and 9-21 Bennet Road	Unsuitable - do not assess							
WH030	Smallmead Road	Yes	Private landowners	2	Yes	Mixed	Pulsant Limited	Required to remain as data centre	No
WH031	Commercial Road East	Unsuitable - do not assess							
WH032	464-468 Basingstoke Road	Unsuitable - do not assess							
WH033	Acre Business Park	Unsuitable - do not assess							
WH034	478 Basingstoke Road	Unsuitable - do not assess							
WH035	1-4 Acre Road	Unsuitable - do not assess							
WH036	Arena Business Park, Acre Road	Unsuitable - do not assess							
WH037	Mayfield Trading Estate, Acre Road	Unsuitable - do not assess							
WH038	Office buildings, Worton Drive and Imperial Way	Unsuitable - do not assess							
WH039	Worton Drive industrial sites	Unsuitable - do not assess							
WH040	Imperial Way	Unsuitable - do not assess							
WH041	Tesco Distribution Centre, Imperial Way	Unsuitable - do not assess							
WH042	Reading International Business Park	Unsuitable - do not assess							
WH043	100-350 Longwater Avenue	Unsuitable - do not assess							
WH044	400 Longwater Avenue	Unsuitable - do not assess							
WH045	100-400 Brook Drive	Unsuitable - do not assess							
WH046	450-500 Brook Drive	Unsuitable - do not assess							
WH047	550 South Oak Way	Unsuitable - do not assess							
WH048	Former Sales and Marketing Suite, Drake Way	Yes	Private landowners	1	Yes	No		Intention is known to be that the site is available for development	Not known
WH049	Bennet Court, Bennet Road	Yes	Private landowners	1	Yes	No		It is understood from recent planning application that the site is available for employment development	Not known
WH050	142 Whitley Wood Lane	Unsuitable - do not assess							
WH051	EXCLUDED SITE								
WH052	Brunel Retail Park, Rose Kiln Lane	Yes	Private landowners	1	Yes	No		Understood that intention is for an alternative commercial use	Not known
WH053	Site at Green Park Village, Flagstaff Road	Unsuitable - do not assess							
XX001	Confidential Site 1	Suitability unknown - do not assess							
XX002	Confidential Site 2	Unsuitable - do not assess							
XX003	Confidential Site 3	Unsuitable - do not assess							
XX004	Confidential Site 4	Unsuitable - do not assess							
XX005	Confidential Site 5	Unsuitable - do not assess							
XX006	Confidential Site 6	Yes	Private landowners	1	No	N/A		No information within last 10 years on developer intention. Land potentially available for extension should need arise.	Not known
XX007	Confidential Site 7	Suitability unknown - do not assess							

XX008	Confidential Site 8	Unsuitable - do not assess							
XX009	Confidential Site 9	Unsuitable - do not assess							
XX010	Confidential Site 10	Unsuitable - do not assess							
XX011	Confidential Site 11	Unsuitable - do not assess							
XX025	Confidential site 12	Unsuitable - do not assess							
XX027	Confidential site 14	Unsuitable - do not assess							
XX028	Confidential site 15	Unsuitable - do not assess							
XX029	Confidential site 16	Unsuitable - do not assess							
XX030	Confidential site 17	Unsuitable - do not assess							
XX031	EXCLUDED SITE								
XX033	Confidential site 20	Unsuitable - do not assess							
XX034	Confidential site 21	Unsuitable - do not assess							
XX035	Confidential site 22	Yes	Private landowners	1	Yes	Yes	Landowner	Site is likely to be available or there is potential to become available during the plan period	No
XX036	Confidential site 23	Unsuitable - do not assess							
XX037	Confidential site 24	Unsuitable - do not assess							
XX038	Confidential site 25	Unsuitable - do not assess							
XX039	Confidential site 26	Unsuitable - do not assess							
XX040	Confidential site 27	Yes	Private landowners	1	Yes	No		No recent information, but history of planning discussion suggests that there is a chance that site could become available in plan period	Not known
XX041	Confidential site 28	Unsuitable - do not assess							
XX044	Confidential site 29	Unsuitable - do not assess							
XX045	Confidential site 30	Unsuitable - do not assess							

				AVAILABILITY CONCLUSIONS	
Description of legal issues	**Existing uses requiring relocation?**	**Potential availability timescale**	**Comments**	**AVAILABLE FOR DEVELOPMENT?**	**COMMENTS**
	None	Not known	Site is vacant and subject to past permissions and considered likely to be available	**Available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	None	Not known	Previous permission for conversion likely to indicate longer term interest	**Potentially available**	
	None	Not known		**Potentially available**	
	None	Not known		**Available**	
	None	Not known		**Potentially available**	
	Unknown	N/A	Despite previous expired permission, most recent known position suggests site not available	**Not available**	Interntion is understood to be to retain current uses on site
	None	Not known		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	No remaining existing uses	Not known		**Available**	
Legal requirement to provide a site for a cattle market, requiring further investigation	None	Longer term		**Potentially available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None		Individual landowner intention not known but a wider development as part of MOA may increase likelihood of availability	**Potentially available**	
Site on a long lease	None	Not known	A wider development as part of MOA may increase likelihood of availability	**Potentially available**	
	None		Individual landowner intention not known but a wider development as part of MOA may increase likelihood of availability	**Potentially available**	
	None	Not known		**Available**	

	None		Individual landowner intention not known but a wider development as part of MOA may increase likelihood of availability	**Potentially available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
Legal steps in changing road layout	None, road layout would need to be amended	Not known		**Potentially available**	Land could become available in the unlikely event that a proposal were viable
Agreements on car park with Council	Some existing uses to be retained	Not known		**Available**	
	Not known	Not known		**Potentially available**	
	Not known	Not known		**Availability unknown**	No information on landowner intention or any previous interest in development
	None	Not known		**Potentially available**	
	No existing uses	Available		**Available**	
	No existing uses	Available		**Available**	
		Due to become available in short term		**Available**	
	Existing magistrates court would require a new site	Not expected to be available		**Not available**	Not considered likely to become available in the plan period unless a new site could be found
	None, building is vacant	Available now		**Available**	
	None	Available now		**Available**	
	None	Available now		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	Existing GP surgery	Not known		**Potentially available**	
	None, building is vacant	Available now		**Available**	
	Not known	Not known		**Potentially available**	
	No remaining existing uses	Available now		**Available**	
	None	Available		**Available**	
	None	Available		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None, although there will be continued lower floor commercial	Not known		**Available**	

	Not known	Not known		**Potentially available**	
	None other than some changes within existing station	Not known		**Available**	
	Not known	Not known		**Availability unknown**	No known landowner intention, and the fact that offices have been refurbished in recent years means assumed to be unlikely to be available
	Library requires relocation	By 2026		**Available**	
	None	Not expected to become available	Landowner intntion is to retain as offices nunless approached by developer at attractive price	**Not available**	Not considered likely to be available for residential
	None	Not known		**Availability unknown**	No recent information to indicate that this is likely to become available
	Not known	Not known		**Availability unknown**	Given lack of information on landowner intention and the fact that office remains occupied, availability of site cannot be assumed
	None	Not known		**Potentially available**	
	Existing court facilities	Not known		**Potentially available**	
	None	Available now		**Available**	
	None	Available now		**Available**	
	Not known	Not known		**Available**	
	Not known	Not known		**Available**	
	None	Not known		**Available**	

	None, site is vacant	Available now		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None	Available now		**Available**	
	None	Available now		**Available**	
	Not known	Not known		**Not available**	Not considered to be a likeliihood that the site will become available in the plan period
	None, although there will be continued lower floor commercial	Not known		**Available**	
	None	Not known		**Availability unknown**	No recent information on landowner intentions
	None	Short term		**Available**	
	None	Initial works underway		**Available**	
	None, building vacant	Available now		**Available**	
	Premises vacant	Available now		**Available**	
	No	2025	Response received from developer with interest in the land	**Available**	
	None	Not known		**Available**	
	No existing uses	Available now		**Available**	
	Not known	Not known		**Availability unknown**	Not sufficient clarity on landowner intensions
	Not known	Not known		**Available**	

	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None	Not known		**Available**	
	None	Already available		**Available**	
	None, some uses to be retained on site	Not known		**Potentially available**	
	None	Available	Site is being considered as a potential educational establishment as well as residential	**Availability unknown**	Whilst there is potential availability for residential, availability at this stage is primarily for education use, assume no change in floorspace
	None	Not known		**Potentially available**	
	None	Not known		**Not available**	Not currently considered likely to be progressed in plan period
	None	Not known		**Potentially available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	Existing retail use	Not known		**Availability unknown**	Site is in active retail use and without any information on landowner intention it is considered that site is unlikely to be available in the plan period
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	

	None	Not known		**Available**	
	None	During plan period		**Available**	
	Existing nursery use is due to relocate to Yeomanry House (CO001)	Not known		**Potentially available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	No existing uses	Not known		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	Existing units are temporary	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	None - site is vacant	Not known		**Available**	
	No existing uses	Not known		**Available**	
	No existing uses	Not known		**Availability unknown**	
	None	Not known		**Available**	
	None	Available now		**Available**	
	None	Not known		**Potentially available**	
	None	Available now		**Available**	
	Not known	Not known		**Potentially available**	

	None	Up to 2029		**Potentially available**	
	Potential need for alternative site for current occupier, requires industrial location	Not known, likely longer term		**Potentially available**	
	Not known	Not known		**Availability unknown**	There has never been any expression of an intention to develop this site and it is not considered appropriate to expect it to become available
	Not known	Not known		**Potentially available**	
	Existing uses need to find alternative site	After 2030		**Potentially available**	
	None		171 Basingstoke Road has a lease over whole plan period	**Availability unknown**	One of the three properties confirmed to be unlikely to be available in plan period
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	Not known	Not known		**Availability unknown**	No known landowner intention, and the fact that offices have been refurbished in recent years means assumed to be unlikely to be available
	No remaining existing uses	Already available		**Available**	
	None	Already available		**Available**	
	Not known	Not known		**Availability unknown**	There has never been any expression of an intention to develop this site and it is not considered appropriate to expect it to become available
	None	Not known		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	

	None	Not known		**Potentially available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None	Not known		**Available**	
	Building currently vacant	Likely to be available now		**Available**	
	None	Later in plan period		**Potentially available**	
	None	Not known		**Potentially available**	
	Vacant	Potentially available now		**Available**	
	None	Available now		**Available**	
	None	Available now		**Available**	
	None	2024-2029	Site cleared and ready to develop	**Available**	
	No existing uses	Potentially available now		**Available**	
	No existing uses	Potentially available now		**Available**	
	No existing uses	Available now		**Available**	
	Existing areas to be developed are vacant	Available		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	Need to retain existing level of residential and retail on-site	Not known		**Available**	

	Not known	Not known		**Potentially available**	
All legal issues known to be resolved	No existing uses	Available now		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	None	Not known		**Availability unknown**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	
	Not known	Not known		**Potentially available**	
	None	Available 2024-2029	Requires inclusion of 18 Redlands Road not in UoR hands	**Potentially available**	
	Not known	Not known		**Potentially available**	
	None	Already available	Availability is for student accommodation	**Available**	
	Hospital use to be deliveed on this site or elsewhere	Not known		**Potentially available**	
	Healthcare uses would potentially require relocation as part of new hospital development	Not known		**Potentially available**	
	Existing hotel use	Not known		**Not available**	Site remains occupied, and no recent indications that the site is likely to become available in the foreseeable future.
	No existing uses	Not known		**Potentially available**	
	No existing uses	Available now		**Available**	
	Existing university functions on site	Not known		**Availability unknown**	Future use of site tied into wider intentions fot the Whiteknights Campus

	Not known	Not known		**Not available**	Not considered to be a likeliihood that the site will become available in the plan period
	None	Not known		**Potentially available**	Considered llikely that site will become available
	Not known	Not known		**Potentially available**	Considered realistic that site will become available
	No remaining existing uses	Available now		**Available**	
	None	Available now		**Available**	
	No remaining existing uses	Available now		**Available**	
	None	Not known		**Potentially available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None	Not known		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None, library closed and relocated	Available now		**Available**	
	None, existing building vacant	Available now		**Available**	
	None	Available		**Available**	
	No	2024-2029		**Available**	
	N/A	N/A		**Not available**	
	Not known	Not known		**Potentially available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	Already relocated	Available now		**Available**	
	Existing electicity equipment would require relocation and no site has been identified, making availability unlikely in plan period	Not known		**Not available**	Considered unlikely to become available in plan period due to need to move electricity equipment
	None	Already available, potential development in 2026		**Available**	
	The site is currently utilised as an operational rail facility, housing NR maintenance teams and other functions. An alternative location has historically been identified for railway staff but at the time of writing, the costs involved with relocation have prohibited any further progress of this.	2029-2034		**Potentially available**	

There is an existing sewer that runs diagonally across the Site, there has already been agreement with Thames Water that redevelopment of the Site will be required to incorporate a sewer diversion.	None	Available 2024-2029		**Available**	
	None	Not known		**Not available**	Considered unlikely to become available in plan period
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
Sewer passes close to site and an easement may be necessary	No	2024-2029		**Available**	
	None	Not known		**Potentially available**	Some possibillity that site may become available as part of a wider development
	None	Not known		**Availability unknown**	Site would only likely become available as part of a wider development, and its location on south side of Kenavon Drive makes this unlikely
	No remaining existing uses	Available now		**Available**	
	Not known	Not known		**Potentially available**	
	Not known	Not known		**Availability unknown**	No recent information on landowner intention
	Not known	Not known		**Potentially available**	
	Site cleared, no existing uses	Not known	Cleared site considered likely to be available	**Available**	
	Existing uses assumed to require a new site	Not known		**Not available**	Given recent refurbishment and extension, considered unlikely to be available for redevelopment
	Understood that a site has been identified for relocation of use	Not known		**Potentially available**	
	Existing hotel use to be rerained	Car park available within 5-10 years		**Potentially available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None	Already available		**Available**	
	Existing retail use	Not known		**Not available**	Existing retail store considered highly unlikely to be available
	None	Not known		**Potentially available**	

	None	Likely available immediately		**Available**	
	None	Not known		**Available**	
	None	Not known		**Available**	
	Existing theatre use	2029-2030		**Available**	
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	None, site currently vacant	Available now		**Available**	
	Site could only become available if school were relocated as in existing policy, but no current proposals for this to take place.	Not known		**Not available**	Site is considered unlikely to be available for development in the plan period
	School use would be retained	Not known		**Not available**	Site is considered unlikely to be available for development in the plan period
	None	Not known		**Availability unknown**	Given lack of information and intention and any recent contact it is not considered that the site is likely to become available in the plan period

	None	Available now if required		**Available**	
	None	Available now		**Available**	
There is an option on the land, although all parties supportive of a commercial use of the land	No existing uses	Not known		**Available**	
Existing lease	None	Likely to be later in plan period		**Potentially available**	
Existing lease	None	Likely to be later in plan period		**Potentially available**	
	Not known	Likely to be later in plan period		**Potentially available**	
	None	Likely to be later in plan period		**Potentially available**	
	None	2029-2034		**Potentially available**	
	None	Not known		**Available**	
	No remaining existing uses	Available now		**Available**	
Deed of covenant allowing access over petrol station land	Business is operated by landowner and availability is subject to an alternative site being found (none currently identified)			**Availability unknown**	The requirement for an alternative site to be found without any possibilities having been identified means that there is considerable uncertainty around availability
	No remaining existing uses	Underway now	No need to contact, development is underway	**Available**	
	No existing uses	Available now		**Available**	
	No existing uses	Likely to be available now		**Available**	
	Existing car parking	Not known		**Availability unknown**	As the site is fully used for car parking, there is not considered a significant likelihood it will become available in the plan period
	None	Not known		**Potentially available**	
	Existing indoor training pitch has already been reprovided at Forest School, Winnersh	Already available		**Available**	

				Not available	Required continued data centre use
	No existing uses	Available now		**Available**	
	None	Not known		**Available**	
	None	Not known		**Potentially available**	
	None	Not known		**Potentially available**	

	None	2024-2034		**Potentially available**	
	None	Not known		**Potentially available**	

Changes to development potential to reflect availability									Development potential of available sites							
Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)	Reason	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)
0	0	0	0	0	0	0	0		0	558	0	-127	0	5879	0	0
0	0	0	0	0	0	0	0		17	-1071	0	0	0	0	0	0
0	0	0	0	0	0	0	0		3	-193	0	0	0	0	0	0
0	0	0	0	0	0	0	0		1	-65	0	0	0	0	0	0
0	0	0	0	0	0	0	0		2	-153	0	0	0	0	0	0
0	0	0	0	0	0	0	0		4	-264	0	0	0	0	0	0
0	0	0	0	0	0	0	0		2	-142	0	0	0	0	0	0
0	0	0	0	0	0	0	0		25	-590	0	63	0	0	0	0
0	0	0	0	0	0	0	0		3	-162	0	0	0	0	0	0
0	0	0	0	0	0	0	0		103	-1650	0	888	-288	0	0	0
0	0	0	0	0	0	0	0		1	96	0	-196	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		60	-3844	0	0	0	0	0	0
0	0	0	0	0	0	0	0		184	0	0	762	0	0	0	0
0	0	0	0	0	0	0	0		0	34736	0	1174	0	0	0	5941
0	0	0	0	0	0	0	0		431	44767	0	2941	0	12981	0	0
0	0	0	0	0	0	0	0		697	0	0	0	0	0	0	-4773
0	0	0	0	0	0	0	0		40	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		13	-120	-270	0	0	0	0	0
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		33	0	-186	0	0	0	0	0
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		13	0	-366	0	0	0	0	0
0	0	0	0	0	0	0	0		10	-98	0	0	0	0	0	0
									0	0	0	0	0	0	0	0

									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		46	0	-478	0	0	0	0	0
0	0	0	0	0	0	0	0		165	0	0	184	0	0	0	0
0	0	0	0	0	0	0	0		353	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		422	0	0	1501	0	0	0	0
0	0	0	0	0	0	0	0		48	-5479	0	0	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	462	0	3486	0	-634
									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		520	0	0	2020	0	0	0	-2733
0	0	0	0	0	0	0	0		0	0	0	0	1630	0	0	0
0	0	0	0	0	0	0	0		180	0	0	0	0	0	0	-10499
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	0	10000	0	0	-9000
0	0	0	0	0	0	0	0		111	-2894	0	0	0	0	0	0
0	0	0	0	0	0	0	0		13	-232	0	0	0	0	0	0
0	0	0	0	0	0	0	0		54	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		12	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		13	-450	0	0	0	0	0	0
0	0	0	0	0	0	0	0		33	0	0	0	0	0	0	-1003
0	0	0	0	0	0	0	0		56	0	0	0	0	0	512	0
0	0	0	0	0	0	0	0		26	-1771	0	0	0	0	0	0
0	0	0	0	0	0	0	0		8	-600	0	-737	0	0	0	0
0	0	0	0	0	0	0	0		182	-5729	0	0	0	0	0	0
0	0	0	0	0	0	0	0		120	0	0	-964	-4427	0	0	0
									0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0		174	-14537	0	0	0	0	0	0
0	0	0	0	0	0	0	0		174	15734	0	1600	0	0	0	-3197
									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		27	0	0	0	0	0	-2390	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
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									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		62	-4014	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		0	0	0	-4313	4313	0	0	0
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0	0	0	0	0	0	0	0		0	0	0	-801	0	6264	0	-1259
0	0	0	0	0	0	0	0		50	0	0	0	0	-4313	0	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		190	0	0	-11114	0	0	0	0
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0	0	0	0	0	0	0	0		15	0	0	-720	0	0	0	0
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0	0	0	0	0	0	0	0		0	-1106	0	0	0	0	1608	0
0	0	0	0	0	0	0	0		15	0	0	-720	0	0	0	0
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0	0	0	0	0	0	0	0		25	0	0	0	0	0	0	-1076
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0	0	0	0	0	0	0	0		16	-917	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		40	0	0	1025	652	0	0	0
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									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		0	-880	0	0	0	0	922	0
0	0	0	0	0	0	0	0		14	0	0	0	0	0	0	-115
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		10	0	0	0	0	0	-474	0

0	0	0	0	0	0	0	0		185	0	0	-6498	0	0	0	0
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									0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		0	474	0	0	0	0	0	0
0	0	0	0	0	0	0	0		223	0	0	0	-629	0	0	0
0	0	0	0	0	0	0	0		26	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		21	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		158	0	0	0	0	0	0	-11494
0	0	0	0	0	0	0	0		50	0	0	0	0	0	0	0
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									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		95	0	-1734	0	0	0	0	0
0	0	0	0	0	0	0	0		17	0	0	0	0	0	-316	0
0	0	0	0	0	0	0	0		11	-722	0	0	0	0	0	0
0	0	0	0	0	0	0	0		16	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		37	0	-2115	0	0	0	0	0

0	0	0	0	0	0	0	0		26	0	-1298	0	0	0	0	0
0	0	0	0	0	0	0	0		311	0	0	-8695	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		25	0	-504	0	0	0	0	0
0	0	0	0	0	0	0	0		75	0	0	0	0	0	0	-2517
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		15	0	0	0	-1242	0	0	0
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0	0	0	0	0	0	0	0		29	-1524	0	0	0	0	0	0
0	0	0	0	0	0	0	0		21	-141	0	0	0	0	0	-230

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									0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		43	-2186	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		12	0	0	295	0	0	0	-194
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0	0	0	0	0	0	0	0		16	-2685	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		28	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	0
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									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		14	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		17	-1119	0	0	0	0	0	0
0	0	0	0	0	0	0	0		26	-2044	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		0	0	0	0	-98	504	0	-406
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		21	-135	-837	0	0	0	0	0
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0	0	0	0	0	0	0	0		253	-4793	0	0	0	0	0	0
0	0	0	0	0	0	0	0		59	0	-1911	0	0	0	0	0

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0	0	0	0	0	0	0	0		702	0	0	-9205	0	0	0	0
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0	0	0	0	0	0	0	0		25	0	-1083	0	0	0	0	0
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0	0	0	0	0	0	0	0		23	0	0	0	-571	0	0	0
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									0	0	0	0	0	0	0	0
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									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0

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0	0	0	0	0	0	0	0		39	0	0	0	0	0	-240	0
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	11333	0
0	0	0	0	0	0	0	0		29	0	0	-968	0	0	0	0
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									0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		0	20430	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		25	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0		618	1972	0	1928	23271	23605	0	22281
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									0	0	0	0	0	0	0	0
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									0	0	0	0	0	0	0	0

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0	0	0	0	0	0	0	0		0	-3274	3462	0	0	0	0	0
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0	0	0	0	0	0	0	0		0	0	13376	-14775	0	0	0	0
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									0	0	0	0	0	0	0	0
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									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0
									0	0	0	0	0	0	0	0

STAGE 2(D): ASSESSING ACHIEVABILITY

SITE			SITE FACTORS		MARKET FACTORS	
Site Code	**Site Title**	**Assess for achievability?**	**Availability of access**	**Legal agreements needed to proceed?**	**Achievability affected by adjacent uses?**	**Viability issues**
AB001	29-35 Station Road	Yes	Access available	None known	No	None known
AB002	17-27 Station Road	Yes	Access available	None known	No	None known
AB003	13-15 Station Road	Yes	Access available	None known	No	None known
AB004	23 Friar Street	Yes	Access available	None known	No	None known
AB005	24 Friar Street	Yes	Access available	None known	No	None known
AB006	27-29 Friar Street	Yes	Access available	None known	No	None known
AB007	1 Merchants Place	Yes	Access available	None known	No	None known
AB008	30-31 Friar Street	Yes	Access available	None known	No	None known
AB009	32-34 Friar Street	Yes	Access available	None known	No	None known
AB010	35-39 Friar Street	Yes	Access available	None known	No	None known
AB011	8 Merchants Place	Yes	Access available	None known	No	None known
AB012	52-55 Friar Street and 12 Greyfriars Road	No				
AB013	Greyfriars House, 20 Greyfriars Road	Yes	Access available	None known	No	None known
AB015	Station Hill Plot F, Garrard Street	Yes	Access available	Development already underway	Development already underway	Development already underway
AB016	Station Hill Phase 2	Yes	Access available	Development already underway	Development already underway	Development already underway
AB017	Station Hill Phase 3	Yes	Access available	None known	No	None known
AB018	Cattle Market	Yes	Access available	See Availability	No	None known
AB019	45 Caversham Road	Yes	Access available	Development already underway	Development already underway	Development already underway
AB020	31 Great Knollys Street	Yes	Access available	None known	No	None known
AB021	Unit B1-B11, Great Knollys Street	No				
AB022	Bellman Court, Great Knollys Street	No				
AB023	63 Great Knollys Street	Yes	Access available	Not known	No	None known
AB024	Units A1-A3 Great Knollys Street	No				
AB025	Unit A2, North Street	No				
AB026	1a North Street	Yes	Access available	Not known	No	None known
AB027	16 North Street	Yes	Access available	Not known	No	None known
AB028	12-14 North Street	No				
AB029	Units C1-C11, Weldale Street	No				
AB030	7 Weldale Street	Yes	Access available	Not known	No	None known
AB031	Land between Chatham Street and Weldale Street	Yes	Access available	Development already underway	Development already underway	Development already underway
AB032	Chatham Street	Yes	Access would need to be created and the road layout altered	Yes, relating to changes in road layout	No	The costs of carrying out the proposal as originally envisaged would be extremely high and there is no realistic prospect of this being viable.
AB033	Broad Street Mall	Yes	Access available	Yes	No	Not known
AB034	Fountain House, 2 Queens Walk	Yes	Access available	Not known	No	Not known
AB035	Pentahotel, Oxford Road	No				
AB036	Queens Court, Queens Walk	No				
AB037	20 Hosier Street	Yes	Access available	Not known	May be affected by new plans for adjacent Broad Street Mall	Not known
AB038	19-23 St Mary's Butts	No				

AB039	Hosier Street	Yes	Access available but may need to be amended as part of development	Not known	No	Not known
AB040	Hexagon Theatre, Hosier Street	Yes	Access available	None	No	None known
AB041	Thames Valley Police, Castle Street	Yes	Access available but may need to be amended as part of development	Not known	No	Not known
AB042	Magistrates Court, Castle Street	No				
AB043	Reading Prison	Yes	Access available	Not known	No	Not known
AB044	Eaton House, 106-112 Oxford Road	Yes	Access available	Not known	No	None known
AB045	10 Eaton Place	Yes	Access available	Not known	No	None known
AB046	115 Chatham Street	Yes	Access available	Development already underway	Development already underway	Development already underway
AB047	121 Chatham Street	Yes	Access available	Not known	No	None known
AB048	Future House, 125 Chatham Street	Yes	Access available	Not known	No	None known
AB049	The Face Bar, Ambrose Place	Yes	Access available	Not known	No	None known
AB050	Central Swimming Pool, Battle Street	Yes	Access available	None	No	None known
AB052	173-175 Friar Street	Yes	Access available	None	No	None known
AB053	27-32 Market Place	Yes	Access available	None	No	None known
AB054	3-10 Market Place, Abbey Hall & Abbey Square	Yes	Access available	Development already underway	Development already underway	Development already underway
AB055	Vue Cinema, The Oracle	Yes	Access available	Not known	No	None known
AB056	Oracle Riverside Car Park	No				
AB057	Apex Plaza, Forbury Road	Yes	Access available	Not known	No	None known
AB058	Brunel Arcade, Station Approach	Yes	Access available	Not known	No	None known
AB059	143-145 Oxford Road	No				
AB060	9-27 Greyfriars Road	No				
AB061	Reading Central Library, Abbey Square	Yes	Access available	None known	No	None known
AB062	The Anchorage, 34 Bridge Street	No				
AB063	The Oracle Shopping Centre, Yield Hall Place	No				
AB064	78 Oxford Road	No				
AB065	149-153 Oxford Road	No				
AB066	40 Oxford Road	No				
AB067	38 Oxford Road & 5 Cheapside	No				
AB068	159 Oxford Road	No				
AB069	Queens Arms PH, Great Knollys Street	No				
AB070	37-43 Blagrave Street	No				
AB071	Rising Sun 18 Forbury Road	No				
AB072	The Butler PH, Chatham Street	Yes	Access available	Not known	No	Not known
AB073	7 Blagrave Street	No				
AB074	Land at Regent Court, Great Knollys Street	No				
AB075	1-3 Greyfriars Road	No				
AB076	160-163 Friar Street	Yes	Access available	Not known	No	None known
AB077	15-18 Friar Street, 2-16 Station Road and Harris Arcade	No				
AB078	Clarendon House 59-75 Queens Road	Yes	Access available	None	No	None known
AB079	Rear of 8-32 Clifton Street	No				
AB080	Part of City Wall House, 26 West Street	Yes	Access available	None	No	Viability situation under consideration in planning application
AB081	Tangent House, 16 Forbury Road	No				

AB082	Aquis House, 49-51 Forbury Road	Yes	Access available	None	No	None known
AB083	33 Blagrave Street	Yes	Access available	None	No	None known
AB084	Sapphire Plaza, Watlington Street	Yes	Access available	None	No	None known
AB085	Royal Court, Kings Road	No				
AB087	Epping House, 55 Russell Street	No				
AB088	87 Broad Street	No				
AB089	200-202 Broad Street	No				
AB090	165 Oxford Road	No				
AB091	House of Fraser, The Oracle	Yes	Access available	None	No	None known
AB093	1-15 Queen Victoria Street & 145-148 Friar Street	Yes	Access available	Development already underway	Development already underway	Development already underway
AB094	138-144 Friar Street	Yes	Access available	None known	No	None known
AB095	100 Kings Road	Yes	Access available	None	No	Viability situation under consideration in planning application
AB096	149-150 Friar Street and 2-4 Queen Victoria Street	No				
AB097	Former Debenhams, The Oracle	Yes	Access available	Not known	No	None known
AB098	Warwick Arms, 77-79 Kings Road	No				
AB099	20-22 Duke Street	Yes	Available	None known	No	Heritage constraints may have impact
AB100	23-24 Market Place	No				
AB101	Civic Offices, Bridge Street	Yes	Access available	None	No	None
AB102	13-15 Market Place	Yes	Access available	Not known	No	None known
AB103	Queens Wharf, Queens Road	Yes	Access available	None	No	None known
BA001	Rear of 303-315 Oxford Road	Yes	Available	None known	No	None known
BA002	Land adjacent to 22 Portman Way	Yes	Access available	Not known	No	Not known
BA003	Land at Moulsford Mews	Yes	Access available	Not known	No	Not known
BA004	784-794 Oxford Road	No				
BA005	816 Oxford Road	Yes	Access available	Not known	No	Not known
BA006	Land at Reading West Station	No				
BA007	133-137 Wantage Road	No				
BA008	2-6 Portman Road and 1-5 Loverock Road	No				
BA009	Ashmere Terrace, 8-12 Portman Road and 7-11 Loverock Road	No				
BA010	14 Portman Road and the Portman Centre	No				
BA011	16-22 Portman Road and 47-73 Loverock Road	No				
BA012	24-28 Portman Road and 75-83 Loverock Road	No				
BA013	Battle Farm Trading Estate and 60 and 85 Loverock Road	No				
BA014	38-40 Portman Road and 103 Loverock Road	No				
BA015	Albury Close	No				
BA016	Broughton Close and 44-50 Portman Road	No				
BA017	50-60 Portman Road and 117-123 Loverock Road	No				
BA018	62 Portman Road	No				
BA019	Bridgewater Close	No				
BA020	Wigmore Lane	No				
BA021	42 Portman Road	Yes	Access available	Development already underway	Development already underway	Development already underway
BA022	EXCLUDED SITE	No				
BA023	126 Tilehurst Road	No				

BA024	Curzon Club, 362 Oxford Road	Yes	Access available	Not known	No	Not known
BA025	Part of Tesco Car Park, Portman Road	Yes	Available, upgrade needed	None	No	Not known
CA001	St Martin's Precinct, Church Street	Yes	Access available	Not known	No	Not known
CA002	Cantay House, Ardler Road, Caversham	No				
CA003	Former Caversham Nursery, 82 Gosbrook Road	No				
CA004	68 St John's Road	No				
CA006	Land rear of 27-43 Blenheim Road	No				
CA007	Hemdean House School, Hemdean Road, Caversham	No				
CH001	Rear of 1 & 3 Woodcote Road & 21 St Peter's Hill	Yes	Access available	Not known	No	None known
CH002	142 Kidmore Road, Caversham	No				
CH003	Land adjacent to 54 Highdown Hill Road, Emmer Green	No				
CH004	20 Chazey Road	No				
CH005	Outlands, Upper Warren Avenue	No				
CH006	Highdown School, Surley Row	No				
CH007	Chazey Farm, The Warren	Yes	Access available	Not known	No	None known
CH008	Land at Chazey Court Farm	No				
CH009	Plots A & B Gravel Hill	No				
CH010	Highridge, Upper Warren Avenue	No				
CH011	161 Upper Woodcote Road	No				
CU001	177 Basingstoke Road	Yes	Access available	Development already underway	Development already underway	Development already underway
CU002	Land rear of 50-52 Cressingham Road	No				
CO001	Yeomanry House, Castle Hill	Yes	Access available	Not known	No	None known
CO002	4 Berkeley Avenue	Yes	Access available	Not known	No	None known
CO003	211-221 Oxford Road	No				
CO004	53-55 Argyle Road	Yes	Access available	Development already underway	Development already underway	Development already underway
CO005	Reading Link Retail Park, Rose Kiln Lane	Yes	Access available	Not known	No	None known
CO006	Webb's Close, Berkeley Avenue	No				
CO007	31 Bath Road	No				
CO008	Kilnbrook House	No				
CO009	Rose Kiln Lane Court, Rose Kiln Lane	Yes	Available	None known	No	None known
CO010	8-12 Rose Kiln Lane	No				
CO011	Land west of A33 and south of Berkeley Avenue	No				
CO012	Fobney Mead, Island Road	No				
CO013	72 Berkeley Avenue	Yes	Access available	None known	No	None known
CO014	Wensley Road	Yes	Access available	Development already underway	Development already underway	Development already underway
CO015	4 Downshire Square	No				
CO016	45 Tilehurst Road	No				
CO017	48 Bath Road	No				
CO018	Berkshire Records Office, Coley Hill	Yes	Access available	None known	No	None known
EG001	Part of Reading Golf Course, Kidmore End Road	Yes	Access available	Development already underway	Development already underway	Development already underway
EG002	Land at Lowfield Road	Yes	Access available	No	No	None known
EG003	Rear of 200-214 Henley Road, 12-24 All Hallows Road & 4, 7 & 8 Copse Avenue	Yes	Access available	None known	No	None known
EG004	Rear of 13-14a Hawthorne Road & 282-292 Henley Road	Yes	Access available	None known	No	None known
EG005	Caversham Park	Yes	Access available	None known	No	Not known

EG006	205-219 Henley Road	Yes	Access available	None known	No	Not known
EG007	241-251 Henley Road	No				
EG008	Rear of 9 Chalgrove Way, Emmer Green	No				
EG009	58 Crawshay Drive, Emmer Green	No				
EG010	Land north east of Caversham Park Road	No				
KA001	John Lewis Depot, Letcombe Street	Yes	Access available	None known	No	None known
KA002	Central Club, London Street	Yes	Access available	None	No	None known
KA003	Enterprise House, 89-97 London Street	Yes	Access available	None known	No	None known
KA004	Corner of Crown Street and Southampton Street	Yes	Access available	None known	No	None known
KA005	268 Elgar Road South	Yes	Access available	None known	Likely to require wider package of sites to come forward	None known
KA006	272-274 Elgar Road South	Yes	Access available	None known	Likely to require wider package of sites to come forward	None known
KA007	Makro, Elgar Road South	Yes	Access available	None known	Likely to require wider package of sites to come forward	None known
KA008	Keyline Builders Merchants, Elgar Road South	No				
KA009	Sehmi Builders Merchants, Rose Kiln Lane	Yes	Access available	None known	Likely to require KA010 to come forward as part of a package of sites	None known
KA010	Pulleyn Park, Rose Kiln Lane	Yes	Access available	None known	Needs additional land to come forward	None known
KA011	169-173 Basingstoke Road	No				
KA012	The Woodley Arms PH, Waldeck Street	Yes	Access available	Development already underway	Development already underway	Development already underway
KA013	25-31 London Street	No				
KA014	21 South Street	No				
KA015	40 and 62-68 Silver Street	Yes	Access available	None known	No	None known
KA016	75-77 London Street	Yes	Available	None	No	Viability issues related to CIL payment and S106
KA017	11 Glebe Road	No				
KA018	Preston Road and Nimrod Way	No				
KA019	Britten Road	No				
KA020	160 Basingstoke Road	No				
KA021	Graham, Cradock Road	No				
KA022	Reading Approach & Chancery Gate Business Park, Cradock	No				
KA023	196 Basingstoke Road & 5 Cradock Road	No				
KA024	Arkwright Road	No				
KA025	2-12 and 3-17 Boulton Road and 7 Cradock Road	No				
KA026	14-22 and 39-47 Boulton Road and 11 & 15 Cradock Road	No				
KA027	19-37 Boulton Road	No				
KA028	Car dealerships, north of Rose Kiln Lane	No				
KA029	Hyperion Way	No				
KA030	25-29 Rose Kiln Lane	No				
KA031	21 Rose Kiln Lane	No				
KA032	Car dealerships, Rose Kiln Lane	No				
KA033	Land at 9 Upper Crown Street	Yes	Access available	Not known	No	None known
KA034	Tunbridge Jones, Cradock Road	No				
KA036	54-58 Queens Road	Yes	Access available	Development already underway	Development already underway	Development already underway
KA037	43 London Street	Yes	Access available	Development already underway	Development already underway	Development already underway
KA038	The Faculty, 23-27 London Road	Yes	Access available	Not known	No	None known
KA039	40-48 Mount Pleasant	No				
KA040	34-38 Southampton Street	Yes	Access available	Development already underway	Development already underway	Development already underway
KA041	Zoar Strict Baptist Chapel, South Street	No				

KA042	75-81 Southampton Street	Yes	Access available	Development already underway	Development already underway	Development already underway
KA043	220 Elgar Road South	Yes	Access available	Not known	No	None known
KA044	Trinity Hall, South Street	No				
KA045	85-87 Basingstoke Road	Yes	Access available	Not known	No	None known
KA046	11 Basingstoke Road	Yes	Access available	Not known	No	None known
KA047	85 Pell Street	No				
KA048	12-18 Crown Street	Yes	Access available	Not known	No	None known
KE001	Charters Car Sales, Oxford Road	Yes	Access available	Not known	No	None known
KE002	Land at Kentwood Hill	Yes	Access available, requires upgrade	Not known	No	None known
KE003	Land at Armour Hill	Yes	Access available, requires upgrade	Not known	No	None known
KE004	1025-1027 Oxford Road	Yes	Access available	Not known	No	None known
KE005	Land adjacent to Stadium Way	Yes	Access to be created but land available for this	Not known	No	None known
KE006	Land at Scours Lane	No				
KE007	1015 Oxford Road	No				
KE008	The Restoration PH, 928 Oxford Road	No				
KE009	Allotments and the Withies, Kentwood Hill	No				
KE010	Victoria Recreation Ground, Kentwood Hill	No				
KE011	64 Portman Road and 127 Loverock Road	Yes	Access available	Not known	No	None known
KE012	Stadium Way	Yes	Access available	Not known	No	None known
KE013	2-4 Deacon Way	No				
KE014	Io Trade Centre, Deacon Way	No				
KE015	1-11 and 6-12 Deacon Way	No				
KE016	15-21 Deacon Way	No				
KE017	Gresham Way Industrial Estate	No				
KE018	Rear of 169-185 Rodway Road	No				
NO001	Dee Park (exluding 103 Dee Rd)	Yes	Access available	Not known	No	None known
NO002	103 Dee Road	Yes	Access available	Development already underway	Development already underway	Development already underway
NO003	The Meadway Centre, Honey End Lane	Yes	Access available	Not known	No	Complex development and there may be some viability issues
NO004	2, 4, 6 Water Road and 158 Dee Road	No				
NO005	16c Upton Road	No				
NO006	1-15 St Georges Road	Yes	Access available	Not known	No	None known
NO007	Sterling Way Industrial Estate	No				
NO008	Upton Road Industrial Estate	No				
NO009	63-86 Rowe Court	Yes	Access available	None - all in place	No	None known
NO010	Grovelands Baptist Church, Oxford Road	No				
NO011	Land adjacent to Thorpe House, Colliers Way	No				
PA001	Alexander House, Kings Road	Yes	Access available	Development already underway	Development already underway	Development already underway
PA003	261-275 London Road	Yes	Access available	Not known	No	None known
PA004	131 Wokingham Road	Yes	Access available	Not known	No	None known
PA005	Land at Green Road	No				
PA006	27 Hamilton Road	No				
PA007	70-78 Wokingham Road	No				
PA008	51 Church Road, Earley	Yes	Access available	Not known	No	None known
RE001	3-29 Newcastle Road	Yes	Access would need to be created, covered in existing permission	Not known	No	None known
RE002	Dingley House, 3-5 Craven Road	Yes	Access available	Not known	No	None known

RE003	Rear of 8-26 Redlands Road	Yes	Access creation required	None	No	None known
RE004	Land adjacent to 40 Redlands Road	Yes	Access available	Not known	No	None known
RE005	St Patricks Hall, Northcourt Avenue	Yes	Access available	None	No	None known
RE006	Royal Berkshire Hospital, London Road	Yes	Access available	Not known	No	Funding required from central government
RE007	Land adjacent to 17 Craven Road	Yes	Access available	Not known	No	None known
RE008	46 Redlands Road	No				
RE009	78-86 London Road	No				
RE010	Warwick House, Warwick Road	Yes	Access available	Not known	No	None known
RE011	13-15 Craven Road	No				
RE012	Land rear of 8-14 Allcroft Road	No				
RE013	Land adjacent to 300 Kings Road	Yes	Access available	Not known	No	None known
RE014	University of Reading, The Chancellers Way & Shinfield Road	No				
RE015	60 Queens Road	No				
RE016	Havell House, 62-66 Queens Road	Yes	Access available	Not known	No	None known
RE017	Princes House, 73a London Road	Yes	Access available	Not known	No	None known
RE018	Mulberry House, 1A Eldon Road	No				
RE019	The Willows, 2 Hexham Road	Yes	Access available	Not known	No	None known
RE020	35 Christchurch Road	No				
SO001	Amethyst Lane	Yes	Access available	None	No	None known
SO002	Alice Burrows Home, Dwyer Road	Yes	Access available	None	No	None known
SO003	Dellwood Hospital, Liebenrood Road	Yes	Access available	None known	No	None known
SO004	EXCLUDED SITE	No				
SO005	Garages r/o 4-10 Frilsham Road	No				
SO006	72 Bath Road	Yes	Access available	Development already underway	Development already underway	Development already underway
SO007	37 Circuit Lane	No				
SO008	34 Parkside Road	No				
SO009	Land at 132-134 Bath Road	Yes	Access available but upgrade required	None known	No	None known
SO010	18 Parkside Road	Yes	Access available	Development already underway	Development already underway	Development already underway
SO011	62-79 Armadale Court	No				
SO012	Southcote Library, Coronation Square	Yes	Access available	None	No	None known
SO013	George and Dragon PH, 162 Bath Road	Yes	Access available	None	No	None known
TH001	80 Caversham Road	Yes	Access available	None known	No	None known
TH002	Station Retail Park, Vastern Road	Yes	Access available	None	No	None known
TH003	Reading Station Car Park, Vastern Road	No				
TH004	Shurgard Self Storage, 75-77 Caversham Road	Yes	Access available	None known	No	None known
TH005	97a-117 Caversham Road	Yes	Access available	Development already underway	Development already underway	Development already underway
TH006	55 Vastern Road	Yes	Access available	Development has commenced	Development has commenced	Development has commenced
TH007	SSE site, Vastern Road	No				
TH008	Napier Court, Napier Road	Yes	Upgrade needed	No	No	None specific to the site
TH009	Network Rail depot, Napier Road	Yes	Access available	Not known	No	None known
TH010	Network Rail land, Napier Road	No				

TH011	Forbury Retail Park Phase 1	Yes	Access available	Agreement with Thames Water re sewer	No	Issues related to policy constraints on e.g. height
TH012	Forbury Retail Park Phase 2	No				
TH013	Former Homebase & Toys R Us, Kenavon Drive	Yes	Access available	Development already underway	Development already underway	Development already underway
TH014	Former Kodak & Ventello, Kenavon Drive	Yes	Access available	None known	No	None known
TH015	38-41 Kenavon Drive	Yes	Access available	None known	No	None known
TH016	46 Kenavon Drive	No				
TH017	47-48 Kenavon Drive	No				
TH018	Blakes Lock Museum and Bel and The Dragon, Kenavon Drive	No				
TH019	Former Gas Holder, Alexander Turner Close	Yes	Access available	None known	No	None known
TH020	187-189 Kings Road	Yes	Access available	Not known	No	None known
TH021	Caversham Lock Island	No				
TH022	2 Ross Road	Yes	Access available	Not known	No	Not known
TH023	Cleared site, Meadow Road	Yes	Access available	Not known	No	Not known
TH024	28-30 Richfield Avenue	No				
TH026	Reading University Boat Club, Promenade Road	Yes	Access available	Not known	No	Not known
TH027	Reading College (remainder), Kings Road	No				
TH028	Former Gas Works Building, Gas Works Road	No				
TH029	Elite House, 179 Kings Road	No				
TH030	Crowne Plaza Reading, Richfield Avenue	Yes	Access available	No		No
TH031	Great Brighams Mead	Yes	Access available	Development already underway	Development already underway	Development already underway
TH032	Part of car park, Tesco Extra, Napier Road	Yes	Access available	None	No	None known
TH033	Tesco Extra, Napier Road	No				
TH034	Unit 1, Paddock Road Industrial Estate	Yes	Access available	Not known	No	None known
TH035	72 George Street	No				
TH036	EXCLUDED SITE	No				
TH037	131-215 Cardiff Road	No				
TH038	140-146 Cardiff Road	No				
TH039	Trafford Road	No				
TH040	100-124 Cardiff Road and Barrett Court	No				
TH041	Weighbridge Row	No				
TH042	64 Cardiff Road and 21-61 Milford Road	No				
TH043	2-12 Richfield Avenue	No				
TH044	8 Tessa Road and 14-16 Richfield Avenue	No				
TH045	7-13 &14 Tessa Road and 1-9 & 11-14 Cremyll Road	No				
TH046	1-5 Tessa Road and 18-26 Richfield Avenue	No				
TH047	Milford Road	No				
TH048	Unit 3-5 Meadow Road	No				
TH049	383 Gosbrook Road	No				
TH050	EXCLUDED SITE	No				
TH051	2-4 Send Road	No				
TH052	6 Send Road	No				
TH053	Paddock Road	No				
TH054	2 Norman Place	Yes	Access available	Not known	No	None known

TH055	Reading Bridge House, George Street	Yes	Access available	Not known	No	None known
TH056	Kennet Place, Kings Road	Yes	Access available	Not known	No	None known
TH057	Part of Reading College, Kings Road	Yes	Access available	No	No	None known
TH058	389 Gosbrook Road	No				
TH059	307-311 Gosbrook Road	No				
TH061	Former Driving Range, Richfield Avenue	Yes	Access available	Development already underway	Development already underway	Development already underway
TH062	71-73 Caversham Road	Yes	Access available	Not known	No	None known
TH063	173-177 Kings Road	No				
TI001	Downing Road Playing Field	No				
TI002	Park Lane Primary School, School Road	No				
TI003	Park Lane Primary School Annexe, Downing Road	No				
TI004	Park Lane Infants School, School Road	No				
TI005	3-19 The Triangle, Tilehurst	No				
TI007	Land east of Prince William Drive, Lower Elmstone Road	No				
TI008	Moorlands Primary School, Church End Lane	Yes	Access available	None needed	No	Not relevant
WH001	Land south of Island Road at Smallmead	Yes	Access will require upgrade but land is available for this	Not known	No	None known
WH002	Land bounded by Island Road, Longwater Avenue, A33 and Sewage Treatment Works	Yes	Access available	Not known	No	None known
WH003	DHL, Gillette Way	Yes	Access available	Not known	No	None known
WH004	Beacontree Plaza, Gillette Way	Yes	Access available	Not known	Requires appropriate package of sites to come forward	None known
WH005	1-3 Gillette Way	Yes	Access available	Not known	Requires appropriate package of sites to come forward	None known
WH006	The Micro Centre, Gillette Way	No				
WH007	350 Basingstoke Road	No				
WH008	ATS, Basingstoke Road	No				
WH009	Bingo Hall, Basingstoke Road	Yes	Access available	Not known	Requires appropriate package of sites to come forward	None known
WH010	Manor Park, Manor Farm Road	Yes	Access available	None known	No	None known
WH011	16-18 Bennet Road	Yes	Access available	No	No	None known
WH012	Part of former Berkshire Brewery Site	Yes	Access available	None known	No	None known
WH013	Land south west of Junction 11 of the M4	No				
WH014	Berkshire Van Hire, Basingstoke Road	No				
WH015	Green Park Village, Longwater Avenue	Yes	Access available	Development already underway	Development already underway	Development already underway
WH016	Plot 8, 600 South Oak Way	Yes	Access available	None known	No	None known
WH017	EXCLUDED SITE	No				
WH018	Land at Drake Way (South)	Yes	Access available	None known	No	None known
WH019	Land at Drake Way (North)	No				
WH020	22 Commercial Road	No				
WH021	Madejski Stadium, Royal Way	Yes	Access available	Not known	Not known	Not known

WH022	Land at the Madejski Stadium, Shooters Way	Yes	Access available	No	No	No
WH023	St Paul's Church and Hall	No				
WH024	448-452 Basingstoke Road	No				
WH025	472 Basingstoke Road and Transcental, Bennet Road	No				
WH026	14 Bennet Road	No				
WH027	20-40 Bennet Road	No				
WH028	Lancaster Jaguar, Bennet Road, Reading	No				
WH029	Darwin Close and 9-21 Bennet Road	No				
WH030	Smallmead Road	No				
WH031	Commercial Road East	No				
WH032	464-468 Basingstoke Road	No				
WH033	Acre Business Park	No				
WH034	478 Basingstoke Road	No				
WH035	1-4 Acre Road	No				
WH036	Arena Business Park, Acre Road	No				
WH037	Mayfield Trading Estate, Acre Road	No				
WH038	Office buildings, Worton Drive and Imperial Way	No				
WH039	Worton Drive industrial sites	No				
WH040	Imperial Way	No				
WH041	Tesco Distribution Centre, Imperial Way	No				
WH042	Reading International Business Park	No				
WH043	100-350 Longwater Avenue	No				
WH044	400 Longwater Avenue	No				
WH045	100-400 Brook Drive	No				
WH046	450-500 Brook Drive	No				
WH047	550 South Oak Way	No				
WH048	Former Sales and Marketing Suite, Drake Way	Yes	Access available	Not known	No	None known
WH049	Bennet Court, Bennet Road	Yes	Access available	Not known	No	None known
WH050	142 Whitley Wood Lane	No				
WH051	EXCLUDED SITE	No				
WH052	Brunel Retail Park, Rose Kiln Lane	Yes	Access available	Not known	No	None known
WH053	Site at Green Park Village, Flagstaff Road	No				
XX001	Confidential Site 1	No				
XX002	Confidential Site 2	No				
XX003	Confidential Site 3	No				
XX004	Confidential Site 4	No				
XX005	Confidential Site 5	No				
XX006	Confidential Site 6	Yes	Access available	Not known	No	No issues
XX007	Confidential Site 7	No				
XX008	Confidential Site 8	No				
XX009	Confidential Site 9	No				
XX010	Confidential Site 10	No				
XX011	Confidential Site 11	No				
XX025	Confidential site 12	No				

XX027	Confidential site 14	No				
XX028	Confidential site 15	No				
XX029	Confidential site 16	No				
XX030	Confidential site 17	No				
XX031	EXCLUDED SITE	No				
XX033	Confidential site 20	No				
XX034	Confidential site 21	No				
XX035	Confidential site 22	Yes	Access available	No	No	Not known
XX036	Confidential site 23	No				
XX037	Confidential site 24	No				
XX038	Confidential site 25	No				
XX039	Confidential site 26	No				
XX040	Confidential site 27	Yes	Access available	Not known	No	Not known
XX041	Confidential site 28	No				
XX044	Confidential site 29	No				
XX045	Confidential site 30	No				

		COST FACTORS			DELIVERY FACTORS	
Market attractiveness of location	**Potential market demand**	**Site preparation and exceptional works costs**	**Cost of providing strategic infrastructure**	**Need for external funding**	**Likely build-out rates**	**Other factors specific to developer(s)**
No issues	No issues	The constrained nature of site affects how construction is carried out	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	The constrained nature of site may affect how construction is carried out if developed in isolation	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	none	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	Significant costs in amending road layout, creation of podium etc	Costs of amended road layout	Not known	Not known	
No issues	No issues	Complex development on site whilst retaining some existing uses	Not known	Not known	Not known	
No issues	No issues	Complex development on site whilst retaining some existing uses	Not known	Not known	Not known	
Not known	Not known	Not known	None	Not known	Not known	

No issues	No issues	Site is complex in particular due to the presence of a podium across most of site, but considered achievable to address this	Not known	Development partner required, this process is underway	Not known	
N/A	N/A	None	None	External funding secured through Levelling Up Fund	Short term	
No issues	No issues	Site is complex in particular due to the presence of a podium across part of site, but considered achievable to address this	Not known	Not known	Not known	
Not known	Not known	Significant archaeology and costs of converting listed building	Not known	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None	None	Not needed	Delivery in short term	
No issues	No issues	None	None	None	Delivery in 2025	
No issues	No issues	None	None	None	Delivery in 2025	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	Archaeology importance of the site and location of building over the Holy Brook	None	Not known	Not known	
Not known	Not known	None	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	No	Delivery in 2025/26	

No issues	No issues	None known	None	No	Not known	
No issues	No issues	None known	None	No	Not known	
No issues	No issues	None known	None	No	Not known	
No issues	Not known	Not known	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	No	Delivery in 2025/26	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	Site surrounded by heritage assets		None required	Short term	
N/A	N/A	None	None	Funding secured (Levelling Up Fund)	By 2026	
No issues	No issues	Conversion of listed building	None	Not known	Not known	
No issues	No issues	None	None	Not needed	Not known	
No issues	No issues	None known	None	Not known	Delivery in 2025	None
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	

No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	Foundations and access upgrade	None	None required	25% in 2027, 75% in 2028	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	Restoring listed building at risk will be a significant cost	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	Not known	Not known	Not known	Not known	
No issues	No issues	None	None	Not required	No information	
No issues	No issues	None	None	Not required	No information	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None	None	Not required	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	None	None	Not known	Not known	
No issues	No issues	Costs of dealing with significant heritage assets on site	None	Not known	Not known	

No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Delivery by 2029	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Delivery after 2030	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None	None	Yes	Not known	
No issues	No issues	None known	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	

Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	Understood that occupier already identified	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	Some of the vacant buildings still require demolition	None	External funding may be required	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	None	None	Funding secured	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	Retention and conversion of locally listed building	None	Not known	Not known	

No issues	No issues	None known	None	Reliant on external funding	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Reliant on External funding. To be developed in partnership with UBB	Not known	Likely that refurbishment of existing halls will occur in next few years
N/A	N/A	Ground conditions on parts of the site limit development potential and cause exceptional costs. If on-site development for hospital, the need to keep the hospital operating throughout causes additional costs. On-site listed buildings	Not known	Reliant on central government funding through New Hospitals Programme	Not known	
No issues	No issues	None known	None	Would likely be linked to new hospital programme	Not known	
No issues	No issues	None known	None	Likely reliant on RP funding	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not kinown	Not known	
No issues	No issues	None known	None	Not kinown	Not known	
No issues	No issues	None known	None	Not kinown	Not known	
No issues	No issues	None known	None	None	Not known	
No issues	No issues	None known	None	None	Not known	
No issues	No issues	None known	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	May be potential for contamination	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	None	Not known	
No issues	No issues, understood occupier already in place	None known	None	None	Not known	
No issues	No issues	None known	None	None	Not known	
No issues	No issues	None known	No issues known	Not known at this stage	Not known	
No issues	No issues	None known	None	None	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
Development has commenced	Development has commenced	Development has commenced	Development has commenced	Development has commenced	Development has commenced	
No issues	No issues	Minor remediation, access upgrade and provision for MRT route	Provision for MRT route	None needed for development	2026	
No issues	No issues	None known	None	Likely to rely on external funding, availability of this funding not known	Not known	

No issues	No issues	Sewer diversion required in order to facilitate redevelopment – These works have been included and considered as part of the current development proposals at the Site	None	No	50% in 2029, 50% in 2030	May seek development partner
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	None needed	Landowner estimates 40% in 2025, 60% in 2026	Potential need for 38-41 Kenavon Drive to be included within scheme
No issues	No issues	None known	None	None needed	Landowner estimates 40% in 2025, 60% in 2027	Only achievable as part of wider development with TH014
No issues	No issues	Substantial costs of remediation , factored into planning permission	None	Not known	Not known	
No issues	No issues	Substantial costs of remediation , factored into planning permission	None	Not known	Not known	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	Not known	None	Not known	Not known	
No issues	No issues	Not known	None	Not known	Not known	
Not known	Not known	None known	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	None known	None	None	Delivery in 2028	
Not known	Not known	None known	None	Not known	Not known	
No issues	No issues	None known	None	None needed	Not known	

No issues	No issues	None known	None	None needed	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	None needed	2029-2030	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
No issues	No issues	Part conversion of locally listed building	None	Not known	Not known	
Not relevant	Not relevant	None known	None	Not needed	Not known	
No issues	No issues	Building on former landfill will have significant costs	Not known	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	Likely site remediation costs	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	None known	None	Not known	Not known	
No issues	No issues	Not known	None	Requires external funding	Not known	
Not known	Not known	Not known	None	Not known	Not known	
Not known	Not known	Not known	None	Not known	Not known	
Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	Development already underway	
Not known	Not known	Not known	None	Not known	Not known	
	No issues	No isues	None	Not known	Not known	
Not known	Not known	Development on former landfill	None	Likely requirement for external funding	Not known	Expansion of the stadium is considered unlikely to be achievable within the plan period given the football club's current situation

No issues	No issues	The site is a former landfill. The existing planning permission contains various planning conditions associated with this, including the requirement for remediation schemes.	None	No	Not known, but development could take place between 2024-2034	Existing permission which has been implemented
No issues	No issues	None known	None	Not known	Not known	
Not known	Not known	Not known	None	Not known	Not known	
Not known	Not known	Not known	None	Not known	Not known	
No issues	No issues	Not known	None	Not known	Not known	

No issues	No issues	None known	None	Reliant on external funding	Not known	
No issues	No issues	None known	None	Not known	Not known	

OTHER	ACHIEVABILITY CONCLUSION		Changes to development potential to reflect achievability									Developme
Other considerations	ACHIEVABLE?		Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)	Reason	Resi (units)
	Potentially achievable		0	0	0	0	0	0	0	0		0
Conversion likely to be achievable	Achievable		0	0	0	0	0	0	0	0		17
Conversion likely to be achievable	Achievable		0	0	0	0	0	0	0	0		3
Conversion likely to be achievable	Achievable		0	0	0	0	0	0	0	0		1
Conversion likely to be achievable	Achievable		0	0	0	0	0	0	0	0		2
Conversion likely to be achievable	Achievable		0	0	0	0	0	0	0	0		4
	Potentially achievable		0	0	0	0	0	0	0	0		2
	Potentially achievable		0	0	0	0	0	0	0	0		25
Conversion likely to be achievable	Achievable		0	0	0	0	0	0	0	0		3
	Achievable		0	0	0	0	0	0	0	0		103
	Potentially achievable		0	0	0	0	0	0	0	0		1
												0
	Achievable		0	0	0	0	0	0	0	0		60
	Achievable		0	0	0	0	0	0	0	0		184
	Achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		431
	Potentially achievable		0	0	0	0	0	0	0	0		697
	Achievable		0	0	0	0	0	0	0	0		40
	Potentially achievable		0	0	0	0	0	0	0	0		13
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		33
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		13
	Potentially achievable		0	0	0	0	0	0	0	0		10
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		46
	Achievable		0	0	0	0	0	0	0	0		165
	Unachievable	The costs of this development would render a development unviable	0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		422
	Potentially achievable		0	0	0	0	0	0	0	0		48
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
												0

	Achievable		0	0	0	0	0	0	0	0		520
	Achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		180
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		111
	Achievable		0	0	0	0	0	0	0	0		13
	Achievable		0	0	0	0	0	0	0	0		54
	Potentially achievable		0	0	0	0	0	0	0	0		12
	Achievable		0	0	0	0	0	0	0	0		13
	Potentially achievable		0	0	0	0	0	0	0	0		33
	Achievable		0	0	0	0	0	0	0	0		56
	Achievable		0	0	0	0	0	0	0	0		26
	Achievable		0	0	0	0	0	0	0	0		8
	Achievable		0	0	0	0	0	0	0	0		182
	Potentially achievable		0	0	0	0	0	0	0	0		120
												0
	Potentially achievable		0	0	0	0	0	0	0	0		174
	Potentially achievable		0	0	0	0	0	0	0	0		174
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		27
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		35
												0
	Achievable		0	0	0	0	0	0	0	0		39
												0
	Achievable		0	0	0	0	0	0	0	0		10
												0

	Potentially achievable		0	0	0	0	0	0	0	0		49
	Potentially achievable		0	0	0	0	0	0	0	0		25
	Potentially achievable		0	0	0	0	0	0	0	0		62
												0
												0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		50
												0
	Potentially achievable		0	0	0	0	0	0	0	0		190
												0
	Potentially achievable		0	0	0	0	0	0	0	0		15
												0
	Achievable		0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		15
	Achievable		0	0	0	0	0	0	0	0		11
	Achievable		0	0	0	0	0	0	0	0		13
	Potentially achievable		0	0	0	0	0	0	0	0		22
	Potentially achievable		0	0	0	0	0	0	0	0		26
												0
	Potentially achievable		0	0	0	0	0	0	0	0		25
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		16
												0
												0

	Potentially achievable		0	0	0	0	0	0	0	0		30
	Achievable		0	0	0	0	0	0	0	0		57
	Potentially achievable		0	0	0	0	0	0	0	0		40
												0
												0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		14
												0
												0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		45
												0
												0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		9
												0
	Achievable		0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		14
												0
	Achievable		0	0	0	0	0	0	0	0		10
	Potentially achievable		0	0	0	0	0	0	0	0		185
												0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		11
	Achievable		0	0	0	0	0	0	0	0		46
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		223
	Potentially achievable		0	0	0	0	0	0	0	0		26
	Potentially achievable		0	0	0	0	0	0	0	0		21
	Potentially achievable		0	0	0	0	0	0	0	0		10
	Achievable		0	0	0	0	0	0	0	0		158

	Potentially achievable		0	0	0	0	0	0	0	0		50
												0
												0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		95
	Achievable		0	0	0	0	0	0	0	0		17
	Potentially achievable		0	0	0	0	0	0	0	0		11
	Potentially achievable		0	0	0	0	0	0	0	0		16
	Potentially achievable		0	0	0	0	0	0	0	0		37
	Potentially achievable		0	0	0	0	0	0	0	0		26
	Potentially achievable		0	0	0	0	0	0	0	0		311
												0
	Potentially achievable		0	0	0	0	0	0	0	0		25
	Potentially achievable		0	0	0	0	0	0	0	0		75
												0
	Achievable		0	0	0	0	0	0	0	0		10
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		19
	Potentially achievable		0	0	0	0	0	0	0	0		15
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		46
												0
	Achievable		0	0	0	0	0	0	0	0		29
	Achievable		0	0	0	0	0	0	0	0		21
	Achievable		0	0	0	0	0	0	0	0		15
												0
	Achievable		0	0	0	0	0	0	0	0		11
												0

	Achievable		0	0	0	0	0	0	0	0		19
	Achievable		0	0	0	0	0	0	0	0		16
												0
	Achievable		0	0	0	0	0	0	0	0		15
	Achievable		0	0	0	0	0	0	0	0		168
												0
	Achievable		0	0	0	0	0	0	0	0		44
	Achievable		0	0	0	0	0	0	0	0		10
	Achievable		0	0	0	0	0	0	0	0		40
	Achievable		0	0	0	0	0	0	0	0		12
	Potentially achievable		0	0	0	0	0	0	0	0		12
	Achievable		0	0	0	0	0	0	0	0		0
												0
												0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		0
												0
												0
												0
												0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		98
	Achievable		0	0	0	0	0	0	0	0		54
	Potentially achievable		0	0	0	0	0	0	0	0		231
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		14
												0
												0
	Achievable		0	0	0	0	0	0	0	0		24
												0
												0
	Achievable		0	0	0	0	0	0	0	0		43
	Potentially achievable		0	0	0	0	0	0	0	0		12
	Potentially achievable		0	0	0	0	0	0	0	0		12
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		16
	Potentially achievable		0	0	0	0	0	0	0	0		18
	Potentially achievable		0	0	0	0	0	0	0	0		38

	Potentially achievable		0	0	0	0	0	0	0	0		17
	Potentially achievable		0	0	0	0	0	0	0	0		31
	Potentially achievable		0	0	0	0	0	0	0	0		119
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		28
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		10
												0
												0
	Achievable		0	0	0	0	0	0	0	0		14
												0
												0
	Achievable		0	0	0	0	0	0	0	0		17
	Achievable		0	0	0	0	0	0	0	0		26
												0
	Achievable		0	0	0	0	0	0	0	0		40
												0
	Achievable		0	0	0	0	0	0	0	0		20
	Achievable		0	0	0	0	0	0	0	0		30
	Achievable		0	0	0	0	0	0	0	0		32
												0
												0
	Achievable		0	0	0	0	0	0	0	0		0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		21
	Achievable		0	0	0	0	0	0	0	0		10
												0
	Achievable		0	0	0	0	0	0	0	0		19
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		620
	Potentially achievable		0	0	0	0	0	0	0	0		637
												0
	Potentially achievable		0	0	0	0	0	0	0	0		58
	Achievable		0	0	0	0	0	0	0	0		60
	Achievable		0	0	0	0	0	0	0	0		209
												0
	Potentially achievable		0	0	0	0	0	0	0	0		253
Eastern portion of the site was safeguarded in existing policy for MRT	**Achievability unknown**	Exceptional costs make it difficult to have a clear picture of achievability	0	0	0	0	0	0	0	0		0
												0

	Achievable		0	0	0	0	0	0	0	0		702
												0
	Achievable		0	0	0	0	0	0	0	0		216
	Potentially achievable		0	0	0	0	0	0	0	0		405
	Potentially achievable		0	0	0	0	0	0	0	0		3
												0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		130
	Potentially achievable		0	0	0	0	0	0	0	0		14
												0
	Potentially achievable		0	0	0	0	0	0	0	0		25
	Potentially achievable		0	0	0	0	0	0	0	0		26
												0
	Potentially achievable		0	0	0	0	0	0	0	0		23
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		110
	Achievable		0	0	0	0	0	0	0	0		71
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		160

	Achievable		0	0	0	0	0	0	0	0		192
	Potentially achievable		0	0	0	0	0	0	0	0		105
	Achievable		0	0	0	0	0	0	0	0		39
												0
												0
	Achievable		0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		29
												0
												0
												0
												0
												0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		0
	Potentially achievable		0	0	0	0	0	0	0	0		507
	Potentially achievable		0	0	0	0	0	0	0	0		192
	Potentially achievable		0	0	0	0	0	0	0	0		185
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		152
	Potentially achievable		0	0	0	0	0	0	0	0		209
	Achievable		0	0	0	0	0	0	0	0		0
	Achievable		0	0	0	0	0	0	0	0		0
												0
												0
	Achievable		0	0	0	0	0	0	0	0		302
	Potentially achievable		0	0	0	0	0	0	0	0		0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		25
	Potentially achievable											0
												0
	Unachievable	Unlikely to be achievable in the plan period due to the football club situation	0	0	0	0	0	0	0	0		0

	Achievable		0	0	0	0	0	0	0	0		618
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		19
	Potentially achievable		0	0	0	0	0	0	0	0		0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		0
												0
												0
												0
												0
												0
												0
Achievability would depend on whether there was a need and funding to extend school	**Potentially achievable**		0	0	0	0	0	0	0	0		0
												0
												0
												0
												0
												0
												0

												0
												0
												0
												0
												0
												0
												0
	Achievability unknown	Landowner not able to confirm a realistic prospect of being achievable within plan period	0	0	0	0	0	0	0	0		0
												0
												0
												0
												0
	Potentially achievable		0	0	0	0	0	0	0	0		32
												0
												0
												0

ent potential of available sites

Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)
558	0	-127	0	5879	0	0
-1071	0	0	0	0	0	0
-193	0	0	0	0	0	0
-65	0	0	0	0	0	0
-153	0	0	0	0	0	0
-264	0	0	0	0	0	0
-142	0	0	0	0	0	0
-590	0	63	0	0	0	0
-162	0	0	0	0	0	0
-1650	0	888	-288	0	0	0
96	0	-196	0	0	0	0
0	0	0	0	0	0	0
-3844	0	0	0	0	0	0
0	0	762	0	0	0	0
34736	0	1174	0	0	0	5941
44767	0	2941	0	12981	0	0
0	0	0	0	0	0	-4773
0	0	0	0	0	0	0
-120	-270	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-186	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-366	0	0	0	0	0
-98	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-478	0	0	0	0	0
0	0	184	0	0	0	0
0	0	0	0	0	0	0
0	0	1501	0	0	0	0
-5479	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	462	0	3486	0	-634
0	0	0	0	0	0	0

0	0	2020	0	0	0	-2733
0	0	0	1630	0	0	0
0	0	0	0	0	0	-10499
0	0	0	0	0	0	0
0	0	0	10000	0	0	-9000
-2894	0	0	0	0	0	0
-232	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-450	0	0	0	0	0	0
0	0	0	0	0	0	-1003
0	0	0	0	0	512	0
-1771	0	0	0	0	0	0
-600	0	-737	0	0	0	0
-5729	0	0	0	0	0	0
0	0	-964	-4427	0	0	0
0	0	0	0	0	0	0
-14537	0	0	0	0	0	0
15734	0	1600	0	0	0	-3197
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	-2390	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	270	0	-136
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-2228	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	-414	0	0
0	0	0	0	0	0	0

491	0	0	0	0	0	0
-2685	0	0	0	0	0	0
-4014	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	-4313	4313	0	0	0
-2404	0	-477	0	4083	0	0
0	0	-801	0	6264	0	-1259
0	0	0	0	-4313	0	0
0	0	0	0	0	0	0
0	0	-11114	0	0	0	0
0	0	0	0	0	0	0
0	0	-720	0	0	0	0
0	0	0	0	0	0	0
-1106	0	0	0	0	1608	0
0	0	-720	0	0	0	0
-706	0	0	0	0	0	0
55	0	0	0	0	0	0
0	-755	0	0	0	0	0
0	0	158	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	-1076
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
-917	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

0	0	126	0	0	-733	0
0	0	0	0	0	0	0
0	0	1025	652	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-880	0	0	0	0	922	0
0	0	0	0	0	0	-115
0	0	0	0	0	0	0
0	0	0	0	0	-474	0
0	0	-6498	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-3078	2070	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	-711	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
474	0	0	0	0	0	0
0	0	0	-629	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	-11494

0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-1734	0	0	0	0	0
0	0	0	0	0	-316	0
-722	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-2115	0	0	0	0	0
0	-1298	0	0	0	0	0
0	0	-8695	0	0	0	0
0	0	0	0	0	0	0
0	-504	0	0	0	0	0
0	0	0	0	0	0	-2517
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	-1242	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	-1687
0	0	0	0	0	0	0
-1524	0	0	0	0	0	0
-141	0	0	0	0	0	-230
0	0	0	0	-933	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

0	0	-406	0	0	0	0
0	-512	0	0	0	0	0
0	0	0	0	0	0	0
-960	0	0	0	0	0	0
-13050	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	-3189	0	0
0	0	0	0	0	0	-524
0	-78	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	165	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	1123	0	0	0	0	0
0	1330	0	0	0	0	0
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0	0	0	0	0	4012	0
0	0	0	0	0	0	0
0	0	1951	0	0	0	5461
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-675	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-2186	0	0	0	0	0	0
0	0	230	0	0	0	-482
0	0	295	0	0	0	-194
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-2685	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	-1101	0

0	0	0	0	0	0	0
0	0	0	0	0	-371	0
0	0	0	0	0	0	0
0	0	0	0	0	12000	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-1119	0	0	0	0	0	0
-2044	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	779	0
0	0	0	0	0	0	0
0	0	0	0	0	-1185	0
0	0	0	0	0	0	0
0	0	0	0	0	-939	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	-98	504	0	-406
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-135	-837	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	-355	0
0	0	-362	0	0	0	0
19729	0	1752	0	0	777	-10991
23719	0	-2579	0	0	0	0
0	0	0	0	0	0	0
0	-3297	0	0	0	0	0
-243	0	0	0	0	0	0
-4683	0	0	0	0	0	0
0	0	0	0	0	0	0
-4793	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0

0	0	-9205	0	0	0	0
0	0	0	0	0	0	0
0	0	397	0	0	0	0
0	-2357	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
-924	0	0	0	0	0	0
0	0	0	0	0	0	0
0	-1083	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	-571	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	3323	0	0
-6190	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	1380	0	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
-4358	0	0	0	0	0	0

-12290	0	0	0	0	0	0
-6714	0	0	0	0	0	0
0	0	0	0	0	-240	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	11333	0
0	0	-968	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
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0	0	0	0	0	0	0
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0	110849	0	0	0	0	0
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0	-20668	0	0	0	0	0
-9276	0	0	0	0	0	0
0	-6527	0	0	0	0	0
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0	0	0	0	0	0	0
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-10664	0	0	0	0	0	0
-518	2553	0	0	0	0	0
0	15080	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	0	0	0
20430	0	0	0	0	0	0
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1972	0	1928	23271	23605	0	22281
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-3274	3462	0	0	0	0	0
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0	13376	-14775	0	0	0	0
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0	0	0	0	0	1906	0
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STAGE 2 SUMMARY

SITE INFORMATION			SUMMARY OF HELAA ANALYSIS					Development potential after suitability, achievability and availability assessme						
Site Code	Site Title	Area (ha)	Excluded?	Suitability conclusion	Availability conclusion	Achievability conclusion	Final classification	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Communi ty (sq m)
AB001	29-35 Station Road	0.04	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	0	558	0	-127	0	5879	0
AB002	17-27 Station Road	0.06	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	17	-1071	0	0	0	0	0
AB003	13-15 Station Road	0.02	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	3	-193	0	0	0	0	0
AB004	23 Friar Street	0.01	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	1	-65	0	0	0	0	0
AB005	24 Friar Street	0.02	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	2	-153	0	0	0	0	0
AB006	27-29 Friar Street	0.03	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	4	-264	0	0	0	0	0
AB007	1 Merchants Place	0.02	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	2	-142	0	0	0	0	0
AB008	30-31 Friar Street	0.1	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	25	-590	0	63	0	0	0
AB009	32-34 Friar Street	0.04	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	3	-162	0	0	0	0	0
AB010	35-39 Friar Street	0.16	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	103	-1650	0	888	-288	0	0
AB011	8 Merchants Place	0.01	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	1	96	0	-196	0	0	0
AB012	52-55 Friar Street and 12 Greyfri	0.26	No	Suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB013	Greyfriars House, 20 Greyfriars R	0.12	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	60	-3844	0	0	0	0	0
AB015	Station Hill Plot F, Garrard Stree	0.18	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	184	0	0	762	0	0	0
AB016	Station Hill Phase 2	0.91	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	34736	0	1174	0	0	0
AB017	Station Hill Phase 3	0.89	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	431	44767	0	2941	0	12981	0
AB018	Cattle Market	2.46	No	Suitable	Potentially available	Potentially achievable	**Developable (years 6-10, 11-15)**	697	0	0	0	0	0	0
AB019	45 Caversham Road	0.15	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	40	0	0	0	0	0	0
AB020	31 Great Knollys Street	0.04	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	13	-120	-270	0	0	0	0
AB021	Unit B1-B11, Great Knollys Stree	0.15	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB022	Bellman Court, Great Knollys Str	0.1	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB023	63 Great Knollys Street	0.1	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	33	0	-186	0	0	0	0
AB024	Units A1-A3 Great Knollys Street	0.07	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB025	Unit A2, North Street	0.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB026	1a North Street	0.04	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	13	0	-366	0	0	0	0
AB027	16 North Street	0.04	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	10	-98	0	0	0	0	0
AB028	12-14 North Street	0.04	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB029	Units C1-C11, Weldale Street	0.22	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB030	7 Weldale Street	0.14	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	46	0	-478	0	0	0	0
AB031	Land between Chatham Street a	1.21	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	165	0	0	184	0	0	0
AB032	Chatham Street	1.62	No	Potentially suitable	Potentially available	Unachievable	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB033	Broad Street Mall	1.78	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	422	0	0	1501	0	0	0
AB034	Fountain House, 2 Queens Walk	0.12	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	48	-5479	0	0	0	0	0
AB035	Pentahotel, Oxford Road	0.32	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB036	Queens Court, Queens Walk	0.28	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB037	20 Hosier Street	0.08	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	0	0	0	462	0	3486	0
AB038	19-23 St Mary's Butts	0.06	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB039	Hosier Street	1.91	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	520	0	0	2020	0	0	0
AB040	Hexagon Theatre, Hosier Street	0.48	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	0	0	0	1630	0	0
AB041	Thames Valley Police, Castle Str	0.55	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	180	0	0	0	0	0	0
AB042	Magistrates Court, Castle Street	0.4	No	Potentially suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB043	Reading Prison	1.44	No	Potentially suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	0	0	0	0	10000	0	0
AB044	Eaton House, 106-112 Oxford R	0.44	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	111	-2894	0	0	0	0	0
AB045	10 Eaton Place	0.04	No	Potentially suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	13	-232	0	0	0	0	0
AB046	115 Chatham Street	0.17	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	54	0	0	0	0	0	0
AB047	121 Chatham Street	0.05	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	12	0	0	0	0	0	0
AB048	Future House, 125 Chatham Stre	0.08	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	13	-450	0	0	0	0	0
AB049	The Face Bar, Ambrose Place	0.1	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	33	0	0	0	0	0	0
AB050	Central Swimming Pool, Battle S	0.55	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	56	0	0	0	0	0	512
AB052	173-175 Friar Street	0.14	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	26	-1771	0	0	0	0	0
AB053	27-32 Market Place	0.04	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	8	-600	0	-737	0	0	0
AB054	3-10 Market Place, Abbey Hall &	0.27	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	182	-5729	0	0	0	0	0
AB055	Vue Cinema, The Oracle	0.53	No	Potentially suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	120	0	0	-964	-4427	0	0
AB056	Oracle Riverside Car Park	0.91	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB057	Apex Plaza, Forbury Road	0.93	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	174	-14537	0	0	0	0	0
AB058	Brunel Arcade, Station Approach	0.58	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	174	15734	0	1600	0	0	0
AB059	143-145 Oxford Road	0.14	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB060	9-27 Greyfriars Road	0.17	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0

AB061	Reading Central Library, Abbey S	0.1	No	Potentially suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	27	0	0	0	0	0	-2390
AB062	The Anchorage, 34 Bridge Stree	0.15	No	Suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB063	The Oracle Shopping Centre, Yie	0.04	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB064	78 Oxford Road	0.03	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB065	149-153 Oxford Road	0.1	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB066	40 Oxford Road	0.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB067	38 Oxford Road & 5 Cheapside	0.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB068	159 Oxford Road	0.03	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB069	Queens Arms PH, Great Knollys	0.07	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB070	37-43 Blagrave Street	0.04	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB071	Rising Sun 18 Forbury Road	0.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB072	The Butler PH, Chatham Street	0.11	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	0	0	0	0	0	270	0
AB073	7 Blagrave Street	0.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB074	Land at Regent Court, Great Kno	0.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB075	1-3 Greyfriars Road	0.03	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB076	160-163 Friar Street	0.06	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	35	-2228	0	0	0	0	0
AB077	15-18 Friar Street, 2-16 Station R	0.31	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB078	Clarendon House 59-75 Queens	0.16	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	39	0	0	0	0	0	0
AB079	Rear of 8-32 Clifton Street	0.16	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB080	Part of City Wall House, 26 Wes	0.05	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	10	0	0	0	0	-414	0
AB081	Tangent House, 16 Forbury Roa	0.05	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB082	Aquis House, 49-51 Forbury Roa	0.35	No	Potentially suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	49	491	0	0	0	0	0
AB083	33 Blagrave Street	0.07	No	Potentially suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	25	-2685	0	0	0	0	0
AB084	Sapphire Plaza, Watlington Stree	0.25	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	62	-4014	0	0	0	0	0
AB085	Royal Court, Kings Road	0.16	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB087	Epping House, 55 Russell Street	0.05	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB088	87 Broad Street	0.06	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB089	200-202 Broad Street	0.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB090	165 Oxford Road	0.05	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB091	House of Fraser, The Oracle	0.64	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	0	0	0	-4313	4313	0	0
AB093	1-15 Queen Victoria Street & 145	0.15	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	-2404	0	-477	0	4083	0
AB094	138-144 Friar Street	0.13	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	0	0	-801	0	6264	0
AB095	100 Kings Road	0.19	No	Potentially suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	50	0	0	0	0	-4313	0
AB096	149-150 Friar Street and 2-4 Que	0.02	No	Potentially suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB097	Former Debenhams, The Oracle	0.56	No	Potentially suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	190	0	0	-11114	0	0	0
AB098	Warwick Arms, 77-79 Kings Roa	0.03	No	Potentially suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB099	20-22 Duke Street	0.08	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	15	0	0	-720	0	0	0
AB100	23-24 Market Place	0.01	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
AB101	Civic Offices, Bridge Street	0.85	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	-1106	0	0	0	0	1608
AB102	13-15 Market Place	0.06	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	15	0	0	-720	0	0	0
AB103	Queens Wharf, Queens Road	0.08	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	11	-706	0	0	0	0	0
BA001	Rear of 303-315 Oxford Road	0.22	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	13	55	0	0	0	0	0
BA002	Land adjacent to 22 Portman Wa	0.21	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	22	0	-755	0	0	0	0
BA003	Land at Moulsford Mews	0.16	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	26	0	0	158	0	0	0
BA004	784-794 Oxford Road	0.22	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA005	816 Oxford Road	0.23	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	25	0	0	0	0	0	0
BA006	Land at Reading West Station	0.62	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA007	133-137 Wantage Road	0.14	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA008	2-6 Portman Road and 1-5 Lover	1.05	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA009	Ashmere Terrace, 8-12 Portman	1.4	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA010	14 Portman Road and the Portm	1.67	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA011	16-22 Portman Road and 47-73	1.18	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA012	24-28 Portman Road and 75-83	1.45	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA013	Battle Farm Trading Estate and 6	1.56	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA014	38-40 Portman Road and 103 Lo	0.99	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA015	Albury Close	0.76	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA016	Broughton Close and 44-50 Port	1.06	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA017	50-60 Portman Road and 117-12	1.59	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA018	62 Portman Road	0.8	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA019	Bridgewater Close	1.61	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA020	Wigmore Lane	0.73	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA021	42 Portman Road	0.22	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	16	-917	0	0	0	0	0
BA022	Scours Lane and Littlejohn's Far	101.42	Yes	N/A	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0

BA023	126 Tilehurst Road	0.07	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
BA024	Curzon Club, 362 Oxford Road	0.08	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	30	0	0	126	0	0	-733
BA025	Part of Tesco Car Park, Portman	0.59	No	Potentially suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	57	0	0	0	0	0	0
CA001	St Martin's Precinct, Church Stre	1.71	No	Suitable	Potentially available	Potentially achievable	**Deliverable (years 1-5)**	40	0	0	1025	652	0	0
CA002	Cantay House, Ardler Road, Cav	0.33	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CA003	Former Caversham Nursery, 82	0.16	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CA004	68 St John's Road	0.16	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CA006	Land rear of 27-43 Blenheim Roa	0.2	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CA007	Hemdean House School, Hemde	0.93	No	Potentially suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH001	Rear of 1 & 3 Woodcote Road &	0.33	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	14	0	0	0	0	0	0
CH002	142 Kidmore Road, Caversham	0.21	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH003	Land adjacent to 54 Highdown H	0.61	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH004	20 Chazey Road	0.167	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH005	Outlands, Upper Warren Avenue	0.53	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH006	Highdown School, Surley Row	0.28	No	Suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH007	Chazey Farm, The Warren	1.69	No	Suitable	Potentially available	Potentially achievable	**Deliverable (years 1-5)**	45	0	0	0	0	0	0
CH008	Land at Chazey Court Farm	0.29	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH009	Plots A & B Gravel Hill	0.17	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH010	Highridge, Upper Warren Avenu	0.32	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CH011	161 Upper Woodcote Road	0.24	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CU001	177 Basingstoke Road	0.4	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	9	0	0	0	0	0	0
CU002	Land rear of 50-52 Cressingham	0.239	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO001	Yeomanry House, Castle Hill	0.44	No	Suitable	Potentially available	Achievable	**Deliverable (years 1-5)**	0	-880	0	0	0	0	922
CO002	4 Berkeley Avenue	0.06	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	14	0	0	0	0	0	0
CO003	211-221 Oxford Road	0.16	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO004	53-55 Argyle Road	0.07	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	10	0	0	0	0	0	-474
CO005	Reading Link Retail Park, Rose	2.12	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	185	0	0	-6498	0	0	0
CO006	Webb's Close, Berkeley Avenue	0.19	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO007	31 Bath Road	0.09	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO008	Kilnbrook House	0.16	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO009	Rose Kiln Lane Court, Rose Kiln	0.66	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	0	-3078	2070	0	0	0	0
CO010	8-12 Rose Kiln Lane	1.79	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO011	Land west of A33 and south of B	0.41	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO012	Fobney Mead, Island Road	2.18	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO013	72 Berkeley Avenue	0.33	No	Suitable	Potentially available	Potentially achievable	**Developable (years 6-10, 11-15)**	11	0	0	0	0	0	-711
CO014	Wensley Road	2.36	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	46	0	0	0	0	0	0
CO015	4 Downshire Square	0.08	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO016	45 Tilehurst Road	0.09	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO017	48 Bath Road	0.08	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
CO018	Berkshire Records Office, Coley	0.44	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	0	474	0	0	0	0	0
EG001	Part of Reading Golf Course, Kid	12.13	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	223	0	0	0	-629	0	0
EG002	Land at Lowfield Road	0.93	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	26	0	0	0	0	0	0
EG003	Rear of 200-214 Henley Road, 1	0.87	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	21	0	0	0	0	0	0
EG004	Rear of 13-14a Hawthorne Road	0.37	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	10	0	0	0	0	0	0
EG005	Caversham Park	38.28	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	158	0	0	0	0	0	0
EG006	205-219 Henley Road	0.62	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	50	0	0	0	0	0	0
EG007	241-251 Henley Road	0.79	No	Potentially suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
EG008	Rear of 9 Chalgrove Way, Emme	0.22	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
EG009	58 Crawshay Drive, Emmer Gree	0.21	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
EG010	Land north east of Caversham P	0.49	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA001	John Lewis Depot, Letcombe Str	0.37	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	95	0	-1734	0	0	0	0
KA002	Central Club, London Street	0.05	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	17	0	0	0	0	0	-316
KA003	Enterprise House, 89-97 London	0.15	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	11	-722	0	0	0	0	0
KA004	Corner of Crown Street and Sout	0.08	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	16	0	0	0	0	0	0
KA005	268 Elgar Road South	0.41	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	37	0	-2115	0	0	0	0
KA006	272-274 Elgar Road South	0.41	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	26	0	-1298	0	0	0	0
KA007	Makro, Elgar Road South	3.51	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	311	0	0	-8695	0	0	0
KA008	Keyline Builders Merchants, Elga	1.05	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA009	Sehmi Builders Merchants, Rose	0.38	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	25	0	-504	0	0	0	0
KA010	Pulleyn Park, Rose Kiln Lane	0.91	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	75	0	0	0	0	0	0
KA011	169-173 Basingstoke Road	0.8	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA012	The Woodley Arms PH, Waldeck	0.09	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	10	0	0	0	0	0	0
KA013	25-31 London Street	0.1	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0

KA014	21 South Street	0.14	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA015	40 and 62-68 Silver Street	0.14	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	19	0	0	0	0	0	0
KA016	75-77 London Street	0.18	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	15	0	0	0	-1242	0	0
KA017	11 Glebe Road	0.18	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA018	Preston Road and Nimrod Way	2.82	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA019	Britten Road	2.9	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA020	160 Basingstoke Road	1.11	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA021	Graham, Cradock Road	1.27	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA022	Reading Approach & Chancery C	2.36	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA023	196 Basingstoke Road & 5 Crad	0.45	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA024	Arkwright Road	2.61	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA025	2-12 and 3-17 Boulton Road and	2.29	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA026	14-22 and 39-47 Boulton Road a	1.57	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA027	19-37 Boulton Road	1.34	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA028	Car dealerships, north of Rose K	1.13	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA029	Hyperion Way	1.32	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA030	25-29 Rose Kiln Lane	3.07	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA031	21 Rose Kiln Lane	0.56	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA032	Car dealerships, Rose Kiln Lane	1.17	No	Potentially suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA033	Land at 9 Upper Crown Street	0.35	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	46	0	0	0	0	0	0
KA034	Tunbridge Jones, Cradock Road	0.69	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA036	54-58 Queens Road	0.16	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	29	-1524	0	0	0	0	0
KA037	43 London Street	0.08	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	21	-141	0	0	0	0	0
KA038	The Faculty, 23-27 London Road	0.05	No	Suitable	Potentially available	Achievable	**Deliverable (years 1-5)**	15	0	0	0	0	-933	0
KA039	40-48 Mount Pleasant	0.06	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA040	34-38 Southampton Street	0.03	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	11	0	0	0	0	0	0
KA041	Zoar Strict Baptist Chapel, South	0.03	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA042	75-81 Southampton Street	0.08	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	19	0	0	-406	0	0	0
KA043	220 Elgar Road South	0.14	No	Potentially suitable	Available	Achievable	**Deliverable (years 1-5)**	16	0	-512	0	0	0	0
KA044	Trinity Hall, South Street	0.09	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA045	85-87 Basingstoke Road	0.06	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	15	-960	0	0	0	0	0
KA046	11 Basingstoke Road	1.93	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	168	-13050	0	0	0	0	0
KA047	85 Pell Street	0.03	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KA048	12-18 Crown Street	0.09	No	Suitable	Potentially available	Achievable	**Deliverable (years 1-5)**	44	0	0	0	0	-3189	0
KE001	Charters Car Sales, Oxford Road	0.33	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	10	0	0	0	0	0	0
KE002	Land at Kentwood Hill	1.52	No	Potentially suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	40	0	-78	0	0	0	0
KE003	Land at Armour Hill	0.41	No	Potentially suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	12	0	0	0	0	0	0
KE004	1025-1027 Oxford Road	0.19	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	12	0	0	0	0	0	0
KE005	Land adjacent to Stadium Way	0.5	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	0	0	165	0	0	0
KE006	Land at Scours Lane	0.56	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE007	1015 Oxford Road	0.16	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE008	The Restoration PH, 928 Oxford	0.19	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE009	Allotments and the Withies, Kent	2.91	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE010	Victoria Recreation Ground, Ken	1.87	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE011	64 Portman Road and 127 Lover	0.74	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	0	0	1123	0	0	0	0
KE012	Stadium Way	4.08	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	0	0	1330	0	0	0	0
KE013	2-4 Deacon Way	0.58	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE014	Io Trade Centre, Deacon Way	0.66	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE015	1-11 and 6-12 Deacon Way	2.49	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE016	15-21 Deacon Way	1.03	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE017	Gresham Way Industrial Estate	0.76	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
KE018	Rear of 169-185 Rodway Road	0.21	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
NO001	Dee Park (exluding 103 Dee Rd)	16.4	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	98	0	0	0	0	0	4012
NO002	103 Dee Road	0.85	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	54	0	0	0	0	0	0
NO003	The Meadway Centre, Honey En	2.99	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	231	0	0	1951	0	0	0
NO004	2, 4, 6 Water Road and 158 Dee	0.21	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
NO005	16c Upton Road	0.16	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
NO006	1-15 St Georges Road	0.15	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	14	0	-675	0	0	0	0
NO007	Sterling Way Industrial Estate	1.55	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
NO008	Upton Road Industrial Estate	2.17	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
NO009	63-86 Rowe Court	0.1	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	24	0	0	0	0	0	0
NO010	Grovelands Baptist Church, Oxfo	0.08	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
NO011	Land adjacent to Thorpe House,	0.32	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0

PA001	Alexander House, Kings Road	0.16	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	43	-2186	0	0	0	0	0
PA003	261-275 London Road	0.16	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	12	0	0	230	0	0	0
PA004	131 Wokingham Road	0.15	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	12	0	0	295	0	0	0
PA005	Land at Green Road	0.44	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
PA006	27 Hamilton Road	0.09	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
PA007	70-78 Wokingham Road	0.12	No	Potentially suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
PA008	51 Church Road, Earley	0.23	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	16	-2685	0	0	0	0	0
RE001	3-29 Newcastle Road	0.47	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	18	0	0	0	0	0	0
RE002	Dingley House, 3-5 Craven Road	0.33	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	38	0	0	0	0	0	-1101
RE003	Rear of 8-26 Redlands Road	0.74	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	17	0	0	0	0	0	0
RE004	Land adjacent to 40 Redlands R	0.43	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	31	0	0	0	0	0	-371
RE005	St Patricks Hall, Northcourt Aven	3.39	No	Potentially suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	119	0	0	0	0	0	0
RE006	Royal Berkshire Hospital, London	7.75	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	0	0	0	0	0	0	12000
RE007	Land adjacent to 17 Craven Roa	0.27	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	28	0	0	0	0	0	0
RE008	46 Redlands Road	0.24	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
RE009	78-86 London Road	0.28	No	Potentially suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
RE010	Warwick House, Warwick Road	0.15	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	10	0	0	0	0	0	0
RE011	13-15 Craven Road	0.11	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
RE012	Land rear of 8-14 Allcroft Road	0.23	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
RE013	Land adjacent to 300 Kings Road	0.07	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	14	0	0	0	0	0	0
RE014	University of Reading, The Chan	1.17	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
RE015	60 Queens Road	0.22	No	Suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
RE016	Havell House, 62-66 Queens Ro	0.06	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	17	-1119	0	0	0	0	0
RE017	Princes House, 73a London Roa	0.16	No	Suitable	Potentially available	Achievable	**Developable (years 6-10, 11-15)**	26	-2044	0	0	0	0	0
RE018	Mulberry House, 1A Eldon Road	0.08	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
RE019	The Willows, 2 Hexham Road	0.46	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	40	0	0	0	0	0	779
RE020	35 Christchurch Road	0.08	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
SO001	Amethyst Lane	0.57	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	20	0	0	0	0	0	-1185
SO002	Alice Burrows Home, Dwyer Roa	0.48	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	30	0	0	0	0	0	0
SO003	Dellwood Hospital, Liebenrood R	0.31	No	Suitable	Potentially available	Achievable	**Deliverable (years 1-5)**	32	0	0	0	0	0	-939
SO004	Land at Searles Farm	93.7	Yes	N/A	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
SO005	Garages r/o 4-10 Frilsham Road	0.15	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
SO006	72 Bath Road	0.9	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	0	0	0	-98	504	0
SO007	37 Circuit Lane	0.21	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
SO008	34 Parkside Road	0.3	No	Suitability unknown	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
SO009	Land at 132-134 Bath Road	0.51	No	Potentially suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	21	-135	-837	0	0	0	0
SO010	18 Parkside Road	0.14	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	10	0	0	0	0	0	0
SO011	62-79 Armadale Court	0.38	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
SO012	Southcote Library, Coronation S	0.17	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	19	0	0	0	0	0	-355
SO013	George and Dragon PH, 162 Bat	0.25	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	0	0	0	-362	0	0	0
TH001	80 Caversham Road	1.96	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	620	19729	0	1752	0	0	777
TH002	Station Retail Park, Vastern Roa	1.82	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	637	23719	0	-2579	0	0	0
TH003	Reading Station Car Park, Vaste	1.27	No	Suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH004	Shurgard Self Storage, 75-77 Ca	0.57	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	58	0	-3297	0	0	0	0
TH005	97a-117 Caversham Road	0.49	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	60	-243	0	0	0	0	0
TH006	55 Vastern Road	0.78	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	209	-4683	0	0	0	0	0
TH007	SSE site, Vastern Road	0.41	No	Potentially suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH008	Napier Court, Napier Road	1.1	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	253	-4793	0	0	0	0	0
TH009	Network Rail depot, Napier Road	0.64	No	Suitable	Potentially available	Achievability unknow	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH010	Network Rail land, Napier Road	2.67	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH011	Forbury Retail Park Phase 1	2.65	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	702	0	0	-9205	0	0	0
TH012	Forbury Retail Park Phase 2	1.34	No	Suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH013	Former Homebase & Toys R Us,	2.67	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	216	0	0	397	0	0	0
TH014	Former Kodak & Ventello, Kenav	2.07	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	405	0	-2357	0	0	0	0
TH015	38-41 Kenavon Drive	0.06	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	3	0	0	0	0	0	0
TH016	46 Kenavon Drive	0.03	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH017	47-48 Kenavon Drive	0.14	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH018	Blakes Lock Museum and Bel ar	0.23	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH019	Former Gas Holder, Alexander T	0.71	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	130	0	0	0	0	0	0
TH020	187-189 Kings Road	0.1	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	14	-924	0	0	0	0	0
TH021	Caversham Lock Island	0.45	No	Potentially suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH022	2 Ross Road	0.28	No	Suitable	Potentially available	Potentially achievable	**Potentially developable**	25	0	-1083	0	0	0	0
TH023	Cleared site, Meadow Road	0.32	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	26	0	0	0	0	0	0

TH024	28-30 Richfield Avenue	0.8	No	Suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH026	Reading University Boat Club, Pr	0.56	No	Potentially suitable	Potentially available	Potentially achievabl	**Potentially developable**	23	0	0	0	-571	0	0
TH027	Reading College (remainder), Ki	3	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH028	Former Gas Works Building, Gas	0.06	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH029	Elite House, 179 Kings Road	0.06	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH030	Crowne Plaza Reading, Richfield	1.29	No	Potentially suitable	Potentially available	Potentially achievabl	**Potentially developable**	0	0	0	0	0	3323	0
TH031	Great Brighams Mead	1.04	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	110	-6190	0	0	0	0	0
TH032	Part of car park, Tesco Extra, Na	0.88	No	Potentially suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	71	0	0	0	0	0	0
TH033	Tesco Extra, Napier Road	4.57	No	Potentially suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH034	Unit 1, Paddock Road Industrial	0.4	No	Suitable	Potentially available	Potentially achievabl	**Deliverable (years 1-5)**	0	0	1380	0	0	0	0
TH035	72 George Street	0.45	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH036	View Island	1.62	Yes	N/A	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH037	131-215 Cardiff Road	1.24	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH038	140-146 Cardiff Road	0.69	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH039	Trafford Road	0.99	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH040	100-124 Cardiff Road and Barret	3.19	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH041	Weighbridge Row	0.35	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH042	64 Cardiff Road and 21-61 Milfor	0.86	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH043	2-12 Richfield Avenue	1.24	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH044	8 Tessa Road and 14-16 Richfie	1.34	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH045	7-13 &14 Tessa Road and 1-9 &	2.25	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH046	1-5 Tessa Road and 18-26 Richf	1.71	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH047	Milford Road	1.59	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH048	Unit 3-5 Meadow Road	0.32	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH049	383 Gosbrook Road	0.17	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH050	3 Send Road	0.16	Yes	N/A	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH051	2-4 Send Road	0.1	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH052	6 Send Road	0.08	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH053	Paddock Road	1.23	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH054	2 Norman Place	0.55	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	160	-4358	0	0	0	0	0
TH055	Reading Bridge House, George S	0.4	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	192	-12290	0	0	0	0	0
TH056	Kennet Place, Kings Road	0.29	No	Suitable	Available	Potentially achievabl	**Developable (years 6-10, 11-15)**	105	-6714	0	0	0	0	0
TH057	Part of Reading College, Kings R	0.51	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	39	0	0	0	0	0	-240
TH058	389 Gosbrook Road	0.05	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH059	307-311 Gosbrook Road	0.05	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TH061	Former Driving Range, Richfield	5.51	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	0	0	0	0	0	11333
TH062	71-73 Caversham Road	0.17	No	Suitable	Available	Potentially achievabl	**Deliverable (years 1-5)**	29	0	0	-968	0	0	0
TH063	173-177 Kings Road	0.15	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TI001	Downing Road Playing Field	1.17	No	Suitability unknown	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TI002	Park Lane Primary School, Scho	0.39	No	Potentially suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TI003	Park Lane Primary School Annex	0.07	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TI004	Park Lane Infants School, Schoo	1.73	No	Suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TI005	3-19 The Triangle, Tilehurst	0.52	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TI007	Land east of Prince William Drive	0.18	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
TI008	Moorlands Primary School, Chur	2.05	No	Suitable	Available	Achievable	**Potentially developable**	0	0	0	0	0	0	1139
WH001	Land south of Island Road at Sm	32.13	No	Potentially suitable	Available	Potentially achievabl	**Developable (years 6-10, 11-15)**	0	0	110849	0	0	0	0
WH002	Land bounded by Island Road, L	9.7	No	Suitable	Available	Potentially achievabl	**Developable (years 6-10, 11-15)**	0	0	31533	0	0	0	0
WH003	DHL, Gillette Way	4.53	No	Potentially suitable	Potentially available	Potentially achievabl	**Developable (years 6-10, 11-15)**	507	0	-20668	0	0	0	0
WH004	Beacontree Plaza, Gillette Way	1.71	No	Potentially suitable	Potentially available	Potentially achievabl	**Developable (years 6-10, 11-15)**	192	-9276	0	0	0	0	0
WH005	1-3 Gillette Way	1.75	No	Suitable	Potentially available	Potentially achievabl	**Developable (years 6-10, 11-15)**	185	0	-6527	0	0	0	0
WH006	The Micro Centre, Gillette Way	0.29	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH007	350 Basingstoke Road	1.18	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH008	ATS, Basingstoke Road	0.19	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH009	Bingo Hall, Basingstoke Road	1.36	No	Suitable	Potentially available	Potentially achievabl	**Developable (years 6-10, 11-15)**	152	0	0	0	-3221	0	0
WH010	Manor Park, Manor Farm Road	2.08	No	Suitable	Potentially available	Potentially achievabl	**Developable (years 6-10, 11-15)**	209	-10664	0	0	0	0	0
WH011	16-18 Bennet Road	0.74	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	0	-518	2553	0	0	0	0
WH012	Part of former Berkshire Brewery	3.68	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	0	0	15080	0	0	0	0
WH013	Land south west of Junction 11 o	3.84	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH014	Berkshire Van Hire, Basingstoke	0.27	No	Potentially suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH015	Green Park Village, Longwater A	24.41	No	Suitable	Available	Achievable	**Deliverable (years 1-5)**	302	0	0	0	0	0	0
WH016	Plot 8, 600 South Oak Way	3.16	No	Suitable	Available	Potentially achievabl	**Developable (years 6-10, 11-15)**	0	20430	0	0	0	0	0
WH017	Plot 17, 500-600 Longwater Ave	4.08	Yes	N/A	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH018	Land at Drake Way (South)	0.22	No	Suitable	Available	Potentially achievabl	**Potentially developable**	25	0	0	0	0	0	0

WH019	Land at Drake Way (North)	0.1	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH020	22 Commercial Road	0.63	No	Suitable	Availability unknown	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH021	Madejski Stadium, Royal Way	17.7	No	Suitable	Potentially available	Unachievable	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH022	Land at the Madejski Stadium, S	16.38	No	Suitable	Available	Achievable	**Developable (years 6-10, 11-15)**	618	1972	0	1928	23271	23605	0
WH023	St Paul's Church and Hall	0.22	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH024	448-452 Basingstoke Road	7.6	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH025	472 Basingstoke Road and Tran	1.8	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH026	14 Bennet Road	0.66	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH027	20-40 Bennet Road	3.03	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH028	Lancaster Jaguar, Bennet Road,	1.93	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH029	Darwin Close and 9-21 Bennet R	4.3	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH030	Smallmead Road	1.33	No	Potentially suitable	Not available	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH031	Commercial Road East	3.17	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH032	464-468 Basingstoke Road	2.2	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH033	Acre Business Park	0.7	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH034	478 Basingstoke Road	1.32	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH035	1-4 Acre Road	4.6	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH036	Arena Business Park, Acre Road	2.45	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH037	Mayfield Trading Estate, Acre Ro	1.29	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH038	Office buildings, Worton Drive ar	3.98	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH039	Worton Drive industrial sites	10.28	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH040	Imperial Way	2.9	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH041	Tesco Distribution Centre, Imper	19.54	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH042	Reading International Business P	7.67	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH043	100-350 Longwater Avenue	9.84	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH044	400 Longwater Avenue	2.6	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH045	100-400 Brook Drive	9.2	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH046	450-500 Brook Drive	2.54	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH047	550 South Oak Way	1.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH048	Former Sales and Marketing Sui	0.25	No	Suitable	Available	Potentially achievable	**Developable (years 6-10, 11-15)**	19	0	0	0	0	0	0
WH049	Bennet Court, Bennet Road	0.75	No	Suitable	Available	Potentially achievable	**Deliverable (years 1-5)**	0	-3274	3462	0	0	0	0
WH050	142 Whitley Wood Lane	0.08	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH051	19 Island Road	0.15	Yes	N/A	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
WH052	Brunel Retail Park, Rose Kiln La	3.22	No	Suitable	Potentially available	Potentially achievable	**Deliverable (years 1-5)**	0	0	13376	-14775	0	0	0
WH053	Site at Green Park Village, Flags	0.2	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX001	Confidential Site 1	0.51	No	Suitability unknown	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX002	Confidential Site 2	0.34	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX003	Confidential Site 3	0.19	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX004	Confidential Site 4	0.12	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX005	Confidential Site 5	0.69	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX006	Confidential Site 6	1.35	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	0	0	0	0	0	0	1906
XX007	Confidential Site 7	0.26	No	Suitability unknown	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX008	Confidential Site 8	0.13	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX009	Confidential Site 9	0.34	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX010	Confidential Site 10	0.09	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX011	Confidential Site 11	0.12	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX025	Confidential site 12	0.07	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX027	Confidential site 14	0.02	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX028	Confidential site 15	0.15	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX029	Confidential site 16	0.15	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX030	Confidential site 17	0.07	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX031	Confidential site 18	0.07	Yes	N/A	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX033	Confidential site 20	0.13	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX034	Confidential site 21	0.14	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX035	Confidential site 22	0.29	No	Potentially suitable	Potentially available	Achievability unknow	**Potentially developable**	0	0	0	0	0	0	0
XX036	Confidential site 23	0.28	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX037	Confidential site 24	0.09	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX038	Confidential site 25	0.18	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX039	Confidential site 26	0.1	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX040	Confidential site 27	0.41	No	Potentially suitable	Potentially available	Potentially achievable	**Potentially developable**	32	0	0	0	0	0	0
XX041	Confidential site 28	0.06	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0
XX044	Confidential site 29	0.17	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0

XX045	Confidential site 30	0.05	No	Unsuitable	N/A	N/A	**Not developable within the next 15 years**	0	0	0	0	0	0	0

ent	Final suitable, available and achievable development									Deliverable								Developable			
Other (sq m)	Variance rate (%)	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)	*Resi (units)*	*Office (sq m)*	*Ind/Whsg (sq m)*	*Retail etc (sq m)*	*Leisure (sq m)*	*Hotel (sq m)*	*Community (sq m)*	*Other (sq m)*	*Resi (units)*	*Office (sq m)*	*Ind/Whsg (sq m)*	*Retail etc (sq m)*
0	15.0	0	474	0	-108	0	4997	0	0	0	0	0	0	0	0	0	0	0	474	0	-108
0	42.0	10	-621	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-621	0	0
0	42.0	2	-112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-112	0	0
0	42.0	1	-37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-37	0	0
0	42.0	1	-89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-89	0	0
0	42.0	2	-153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-153	0	0
0	42.0	1	-82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	42.0	15	-342	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	42.0	2	-94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-94	0	0
0	7.0	96	-1535	0	826	-268	0	0	0	96	-1535	0	826	-268	0	0	0	0	0	0	0
0	42.0	1	56	0	-114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	51	-3267	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	-3267	0	0
0	0.0	184	0	0	762	0	0	0	0	184	0	0	762	0	0	0	0	0	0	0	0
5941	0.0	0	34736	0	1174	0	0	0	5941	0	34736	0	1174	0	0	0	5941	0	0	0	0
0	7.0	401	41633	0	2735	0	12072	0	0	0	0	0	0	0	0	0	0	401	41633	0	2735
-4773	15.0	593	0	0	0	0	0	0	-4057	0	0	0	0	0	0	0	0	593	0	0	0
0	0.0	40	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0
0	42.0	8	-69	-156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	42.0	19	0	-108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	42.0	8	0	-212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7.0	9	-91	0	0	0	0	0	0	9	-91	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	42.0	27	0	-277	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	165	0	0	184	0	0	0	0	165	0	0	184	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7.0	392	0	0	1396	0	0	0	0	392	0	0	1396	0	0	0	0	0	0	0	0
0	7.0	45	-5095	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-634	15.0	0	0	0	393	0	2963	0	-539	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-2733	15.0	442	0	0	1717	0	0	0	-2323	0	0	0	0	0	0	0	0	442	0	0	1717
0	7.0	0	0	0	0	1516	0	0	0	0	0	0	0	1516	0	0	0	0	0	0	0
-10499	15.0	153	0	0	0	0	0	0	-8924	0	0	0	0	0	0	0	0	153	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-9000	15.0	0	0	0	0	8500	0	0	-7650	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	94	-2460	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	-2460	0	0
0	15.0	11	-197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-197	0	0
0	0.0	54	0	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0
0	42.0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	42.0	8	-261	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	-261	0	0
-1003	42.0	19	0	0	0	0	0	0	-582	0	0	0	0	0	0	0	0	0	0	0	0
0	7.0	52	0	0	0	0	0	476	0	52	0	0	0	0	0	476	0	0	0	0	0
0	7.0	24	-1647	0	0	0	0	0	0	24	-1647	0	0	0	0	0	0	0	0	0	0
0	7.0	7	-558	0	-685	0	0	0	0	7	-558	0	-685	0	0	0	0	0	0	0	0
0	0.0	182	-5729	0	0	0	0	0	0	182	-5729	0	0	0	0	0	0	0	0	0	0
0	15.0	102	0	0	-819	-3763	0	0	0	0	0	0	0	0	0	0	0	102	0	0	-819
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	42.0	101	-8431	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-3197	42.0	101	9126	0	928	0	0	0	-1854	0	0	0	0	0	0	0	0	101	9126	0	928
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	15.0	23	0	0	0	0	0	-2031	0	0	0	0	0	0	0	0	0	23	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-136	42.0	0	0	0	0	0	157	0	-79	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	42.0	20	-1292	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	39	0	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	9	0	0	0	0	-352	0	0	0	0	0	0	0	0	0	0	9	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	42	417	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	417	0	0
0	15.0	21	-2282	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-2282	0	0
0	15.0	52	-3412	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	-3412	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7.0	0	0	0	-4011	4011	0	0	0	0	0	0	-4011	4011	0	0	0	0	0	0	0
0	0.0	0	-2404	0	-477	0	4083	0	0	0	-2404	0	-477	0	4083	0	0	0	0	0	0
-1259	7.0	0	0	0	-745	0	5826	0	-1171	0	0	0	-745	0	5826	0	-1171	0	0	0	0
0	15.0	43	0	0	0	0	-3666	0	0	0	0	0	0	0	0	0	0	43	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	162	0	0	-9447	0	0	0	0	0	0	0	0	0	0	0	0	162	0	0	-9447
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	13	0	0	-612	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	-612
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7.0	0	-1029	0	0	0	0	1495	0	0	-1029	0	0	0	0	1495	0	0	0	0	0
0	7.0	14	0	0	-670	0	0	0	0	14	0	0	-670	0	0	0	0	0	0	0	0
0	15.0	9	-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-600	0	0
0	7.0	12	51	0	0	0	0	0	0	12	51	0	0	0	0	0	0	0	0	0	0
0	15.0	18	0	-642	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	-642	0
0	7.0	24	0	0	147	0	0	0	0	24	0	0	147	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-1076	36.0	16	0	0	0	0	0	0	-689	0	0	0	0	0	0	0	0	16	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	16	-917	0	0	0	0	0	0	16	-917	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7.0	28	0	0	117	0	0	-681	0	28	0	0	117	0	0	-681	0	0	0	0	0
0	15.0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0
0	7.0	37	0	0	953	606	0	0	0	37	0	0	953	606	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	29	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7.0	0	-818	0	0	0	0	857	0	0	-818	0	0	0	0	857	0	0	0	0	0
-115	36.0	9	0	0	0	0	0	0	-74	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	10	0	0	0	0	0	-474	0	10	0	0	0	0	0	-474	0	0	0	0	0
0	15.0	158	0	0	-5523	0	0	0	0	0	0	0	0	0	0	0	0	158	0	0	-5523
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	0	-2616	1760	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2616	1760	0
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0	15.0	81	0	-1474	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	-1474	0
0	7.0	16	0	0	0	0	0	-294	0	16	0	0	0	0	0	-294	0	0	0	0	0
0	42.0	7	-419	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	29	-1524	0	0	0	0	0	0	29	-1524	0	0	0	0	0	0	0	0	0	0
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0	0.0	43	-2186	0	0	0	0	0	0	43	-2186	0	0	0	0	0	0	0	0	0	0
-482	36.0	8	0	0	147	0	0	0	-309	0	0	0	0	0	0	0	0	0	0	0	0
-194	36.0	8	0	0	189	0	0	0	-124	0	0	0	0	0	0	0	0	0	0	0	0
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0	36.0	24	0	0	0	0	0	-704	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	60	-243	0	0	0	0	0	0	60	-243	0	0	0	0	0	0	0	0	0	0
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0	42.0	8	-536	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	36.0	16	0	-693	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0

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0	7.0	0	0	1283	0	0	0	0	0	0	0	1283	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	136	-3704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	-3704	0	0
0	15.0	163	-10447	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	-10447	0	0
0	15.0	89	-5707	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	-5707	0	0
0	15.0	33	0	0	0	0	0	-204	0	0	0	0	0	0	0	0	0	33	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	11333	0	0	0	0	0	0	0	11333	0	0	0	0	0
0	7.0	27	0	0	-900	0	0	0	0	27	0	0	-900	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	0	0	0	0	0	0	729	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	0	0	94221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94221	0
0	15.0	0	0	26803	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26803	0
0	36.0	325	0	-13228	0	0	0	0	0	0	0	0	0	0	0	0	0	325	0	-13228	0
0	36.0	123	-5937	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	-5937	0	0
0	36.0	118	0	-4177	0	0	0	0	0	0	0	0	0	0	0	0	0	118	0	-4177	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	97	0	0	0	-2061	0	0	0	0	0	0	0	0	0	0	0	97	0	0	0
0	36.0	134	-6825	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	-6825	0	0
0	15.0	0	-440	2170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-440	2170	0
0	7.0	0	0	14024	0	0	0	0	0	0	0	14024	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	302	0	0	0	0	0	0	0	302	0	0	0	0	0	0	0	0	0	0	0
0	7.0	0	19000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19000	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22281	7.0	575	1834	0	1793	21642	21953	0	20721	0	0	0	0	0	0	0	0	575	1834	0	1793
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	15.0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0
0	7.0	0	-3045	3220	0	0	0	0	0	0	-3045	3220	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	7.0	0	0	12440	-13741	0	0	0	0	0	0	12440	-13741	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	0	0	0	0	0	0	1220	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	36.0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0	0.0	0	0	0	0	0	0	0	0	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
	TOTAL	11887	30661	129127	-36892	27936	47528	23982	-21695	*4019*	*21164*	*32772*	*-14233*	*3983*	*6579*	*12185*	*-18345*	*6995*	*27428*	*102652*	*-17745*

				Potentially developable							
Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)	Resi (units)	Office (sq m)	Ind/Whsg (sq m)	Retail etc (sq m)	Leisure (sq m)	Hotel (sq m)	Community (sq m)	Other (sq m)
0	4997	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	-82	0	0	0	0	0	0
0	0	0	0	15	-342	0	37	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	56	0	-114	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	12072	0	0	0	0	0	0	0	0	0	0
0	0	0	-4057	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	8	-69	-156	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	19	0	-108	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	8	0	-212	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	27	0	-277	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	45	-5095	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	393	0	2963	0	-539
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	-2323	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	-8924	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
8500	0	0	-7650	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	7	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	19	0	0	0	0	0	0	-582
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
-3763	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	101	-8431	0	0	0	0	0	0
0	0	0	-1854	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0

0	0	-2031	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	157	0	-79
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	20	-1292	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
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0	-352	0	0	0	0	0	0	0	0	0	0
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0	-3666	0	0	0	0	0	0	0	0	0	0
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0	0	0	-689	0	0	0	0	0	0	0	0
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0	0	0	0	20	0	0	0	0	0	0	0
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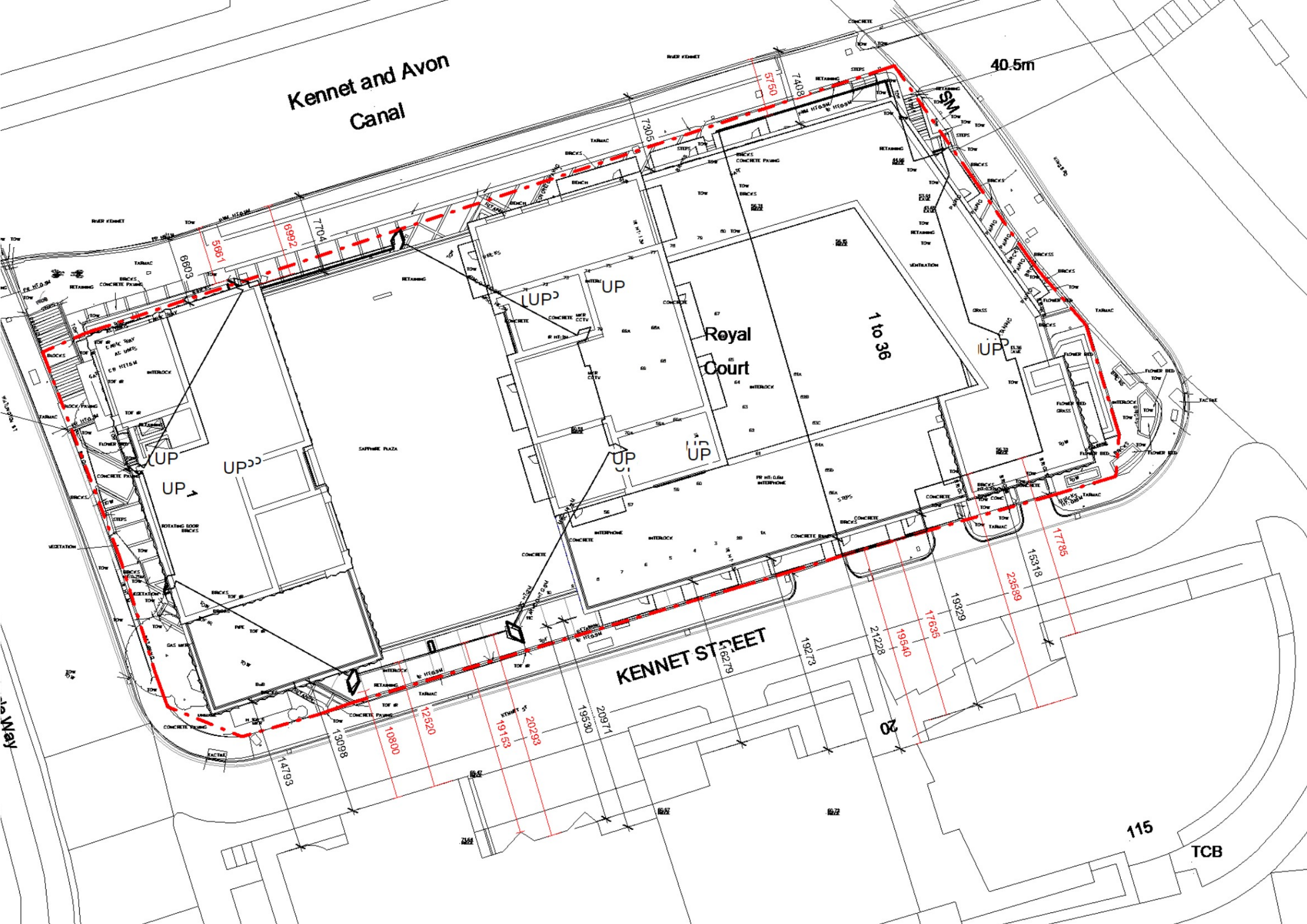
24318	35004	590	-33	874	-17930	-6298	-4913	-365	5944	11207	-3317

Appendix 2 – Marked-up plan showing existing and proposed distances to nearby buildings and landmarks



Kennet and Avon Canal
40.5m
Royal Court
1 to 36
KENNET STREET
115
TCB

WE ARE

AYRE CHAMBERLAIN GAUNT

REGULATION 19 SUBMISSION
VISION STATEMENT

DECEMBER 2024

OUR REF: SPR-ACG-XX-XX-RP-A-1800

REVISION: P10

SAPPHIRE PLAZA AND ROYAL COURT READING

VISION STATEMENT

WAN AWARDS WINNER PRACTICE OF THE YEAR

RIBA J MacEwen award ARCHITECTURE FOR THE COMMON GOOD

bd Architect of the Year Awards Winner of the Young Architect of the Year Award

BRITISH HOMES AWARDS CELEBRATING EXCEPTIONAL DESIGN 2021 WINNER

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REVISION SHEET

DOCUMENT TITLE: REGULATION 19 SUBMISSION - VISION STATEMENT
DOCUMENT NUMBER: SPR-ACG-XX-XX-RP-A-1800

This report has been prepared for the sole benefit, use and information of Mapledurham Properties Ltd, in support of a Regulation 19 submission to Reading Borough Council.

This report, together with supplementary reports accompanying it, relates to the present design and may be subject to changes as project progresses.

REVISION	DATE	STATUS	PURPOSE	SIGN OFF SIGNATURE (DIGITAL)			
				PREPARED BY (TEAM MEMBER)	CHECKED BY (ASSOCIATE)	APPROVED BY (DIRECTOR)	CLIENT (SIGN OFF)
P1	26/01/2024	S0 - Initial Status - Draft	Regulation 18 - For Initial Consultant Review	J. MERCER-GRAY	P. AVERY	M. CHAMBERLAIN	
P2	31/01/2024	S4 - Suitable for Stage Approval	Regulation 18 - For Submission	J. MERCER-GRAY	P. AVERY	M. CHAMBERLAIN	MAPLEDURHAM PROPERTIES
P3	29/07/2024	SO - Initial Status - Draft	Regulation 19 - For Initial Consultant Review	N. MARTIN	P. AVERY	M. CHAMBERLAIN	
P4	05/09/2024	S4 - Suitable for Stage Approval	Regulation 19 - For Submission	N. MARTIN	P. AVERY	M. CHAMBERLAIN	
P5	01/11/2024	S4 - Suitable for Stage Approval	Regulation 19 - For Submission	P. AVERY	P. AVERY	M. CHAMBERLAIN	
P6	06/11/2024	S4 - Suitable for Stage Approval	Regulation 19 - For Submission	P. AVERY	P. AVERY	M. CHAMBERLAIN	
P7	08/11/2024	S4 - Suitable for Stage Approval	Regulation 19 - For Submission	P. AVERY	P. AVERY	M. CHAMBERLAIN	
P8	12/11/2024	S4 - Suitable for Stage Approval	Regulation 19 - For Submission	P. AVERY	P. AVERY	M. CHAMBERLAIN	MAPLEDURHAM PROPERTIES
P9	12/12/2024	S4 - Suitable for Stage Approval	Regulation 19 - For Submission	P. AVERY	P. AVERY	M. CHAMBERLAIN	MAPLEDURHAM PROPERTIES
P10	**18/12/2024**	**S4 - Suitable for Stage Approval**	**Regulation 19 - For Submission**	**N. MARTIN**	**P. AVERY**	**M. CHAMBERLAIN**	**MAPLEDURHAM PROPERTIES**
				For and on behalf of Ayre Chamberlain Gaunt Ltd.			

01
EXECUTIVE SUMMARY & INTRODUCTION

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EXECUTIVE SUMMARY

1. The scheme is indicative, to demonstrate the development potential of the site. We are committed to working collaboratively with the Council and stakeholders to evolve a design which compliments townscape and nearby heritage assets.

2. The Local Plan Update identifies the need to increase housing delivery in the Borough. The Council is short of meeting the standard methodology requirements.

3. The location is an 'island site' on an axial approach from the east into Reading centre. It is substantially separated from the surrounding context by the IDR, providing opportunity for height and mass in a manner that won't unacceptably impact on the locality and which can generate a very meaningful, transformative development to an area currently subject to blight and anti-social behaviour.

4. Whilst indicative, the proposed Co-Living and BTR uses identify a flexible approach to accommodation to meet low income and key worker need, as well as that for families wishing to locate in the town centre

5. The proposals create a series of active frontages, which will transform the locality, provide passive surveillance, encourage use of the canal frontage and adjacent green space and improve resident's safety and urban greening.

6. Non-residential uses and proposed parking redress some of the existing shortfalls in the Council area. For instance, a healthcare use is proposed, as is space for significant EV charging. It is also proposed to set aside a number of spaces for key worker use, such as District Nurses and Trade Workers, who have difficulty finding secure space in the town centre.

7. Importantly, these plans represent one of Reading's only net-zero developments, which will use geothermal heating and cooling, supplemented by PV panels. The building will be developed in a manner to allow opportunity for future connection to a heat network, which is in line with the Council's ambitions and emerging Governmental legislation.

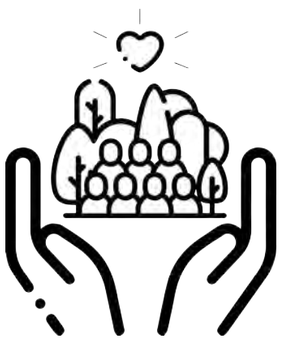
01 Forbury Road / Watlington Street CGI - NTS

BRIEF & KEY PRINCIPLES

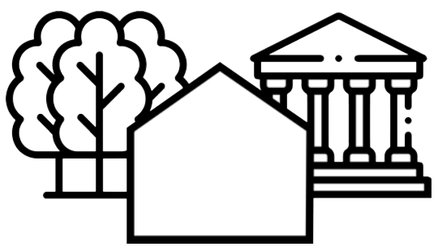
OVERVIEW

The vision outlined follows key briefing principles as outlined below. The aspiration for the Site is to provide a townscape led approach to development, with high quality architecture and exemplary performance to achieve net-zero operational carbon, through a residential led mixed used development. The enhancement of the site is paramount to provide a further catalyst for the surrounding enhancement of its context. Key principles can be summarised below, and include opportunity for significant renewables provision via Geothermal and PVs, combined with opportunity for a dedicated EV charging zone on the periphery of the IDR.

PROVIDE HOMES, NOT JUST APARTMENTS



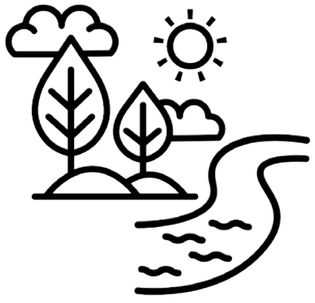
CREATE A SENSE OF COMMUNITY



CREATE SUITABLE BUILT FORM WITHIN THE TOWNSCAPE AND HERITAGE SETTING

NET ZERO DEVELOPMENT THROUGH EFFICIENT FORM, LAYOUT AND HIGH FABRIC EFFICIENCY AND RENEWABLES SUCH AS PV AND GEOTHERMAL

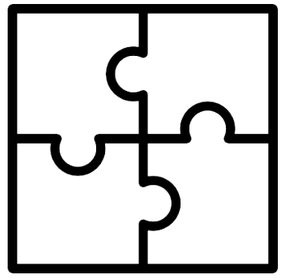
PROVIDE VIABLE HIGH QUALITY, MIXED TENURE DEVELOPMENT



IMPROVE BIODIVERSITY AND ENHANCE THE OPEN SPACE PROVISION

POTENTIAL MEDICAL OUTREACH AND COMMUNITY USE

SENSITIVE TO KEY TOWNSCAPE VIEWS



COHERENT LEGIBLE DESIGN

PROVIDE HIGH QUALITY AND HEALTHY HOMES WITH LOW ENERGY BILLS

KEY PROJECT INFORMATION

01

01 Aerial Image of Sapphire Plaza and Royal Court (south west perspective) - Not to Scale (NTS). Source: Google 2024.

OVERVIEW

This Vision Statement builds upon that previously submitted to the Regulation 18 stage of the Reading Borough Council Local Plan Review in respect of the island site that contains the two buildings known as Sapphire Plaza and Royal Court, Reading and is made on behalf of the freeholder, Mapledurham Properties Ltd. The site shall be referred to as Sapphire Plaza, for ease of reference within this document. The site's potential redevelopment, following allocation, represents an exceptional and unique opportunity to create an exemplar, high quality and sustainable residential-led development. The illustrative proposals demonstrate that a suitable quantum of development is achievable further to a robust parameter-setting exercise that has considered massing, form, townscape, visual impact and heritage setting and will help optimise use of a sustainable, centrally-located, brownfield site that can help meet ever increasing housing need within the Borough and in doing so relieve pressure upon other less preferable locations in meeting more onerous, and yet achievable, emerging policy requirements.

KEY PROJECT INFORMATION

Site Location:	Sapphire Plaza and Royal Court, Watlington Street, Reading, RG1 4TA
Overall Site Area:	0.397 Ha

KEY DESIGN TEAM

Architect, Lead Consultant, Design Lead, CDM & BR Principal Designer & Passivhaus Designer:	Ayre Chamberlain Gaunt
Planning, Client Adviser & Development Consultant:	Opus Works
Daylight & Sunlight Consultant:	Point 2
Historic Environment & Townscape Consultant:	Montagu Evans
Transport Consultant:	Stantec
Wind and Microclimate:	FD Global

BACKGROUND & BRIEF

BACKGROUND AND SUMMARY

Following previous studies and building on the lapsed residential conversion of Sapphire Plaza (HMRC Building), Opus Works, Ayre Chamberlain Gaunt and the wider design team have been commissioned to explore redevelopment options for the Sapphire Plaza island site, including the adjacent Royal Court site (which is residential in nature). This initiative aims to assist Reading Borough Council's (RBC) consideration for allocation of the site for a suitable residential led mixed use development.

This Vision Statement, accompanied by various consultant reports, sets out a thorough analysis of various options, concluding with a preferred proposal. This follows a previous iteration of the document, and has evolved to respond to comments received throughout 2024. To demonstrate suitable development, commentary is provided on relevant policies, with analysis of how the proposals align with the specified and future criteria. The aspirations outlined in these illustrative proposals are supported by compelling precedents and key parameter considerations for the site.

01 Satellite image of site (highlighted in red) and surrounding context - NTS. Source: Google 2024 imagery.

02 Satellite image of site (highlighted in red) from SE perspective and surrounding context - NTS. Source: Google 2024 imagery.

02
SITE ANALYSIS & CONTEXT

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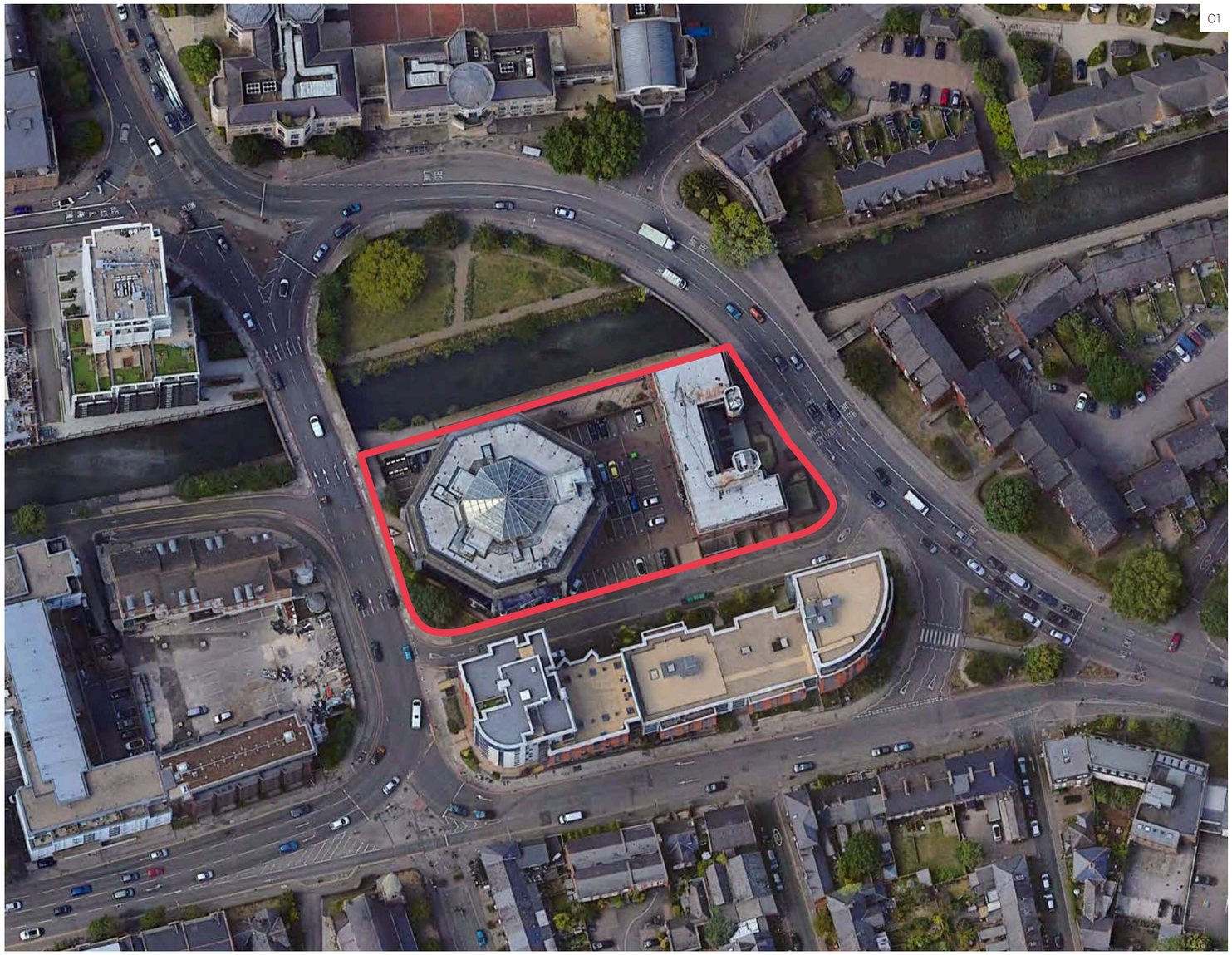
EXISTING SITE CONTEXT



01 Satellite image of the Site - NTS. Source: Google Earth 2024 imagery.

LOCATION

The island site is located adjacent to the River Kennet (Kennet and Avon Canal) and its towpath, framed by two bridges and bound by A329 Watlington Street, Kings Road and Kennet Street. It is approximately 700m walking distance from the well-connected Reading Station and its connection to Crossrail, and 500m from the town centre. The site currently has two existing buildings, Sapphire Plaza and Royal Court, with associated lower ground under-croft, internal and open air car parking, totalling approx. 120 spaces. Sapphire Plaza is a 5 storey building and Royal Court is a 6 storey building with 35 dwellings plus commercial space.

SITE CONTEXT

To the south of the Site are the Q2 and Kennet Street apartments over 10 storeys and Queens Road with connections to Watlington Street and Kings Road.

To the north of the Site is the River Kennet and an area of public open space, King's Road Garden, which offers visual connection to the site and provision of some local amenity. Bounding the gardens is Kings Road, with Kennet Place above (old Prudential buildings, and former site of the Huntley & Palmers Biscuit Factory) with the remaining building of the factory to the north east of the site.

To the north-west of the site is the 17+ storey Verto. Immediately west is the proposed 9 storey Royal Heights development, as shown later in this document (consented and implemented but not fully developed).

East of the Site, across Kings Road, are several residential apartments of 3-4 storeys high.

Further north of the development site (out of frame), are the Reading Gaol (Prison) and the new Huntley Wharf development of 11 storeys high.

Lastly, to the south west of the site, there are 'two Church spires' of 'significant heritage view', namely Wesley Methodist Church (Grade II Listed) and the Church of St John the Evangelist (Grade II Listed).

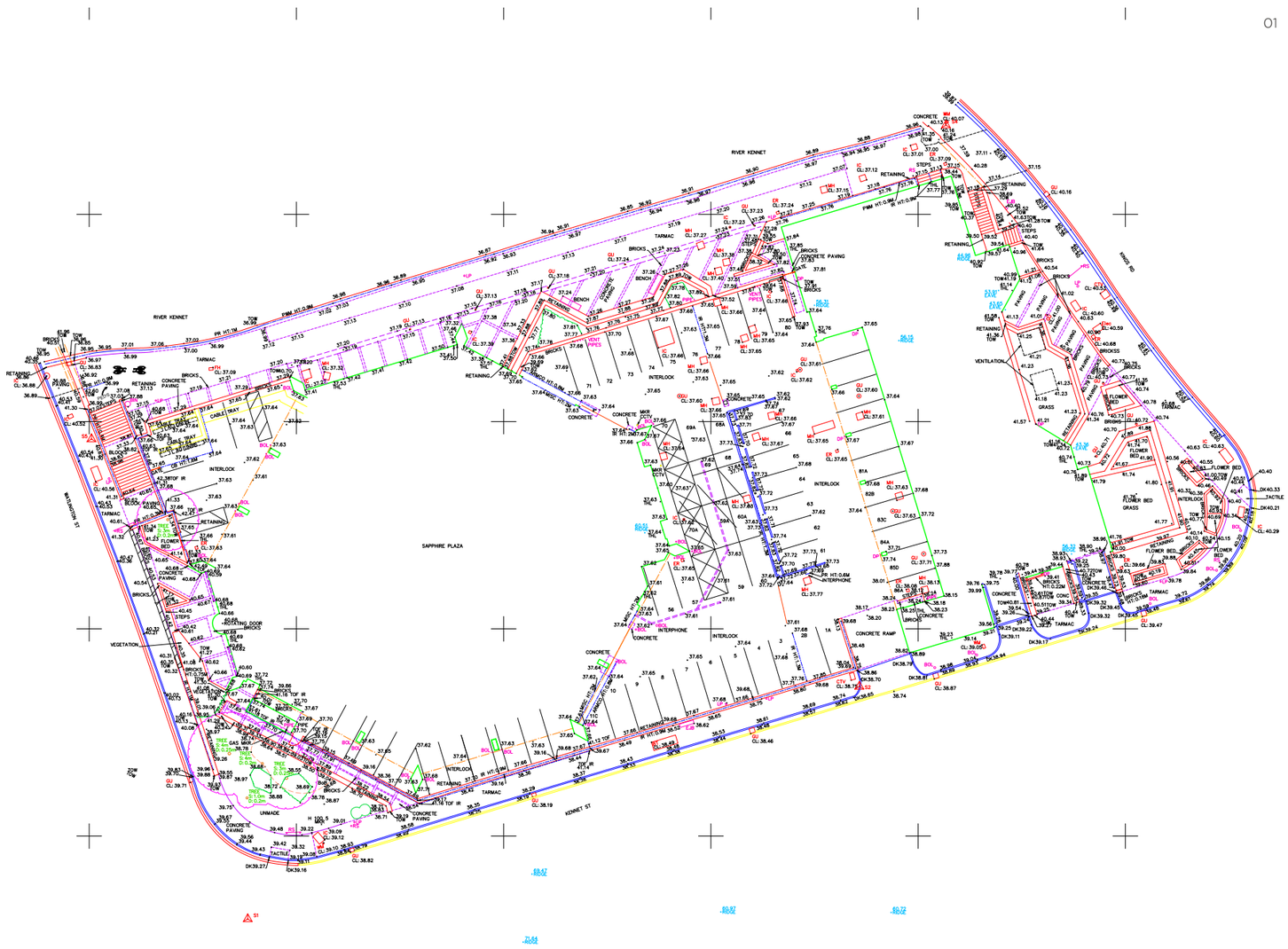
EXISTING SITE IMAGES

01 Long view looking south of the two spires, from the walls of HM Prison Reading / Gaol. The Site is not visible, as it is obstructed by the Prudential Buildings - 2024
02 Photo looking south towards Sapphire Plaza with Q2 behind, framing of spires from Forbury Road and Kings Road junction - 2024
03 Photo looking north towards Sapphire Plaza from Queens Road at A329 Watlington Road junction with Q2 to the right, Royal Heights, Grantley Heights, Verto and Kennet Place - 2024
04 Photo looking towards the site from junction of South Street and Watlington Street, with Wesley Methodist Church and Q2, and Verto and Kennet Place behind - 2024
05 Photo looking north west towrads Royal Court with Q2 in foreground from Kings Road, opposite the Queens Road junction - 2024
06 Photo of Royal Court and Sapphire Plaza, and Verto from Factory Bridge (Kings Road Bridge) - 2024

EXISTING SITE IMAGES

01 Photo looking east into Kennet Street from A329 Watlington Street, with Sapphire Plaza and Royal Court behind and Q2 to the right - 2024
02 Photo looking north towards Sapphire Plaza with Wesley Methodist Church and Q2, and Verto and and Kennet Place behind - 2024
03 Photo looking south at Sapphire Plaza and Verto, from Forbury Road/Kings Road - 2024
04 Photo looking south of Sapphire Plaza and Verto, adjacent to St James Wharf - 2024
05 Photo of Sapphire Plaza, Royal Court and between towards River Kennet and King's Road Garden, communal outdoor car park and under croft parking from Kennet Street - 2024
06 Photo of Royal Court and Sapphire Plaza, with Q2 on the left and Queens Wharf in the background from Kennet Street looking west - 2024

TOPOGRAPHICAL INFORMATION



01 Topographical Survey of the site - NTS - Warner Surveys.

SITE SURVEY

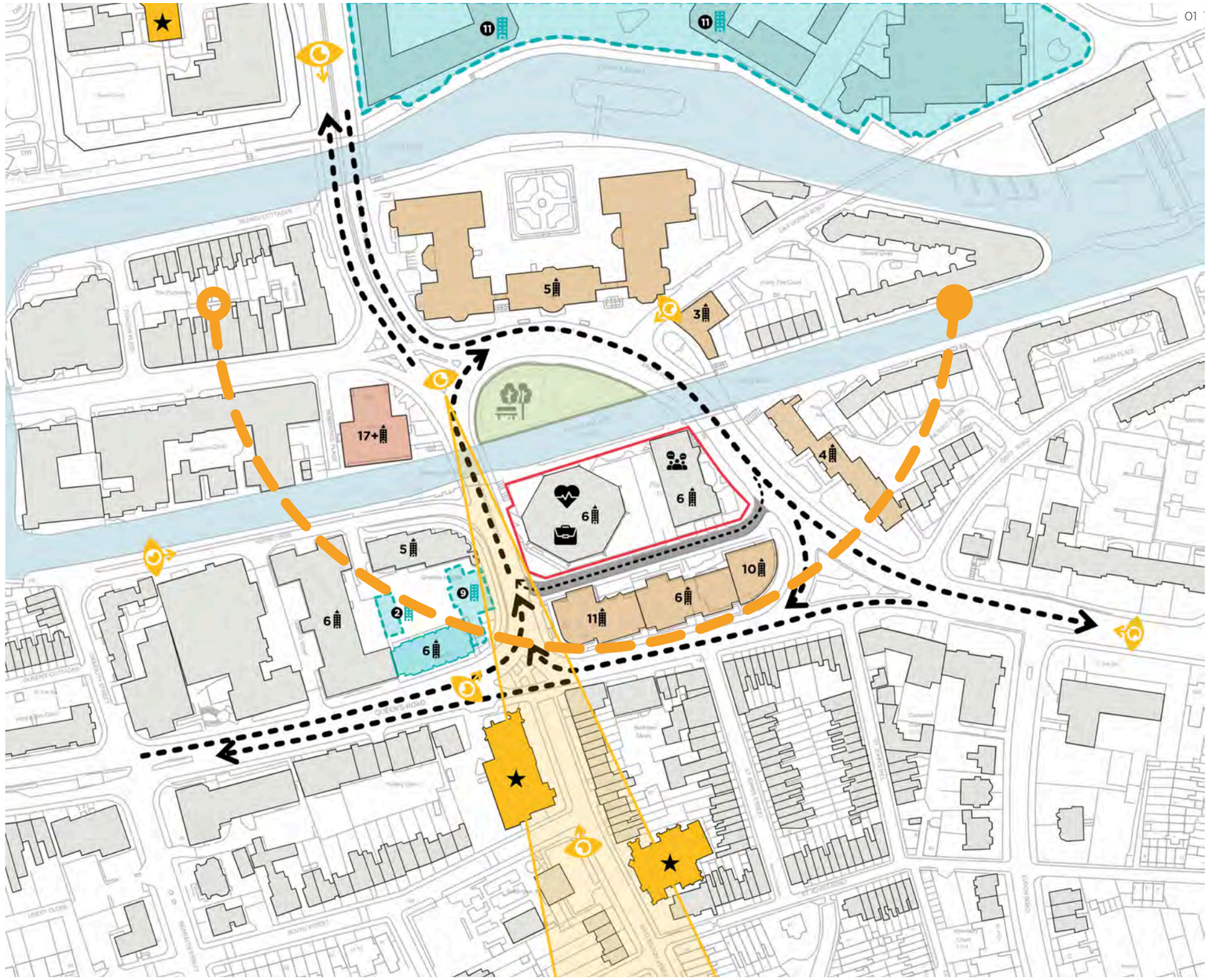
Subsequent to the Regulation 18 submission, a topographical survey was undertaken in 2024 by Warner Surveys to support the design evolution and inform the site opportunities.

With the site bounded by a variety of conditions - existing buildings, the River Kennet (Kennet and Avon Canal) towpath and the important road system, understanding the site levels has informed the design options and opportunities to activate street frontages.

The design options have considered below ground car parking and geothermal/plant provision which will look to optimise the lower parts of the site for access.

The varying street level pavement levels to the east and west of the site provides opportunities for the resident entrances, ground floor uses and consideration of a new footbridge connection to the King's Road Garden.

OPPORTUNITIES & CONSTRAINTS



01 Comprehensive Site Opportunities and Constraints Diagram - NTS.

(Diagram key on following page)

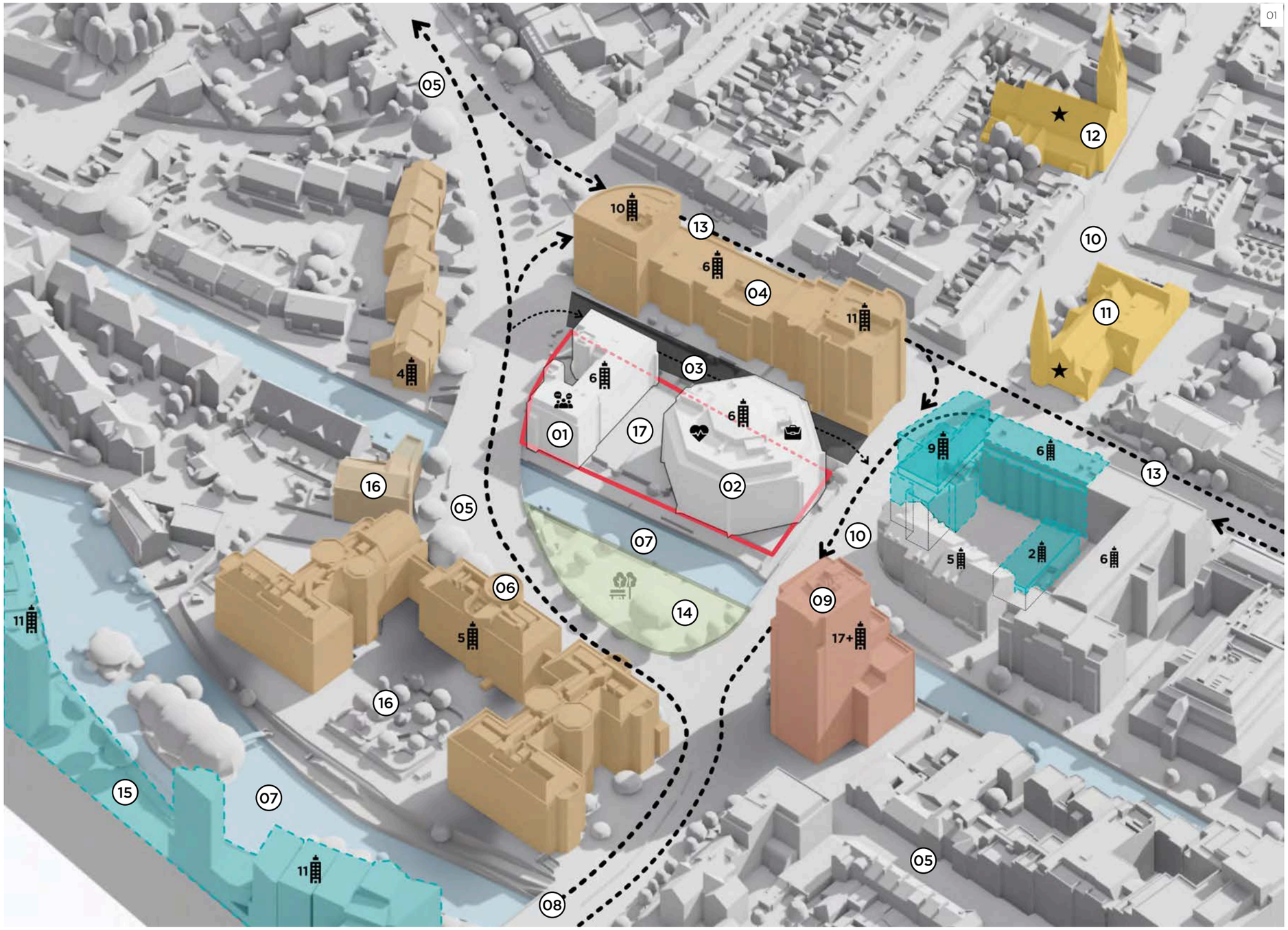
SITE OPPORTUNITIES

- **Passive Surveillance & Activated Frontages** - Via carefully articulated form, enhanced interaction with the towpath of the River Kennet is possible, creating opportunity for passive surveillance, both from and within the site.
- **Engaging Public Realm & Amenity Provision** - This is achieved through the use of courtyards, terrace/roof gardens, balconies, and access to the amenity at King's Road Garden, enhancing engagement with the space and inter-connectivity.
- **Net Zero Carbon Buildings (NZCB), Biodiversity & Ecological Enhancement** - The Site's location on the River Kennet provides a unique opportunity to enhance this area of water and towpath. Integrating biodiverse roofs also gives scope to provide meaningful gain to the site, benefiting the local context. The development has an opportunity to set a benchmark for building performance within this area of Reading and more widely including provisions for species such as Bats via boxes at height.
- **Community & Leisure Use** - Activating the ground floor of any proposals could include the provision of space for community uses, such as performance groups. Additionally, different tenure provisions in the development to provide a well used asset e.g. hospitality. Given the site's proximity to the Royal Berkshire Hospital, there is potential for medical outreach provision.
- **River Kennet & Opening Up Vistas on Kennet Street** - Opening up the street and canal vistas to discourage anti-social behaviour, and opportunity for canal boats mooring to enjoy potential offerings presented such as, al fresco coffee.
- **Enhanced Massing & Views** - Responding to contextual massing and key views, proposals should look to enable an enhancement of place on site and enhanced framing of existing views.

SITE CONSTRAINTS:

- **Townscape & Heritage and Vertical Sky Component (VSC)** - The existing context and resultant VSC consideration alongside a Townscape and Heritage assessment was undertaken, to determine suitable development massing.
- **Access & Parking** - The site is bordered by busy roads, with Kennet Street as access, being single direction and serving approx. 110 existing on site parking and adjacent development (unknown number in Q2). As such, additional parking provision and resultant vehicular movements, including services, would require agreement with Reading Borough Council.
- **Noise & Micro Climate** - Given its location, noise from existing and additional traffic would need to be mitigated through building design and specification. Similarly, massing evolution responds to the micro climate including air movement around.

OPPORTUNITIES & CONSTRAINTS



KEY:

- Water Course
- Open Green Space
- Listed Building
- Site Boundary
- Primary Access Roads
- Significant Heritage View
- Key Aspect Views
- Primary Access Road
- Consented Scheme or Under-Construction
- Sun Path (Summer)
- No. Of Storeys
- Commercial Use (Site)
- Activity
- Community
- Landscape

01. Royal Court
02. Sapphire Plaza
03. Kennet Street
04. Q2 Building
05. Kings Road
06. Kennet Place (Prudential Buildings)
07. River Kennet
08. Forbury Road
09. Verto
10. Watlington Street
11. Wesley Methodist Church (Amazing Grace Chinese Christian Church) - Grade II Listed
12. Church of St John the Evangelist (Sacred Heart Church) - Grade II Listed
13. Queens Road
14. King's Road Gardens
15. Huntley Wharf Development
16. Huntley & Palmers Building (Former Huntley & Palmers Biscuit Factory)
17. Existing open air car park, with under croft parking under buildings

01 Comprehensive Site Opportunities and Constraints Diagram - NTS.

CONSULTANT REPORTS

01 Townscape Character Area Extract Plan - Montagu Evans - NTS

OVERVIEW

The following consultants have prepared supporting analysis for this Vision Statement. Please read their respective reports in conjunction with this statement.

TOWN PLANNING & DEVELOPMENT

Opus Works have been appointed to provide Town Planning and Development consultancy, and also acts as Employer's Agent.

HERITAGE & TOWNSCAPE

Montagu Evans have been appointed as the Heritage & Townscape consultants. Selected views produced by Montagu Evans from Vu.City are included within the Design Proposal section.

DAYLIGHT & SUNLIGHT

Point 2 Surveyors have been appointed as the Daylight & Sunlight consultants.

TRANSPORT

Stantec have been appointed as Transport consultants for this project, including further information on policies, trip rates and incident rates, along with existing and proposed parking levels.

MICRO CLIMATE

FD Global have been appointed to undertake analysis including wind. As with other consultants, further review of the design's evolution will continue during next stages of design development.

FUTURE CONSULTANTS

Additional future consultants will be required, and will be joining the team post Regulation 19, during further RIBA Stage 2 and 3 development to aid discussions with Reading Borough Council, including:

Structural Engineer | Civil Engineer (inc. Flood Risk Assessment) | MEP Engineer & Geothermal Engineer | Sustainability & Energy Consultant | Landscape Architect | Ecology & Arboriculture | Acoustic Consultant | Archaeology

ADJACENT CONSENT
ROYAL HEIGHTS

01 Royal Heights CGI - Emre Arolat Architecture - NTS

OVERVIEW

Royal Heights has been implemented but has yet to be completed. It however represents an evolving context of the corner of A329 Watlington Street and Queens Road, which when combined with Q2, establishes a revised context to which proposals respond to along Kennet Street.

Imagery therefore shown in this Vision Statement and supporting information references the existing massing to show the existing context, as built. However the additional height and mass in graphic diagram form only is referenced in places to assist understanding.

Designed by Emre Arolat Architecture (EAA) for Reading Heights Limited, Royal Heights is opposite the Site, and includes part conversion and part new build accommodation.

Through consultation the proposal's height was reduced from 10 storeys to 9 storeys. EAA's description of some of the amendments made were as follows:

"During the planning consultation in August, a concern has been raised in relation to the proximity of the proposal to the Grantley Heights habitable room windows. In response to this concern, the proposed new building has been stepped back to create 11.5m offset from the Grantley Heights habitable room windows and the massing has been moved where the windows of the Grantley Heights are to the communal circulation spaces.

"During the planning consultation... a concern has been raised in relation to the dominance of the proposals and it's potential impact on the distance views from the Forbury Road towards Wesley Methodist Church. In response to this concern, the building height has been reduced to ensure the spire of The Wesley Methodist Church has been perceived more dominant. In addition, the tower element has been chamfered to increase the distance between the spire and the proposed building. Proposed projecting balconies have been replaced with the recessed types to further improve the views."

Source - Volume I Design Access Statement (Addendum)- September 2018 - Emre Arlot Architecture.

03
NET ZERO CONTEXT & PLANNING POLICY

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SUSTAINABILITY INTENTION

Reading Borough Council (RBC) has the aim to have net zero emissions by 2030. RBC has set out in Policy H5 of the Reading Borough Local Plan (2019) that *"all major new-build residential development should be designed to achieve net zero carbon homes"*. Further to this, Figure 3.1 in the Sustainable Design and Construction SPD (2019) states that *"new build residential of ten or more dwellings will achieve true carbon neutral development on-site"*. However, it is noted in the Review of the Reading Borough Local Plan 2019 (2023) that Policy H5 requires an update.

The intention of the proposal is to achieve net zero operational carbon homes (as close as possible on site), in-line with LETI and UKGBC definitions and standards, therefore complying with RBC's aspiration for new homes and setting a benchmark locally. Given the density of the development, it is unlikely to achieve full on-site net-zero using on-site renewable generation. However, high fabric standards, high efficiency low carbon heat sources such as geo-thermal for heating and cooling, along with Mechanical Ventilation Heat Recovery (MVHR) and passive ventilation strategies, will be explored to minimise on-site energy demand, and therefore get as close to net-zero on-site as possible.

NET ZERO TO ENERGY POSITIVE

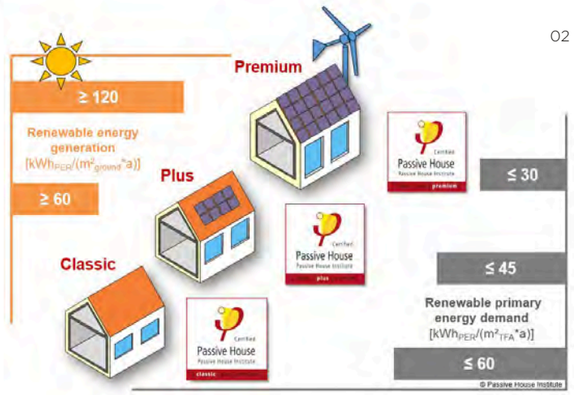
It is useful to compare mandatory and optional standards to get a picture of where they stand in the overall drive towards net zero carbon and to contextualise with aspirations for the Site. These scale bars illustrate, both for operational carbon and embodied carbon, what impact each has on getting to zero carbon. It's clear even the ambitious standards can still be some way off zero carbon, leaving a significant balance to be filled by renewables, offsetting and future retrofit requirements. The Future Homes Standard and Part L changes means all new housing must be net zero (operational) ready by 2025 without any retrofit, with interim improvements between. Those built prior, not to this standard will likely require future retrofit.

PASSIVHAUS - CLASSIC, PLUS & PREMIUM

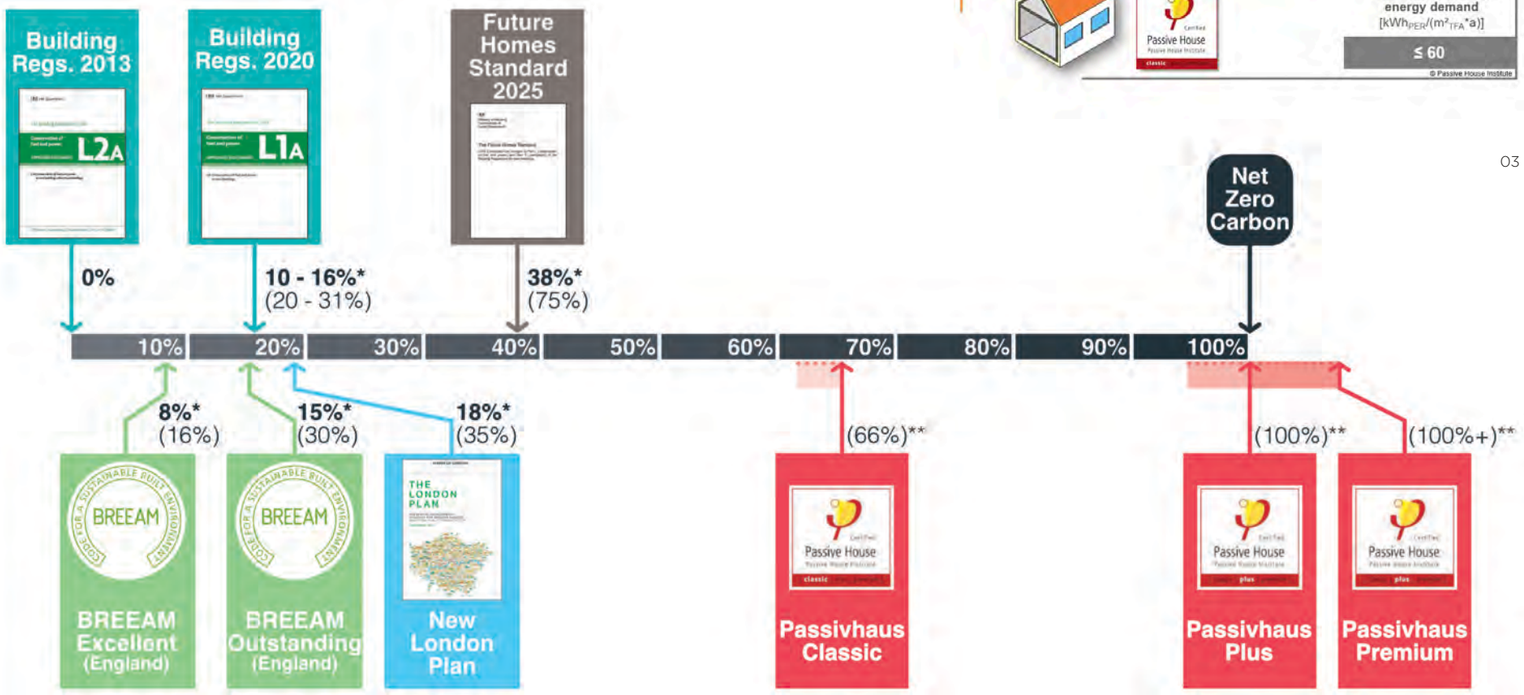
Passivhaus is an energy and comfort standard known for its demanding standards and quality control and is often used on the route map to net zero operational and beyond. The definition of Passivhaus is driven by air quality and comfort. Detailed energy analysis is produced to get the energy input for heating or cooling down to 15kwh/m2/yr. Both regulated and unregulated energy used are modelled and there are strict requirements for thermal comfort. However, it has no criteria for embodied carbon. Passivhaus Classic can achieve roughly 66% of reduction on the route to net zero operational performance which begins to align with RIBA 2025 aspirations. Applying renewables such as PV to this reduced energy demand, through Passivhaus Plus or Premium, can lead to net zero or energy positive performance respectively.

01

02



03



01 Embodied Carbon Scale Bar - ACG Architects using source by ARUP.
02 Passivhaus - Classic, Plus, Premium - Passivhaus Institute.
03 Operational Carbon Scale Bar - ACG Architects using source by ARUP.

RIBA 2030, LETI & UKNZCS

RIBA 2030 & THE BUILDING REGULATIONS

RIBA has developed the 2030 Climate Challenge to help architects and clients on the route to net zero (or achieve better) by 2030, along with interim measures. It sets a series of targets for projects to adopt to reduce operational energy, embodied carbon and potable water. Overheating, daylighting, CO2 levels, VOCs and Formaldehyde limitations are also outlined, with some alignments of the recent changes in Building Regulations through the inclusion of Part O, changes to Parts L and F and the potential for Part Z (embodied carbon) in the future.

RIBA outlined in 2021 that projects designed then should be designed to 2025 targets as a minimum, and therefore, projects designed now should aim to meet the 2030 targets.

LOW ENERGY TRANSFORMATION INITIATIVE (LETI)

LETI's Climate Emergency Design Guide and Embodied Carbon Primer provide some simple guidance sheets for different building typologies. It outlines a trajectory towards 2030 and 2050, considering both operational and embodied carbon.

THE UK NET ZERO CARBON BUILDING STANDARD

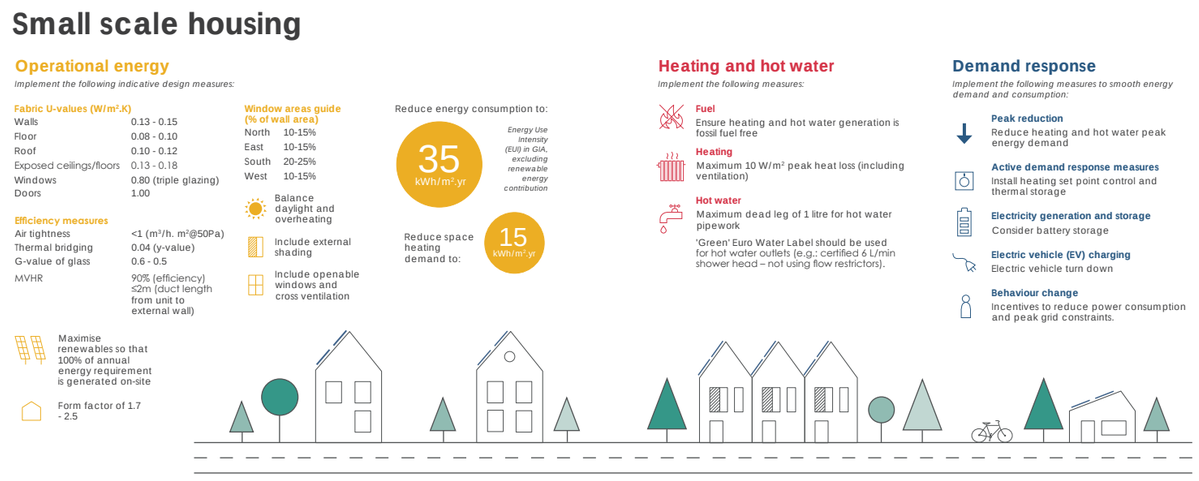
These great initiatives have led to the recent pilot release of the cross sector UK Net Zero Carbon Standard (UK NZCBS).

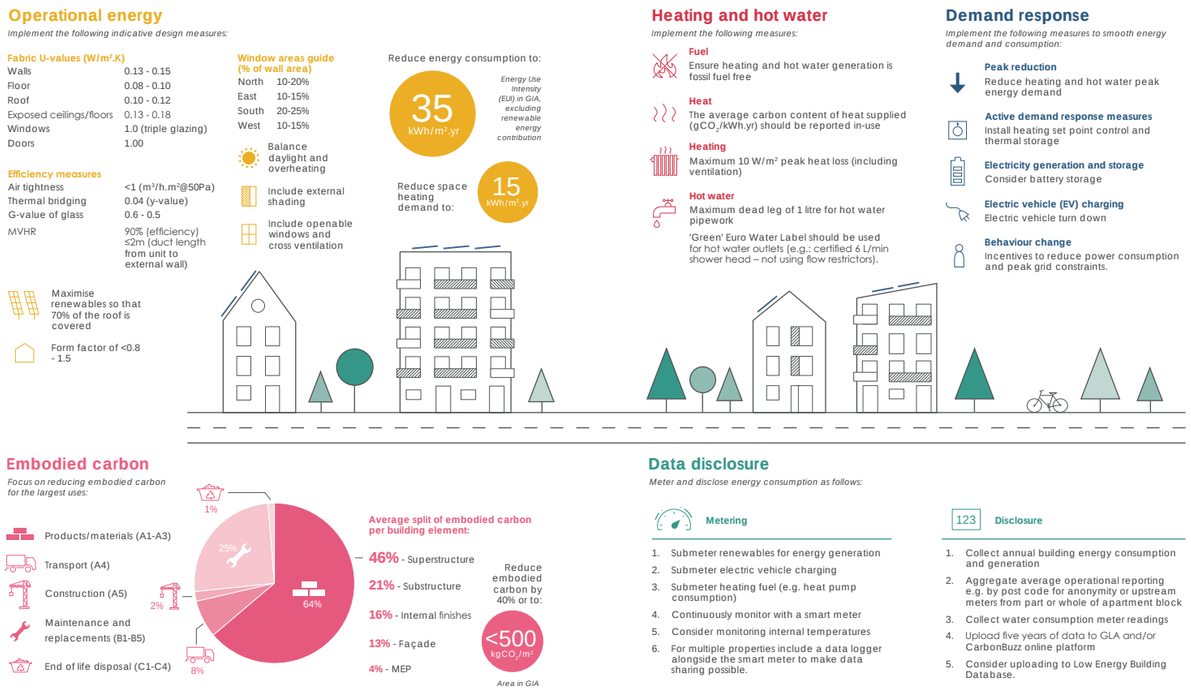
Further review of the pilot will be undertaken to understand practicality of its application to proposals.

01

01 RIBA 2030 Climate Change - RIBA (2021)

02





01 Small scale housing & medium and large scale housing - Climate Emergency Design Guide - LETI

PLANNING POLICY - KEY INFORMATION

POLICY REFERENCES

Please read in conjunction with Opus Works' supporting statement and commentary. For the purposes of this report, we have included some specific policy references to highlight where they have had a particular influence on the proposed development. Key influencing planning documentation is listed below:

- National Planning Policy Framework (NPPF) 2024.
- Reading Borough Local Plan (2019)
- Emerging Reading Borough Local Plan Update (2023) and Local Plan Partial Update - Consultation on Scope and Content (under Regulation 18) (2023) and Pre-Submission Local Plan (under Regulation 19 (2024).
- Revised Parking Standards and Design, SPD (2011)
- Sustainable Design and Construction Supplementary Planning Document (2019)
- Reading Tall Building Strategy (2008)
- Reading Tall Buildings Strategy Update Note (2018)
- Review of the Reading Borough Local Plan 2019 (2023)
- Affordable Housing Supplementary Planning Document (2021)
- GLA LSPBSL LPG Pre-Consultation Draft document (2022)
- Nationally Described Space Standard (2015)

HOUSING STANDARDS

The Reading Borough Local Plan (2019) Policy H5 states the following, of which are relevant to the early proposals for this site (other points within the policy will come in to play later in the design stages):

- *"b. All new build housing will be built to the higher water efficiency standard under regulation 36(3) of the building regulations".*
- *"c. All major new-build residential development should be designed to achieve net zero carbon homes" - this is further explored in the sustainability section of the document.*
- *"f. On developments of 20 or more new build dwellings, at least 5% of dwellings will be wheelchair user dwellings in line with M4(3) of the Building Regulations. Any market homes provided to meet this requirement will be 'wheelchair adaptable' as defined in part M, whilst homes where the Council is responsible for allocating or nominating an individual may be 'wheelchair accessible'".*

In the Review of the Reading Borough Local Plan (2019), it is highlighted that Policy H5 should be subject to an update. These updates are further explored in the Emerging Local Plan Update (2024), under point 8.67.

UNIT MIX & NUMBERS

The Reading Borough Local Plan (2019) Policy H2 states:

"As a minimum, on new developments for 10 or more dwellings outside the central area and defined district and local centres, planning decisions will ensure that over 50% of dwellings will be of 3 bedrooms or more, having regard to all other material considerations", also depicted in Figure 4.6.

This policy covers a general mix for the whole of Reading and it is acknowledged that the majority of larger family homes will be provided in outer Reading. The site is located in central Reading, therefore the mix will include higher numbers of smaller accommodation identified in policy CR6.

Policy CR6 states: *"As a guide, in developments of 15 dwellings or more, a maximum of 40% of units should be 1-bed/studios, and a minimum of 5% of units should be at least 3-bed, unless it can be clearly demonstrated that this would render a development unviable"*, which the proposal seeks to achieve.

Figure 4.6: Estimated size of accommodation type required in Reading (Source: SHMA 2016

	1 bedroom	2 bedroom	3 bedroom	4+ bedroom
Market	10.3%	29.6%	41.5%	18.5%
Affordable	43.4%	32.9%	21.6%	2.1%
Overall	18.6%	30.5%	36.5%	14.4%

Figure 4.6 out of the Reading Borough Local Plan (2019).

AFFORDABLE PROVISION

Referring to the Reading Borough Local Plan (2019), Affordable Housing SPD (2021) and Review of the Reading Borough Local Plan (2023), the following policy's have been considered:

- Policy H3 in the RBLP, stating *"on sites of 10 or more dwellings, 30% of total dwellings will be in the form of affordable housing";*
- Clause 3.368 of the Review of the Reading Borough Local Plan; and
- Clause 4.2 of the Affordable Housing SPD.

At present, the proposal is being developed as 'tenure blind' and the exact mix of affordable provision will be agreed at a later stage, acknowledging the above requirements.

BUILD-TO-RENT

Policy H4 of Reading Borough Council's Local Plan (2019) gives guidelines on 'Build To Rent' schemes in Reading. For this initial vision document and the illustrative proposals referenced, the relevant points within are as follows (other points within the policy will come in to play later in the design stages):

- *"5. Provide for a mix of unit sizes in accordance with Policy H2 or CR6; and"*
- *"6. Meet the standards of design set out in Policy H5; and"*
- *"7. Provide 30% on-site affordable housing, either in accordance with Policy H3 and any relevant Supplementary Planning Document; or in the form of Affordable Private Rent Housing as defined and set out in a relevant Supplementary Planning Document".*

The Review of the Reading Borough Local Plan (2019) and the Emerging Local Plan (now 2024) reference Policy H4 needing an update, *"to take account emerging lessons from the development of the first build-to-rent schemes in Reading".*

PLANNING POLICY - KEY INFORMATION

CO-LIVING

Currently, there is no active policy guidance on Co-living referenced in the Reading Borough Local Plan (2019). However, in the Emerging Reading Borough Local Plan Update (2024) new Policy H15: Purpose-built Shared Accommodation has been included, which provides guidance in terms of expectations and space standards.

In relation to the latter, the Council expects a minimum room size of 18m2 with internal amenity space of 4m2.

SPACE STANDARDS

Policy CR6 'Living in Central Reading' in the Reading Borough Local Plan (2019) and the Nationally Described Space Standard (NDSS) are both used as guidance when calculating the target unit mix for the development. Below is a table indicating this:

Mix	Wheelchair	NDSS Min GIA (m2)	Approx Target Mix
Studio	-	37	10%
1b2p	M4(2)	50	30.0%
	M4(3)	53	
2b3p	M4(2)	61	27.5%
	M4(3)	65	
2b4p	M4(2)	70	27.5%
	M4(3)	75	
3b5p	M4(2)	86	0%
	M4(3)	92	
3b6p	M4(2)	95	5.0%
	M4(3)	102	

ADAPTABLE AND ACCESSIBLE HOMES

The illustrative proposals have considered requirements of Part M, and future proposals would need to comply with relevant Part M Building Regulations, and also align with Policy's H5 and CR10 of the Reading Borough Local Plan (2019).

ACCESS & ROAD DESIGN

In context of the existing parking on site (approx. 110 spaces), as the development will be increasing the number of residential units on the site i.e. a different use class "additional trips will be taken on the transport network" in that area. This means Policy TR3 in the Reading Borough Local Plan (2019) will need to be adhered to, as this outlines the planning guidance for 'Access, Traffic & Highway-Related Matters'. It has been noted, in the Review of the RBLP (2023), that this policy has not been subject to any changes and is not in need of an update. Therefore, the current planning guidance and Transport Authority standards will be considered.

PARKING ALLOCATION & DESIGN

Parking allocation requirements are set out in Policies TR4 and TR5 in the Reading Borough Local Plan (2019) and the Revised Parking Standards and Design SPD (2011).

As per point 2.0 in the Revised Parking Standards SPD, the RBC Zonal Scheme indicates the proposal lies within Zone 2. The following table indicates the car parking provisions for Zone 2:

	Residential Parking Provision			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C3 Retirement Home with Warden (spaces per individual units)	0.5 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff
C3 Dwelling Flat 1-2 bed	0.5	1	1.5	1.5
C3 Dwelling Flat 3+ bed	1	1.5	2	2
C3 Dwelling House 1 bed	0.5	1	1	1
C3 Dwelling House 2 bed	1	1	1.5	2
C3 Dwelling House 3 bed	1	2	2	2
C3 Dwelling House 4+ bed	2	2	2	3
Visitor Parking	0	1 space per 10 dwellings (Flats only)	1 space per 4 dwellings (Flats only)	1 space per 4 dwellings (Flats only)
Houses in Multiple Occupation (HMOs)	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**

Table taken from the Revised Parking Standards and Design SPD (2011).

OPEN & GREEN SPACE

The Reading Borough Local Plan (2019) Policy H10 indicates Private and Communal Outdoor Space requirements, however as the site is in central Reading, it has been noted in clause 4.4.87 that we will *"not be expected to comply with these standards, but Open Space is nonetheless required".* At present, the illustrative proposals seeks to provide Open Space through balconies, communal roof terraces and communal courtyards.

Policy EN7 states King's Road Gardens is protected from development. This is respected in the design proposals, highlighting the potential for biodiversity enhancements to compliment any development in this area and potential for connecting across the River Kennet (Kennet and Avon Canal) via a new footbridge.

BIODIVERSITY NET GAIN (BNG)

A minimum of 10% Biodiversity Net Gain is intended for the development, consistent with the Reading Borough Local Plan (2019) Policy EN12, and further highlighted in the Review of the Reading Borough Local Plan 2019, as well as national policy.

The proposal presents a unique opportunity to work with the River Kennet in enhancing biodiversity, in-line with Policy EN11 of the Reading Borough Local Plan.

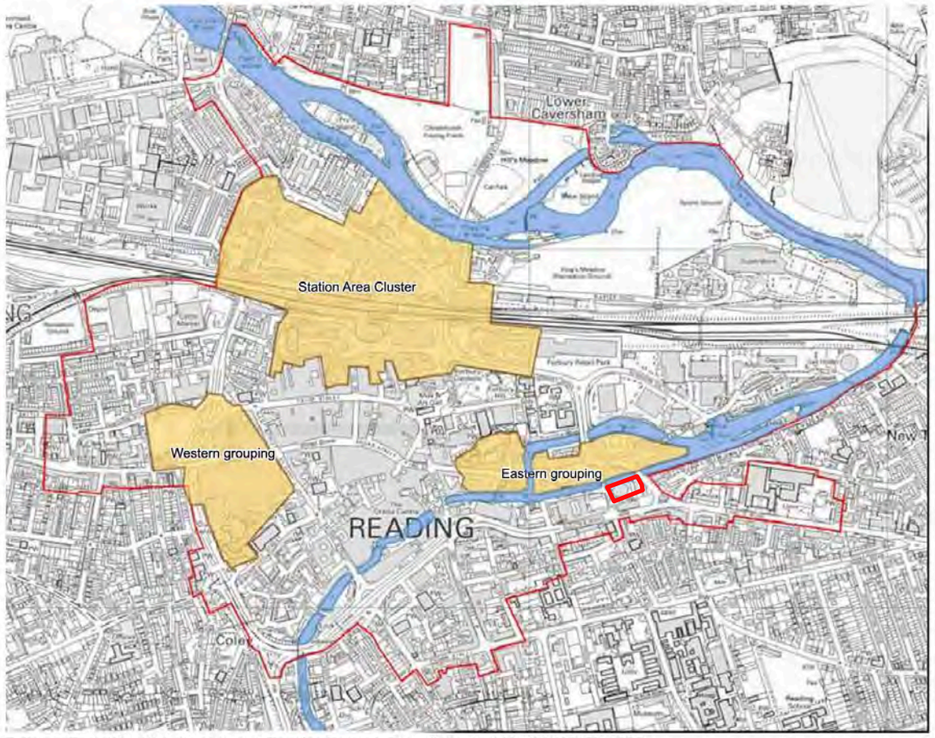
MEETING HOUSING NEED

The Reading Borough Council Local Plan Review is principally being undertaken to identify how to meet the increased housing need placed upon the Borough by the 2021 NPPF, which post-dated current local planning policy. Subsequently, proposed changes to the NPPF place greater focus on housing delivery in the most sustainable locations and previously developed land. In particular, the opportunity to maximise housing on the most appropriate sites is encouraged as a means of delivering much needed housing where most appropriate, whilst protecting against less preferable sites from having to meet this need.

PLANNING POLICY - KEY INFORMATION

01

Preferred Tall Building Locations



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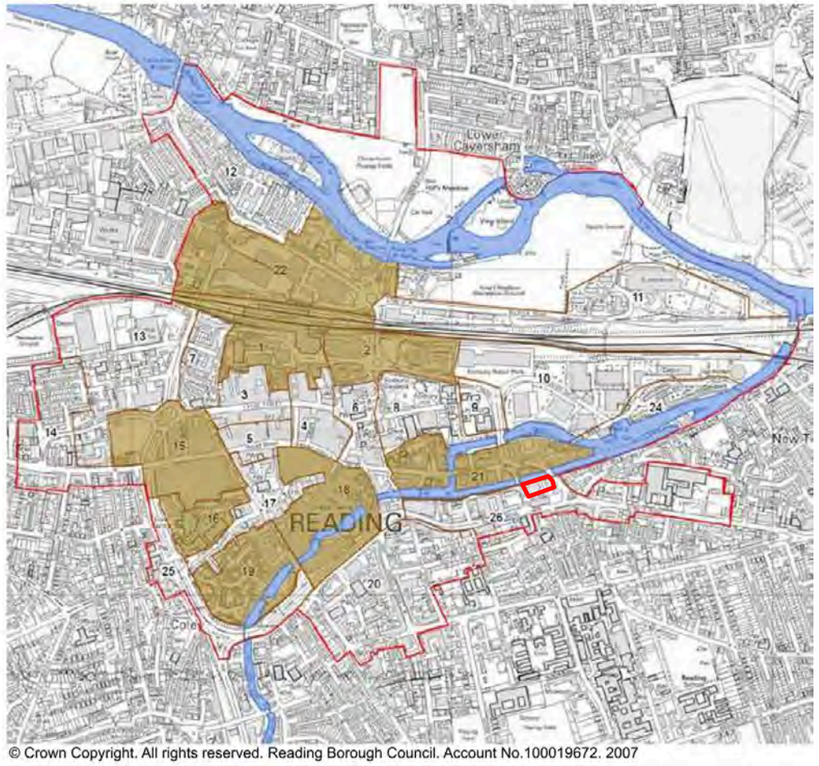
1. Station Hill
2. Reading station east
3. Friar Street
4. Station Road
5. Broad Street
6. St.Lawrence and Market Place
7. Reading Station West
8. Forbury Gardens
9. Reading Prison
10. Forbury Retail Park
11. Napier Road
12. Caversham Road
13. Cattle Market and Chatham Place
14. Oxford Road and surroundings
15. Chatham Place
16. The Civic Centre
17. St Mary's and Castle Street
18. The Oracle
19. Mallard Row to Fobney Street
20. London Street
21. Forbury South
22. Vastern Road
23. King's Meadow
24. Kennet Walk
25. IDR
26. King's Road

Areas with some townscape capacity for tall buildings

02



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KEY:

Site Boundary

01 Preferred Tall Buildings Locations - Reading Tall Building Strategy - Reading Borough Council, 2007 - NTS.

02 Areas with some townscape capacity for tall buildings - Reading Tall Building Strategy - Reading Borough Council, 2007 - NTS.

PLANNING POLICY - KEY INFORMATION

TALL BUILDINGS

In the Reading Borough Local Plan (2019), Policy CR10 defines a 'tall residential building' as 12 storeys high. In this report we have explored varying options, with one being classified as a 'tall building' under this policy. Policy CR10 of the Reading Borough Local Plan (2019) outlines requirements for tall buildings in Reading, such as:

- *"Enhance Reading's skyline, through distinctive profile and careful design of the upper and middle sections of the building".*
- *"Locate any car parking or vehicular servicing within or below the development".*
- *"Avoid significant negative impacts on existing residential properties and the public realm in terms of outlook, privacy, daylight, sunlight, noise, light glare and night-time lighting".*

Further to this, Policy CR10c (Eastern Grouping) indicates certain tall building criteria for surrounding context of the Sapphire Plaza site, such as:

- *"Be of a smaller scale than the tallest buildings around the station".*
- *"Be slim in nature and avoid dominant massing".*

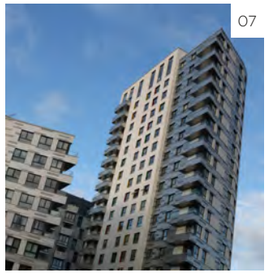
The development island site uniquely lies just outside the border of the 'Eastern Grouping' tall building zone (shown on the following page). Notwithstanding that, the island nature of the site lends itself to inclusion within this zone due to the site's west to east layout, leading to minimal impact, a relationship with Verto and responding to Queens Road and A329 Watlington Street's new layout.

Point 3.746 of the 'Review of the Reading Borough Local Plan 2019 (2023)' specifies *"there have been no permissions for tall buildings as defined in the local plan outside those clusters"* (i.e. the Eastern Grouping zone). Accordingly, within the Regulation 18 submission the case was made for the extension of the zone to include the Site.

"Establishing a consolidated form of tall buildings as a cluster can bring some benefits if it is well-defined, well-designed, integrated, and managed. Without careful consideration and long-term management there is a risk that the cluster could sprawl. If appropriately managed as an integrated whole, clusters can deliver high densities while minimising cumulative impacts that may be harmful to the historic environment. Policy and design guidance can be used to enable the curation of the cluster." Heritage England Tall Buildings Advice Note 4 (HEAN 4) 2022

KEY:

- Development of scale within close proximity to site
- 24 — Number of Storeys of recent development of scale in close proximity to site
- 24 — Location label corresponding to image below
- Site Boundary
- Completed
- Under-Construction
- Planning Approved
- Number of Tall Buildings on Site
- 24 — Number of Storeys of Tallest Building on Site



01 Map locating the 'tall buildings' in Reading.
02-03 Station Hill *(under-construction).*
04 Thames Quarter *(complete).*
05-06 Royal Mail Sorting Office *(planning approved).*
07 Chatham Place *(complete).*
08 Broad Street Mall *(planning approved).*
09 The Blade *(complete).*
10 Verto/Kings Point *(complete).*

PLANNING POLICY - KEY INFORMATION

In the emerging Local Plan under Appendix 2, Site CR14z has been nominated as a potential site to house a residential scheme of approx. 50-74 dwellings. We consider from our due diligence that the wider site, including Royal Court, can accommodate significantly more dwellings and should be included with the revised tall building zone for the reasons set out in the Planning Report and Heritage Note.

Reading Borough Council's (RBC) 'Reading Tall Building Strategy' (2008) indicates a 'significant view with heritage interest' down Watlington Street of two Church spires, which is also shown in Viewpoint L of the Reading Tall Building Update Note (2018). Throughout each option, explored iterative design proposals have respected this significant view, and in some instances looked to 'frame'/enhance this view (as indicated in Policy EN5 of the Reading Borough Local Plan(2019)).

As stated in Policy CR10c, tall buildings should act as a *"site landmark situated on street corners or other gateway sites are appropriate to mark the extent of the business area"*. Although the site is situated just outside of the tall building zone, it is arguable that it acts as a key landmark site for the boundary between the businesses located on Vastern Rd, Forbury Rd and Kings Rd, and the residential areas located as you drive out of Reading (eastern direction).

The local context surrounding the site and Reading's skyline is evolving and changing, in-line with the existing townscape policy. However, for RBC to meet their significantly increased housing number targets, there is potential for this townscape-led approach to evolve and support these housing targets, and make a meaningful contribution towards the provision of affordable housing. Sapphire Plaza, for example, would set a great precedent for a net-zero carbon development of a tall residential-led piece of architecture on a brownfield site, in support of an evolving townscape-led approach for Reading. Later in this Vision Statement illustrative proposals look to demonstrate how this could be achieved.

KEY:

- Tall Building Zone (Eastern Grouping)
- Recently Completed Tall Building
- Existing 9-11 Storey Building
- Proposed 9-11 Storey Building
- Open Green Space (King's Road Gardens)
- Significant View with Heritage Interest
- Site Boundary

01 Diagrammatic site plan analysing 'Tall Building' policy in Reading - NTS.

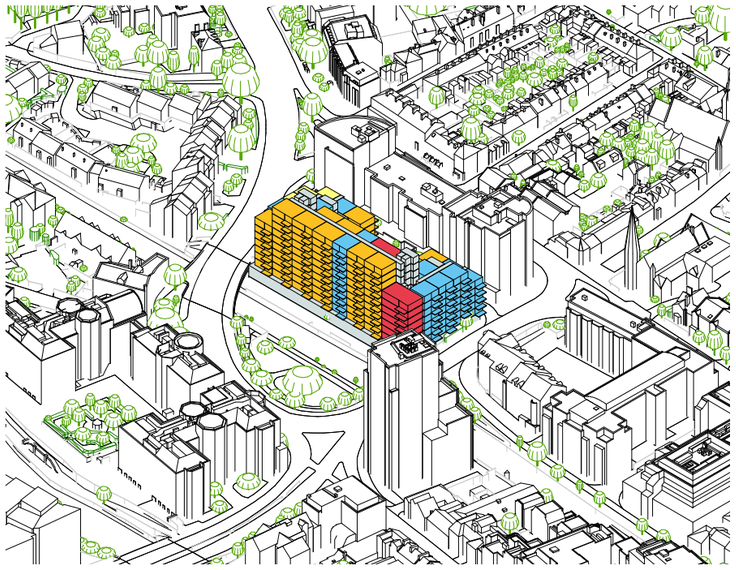
04
INITIAL DESIGN OPTIONS & CONSULTATION

AYRE
CHAMBERLAIN
GAUNT

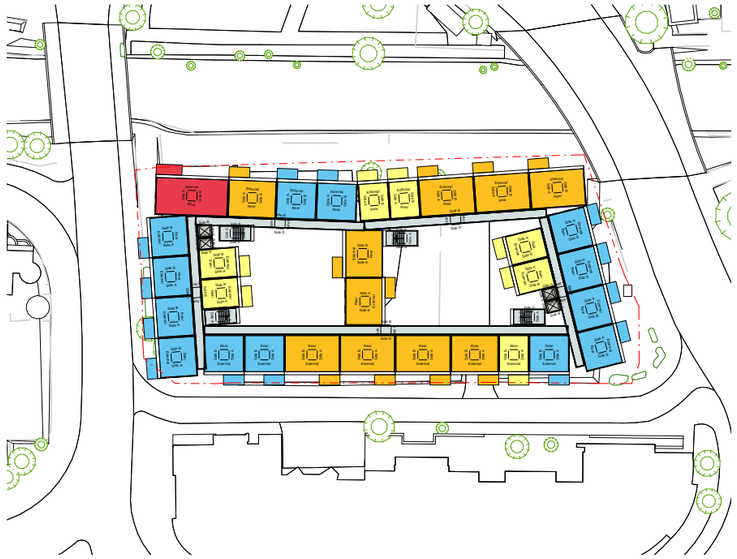
OPTIONS SUMMARY

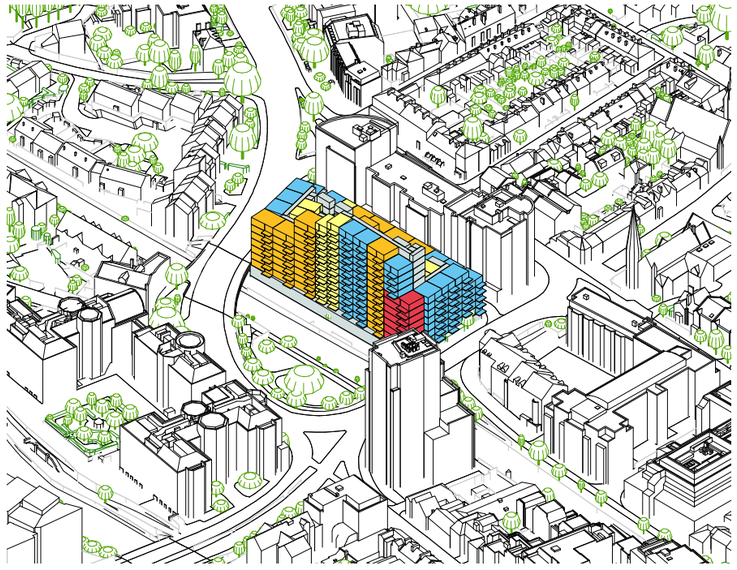
Different options were explored, looking at retaining elements of the existing buildings, as well as different options for a redevelopment of the site. Not all options are shown, rather a selection (all shown as NTS) to assist Reading Borough Council's understanding of how the proposal has been arrived at, following discussions. It is the intent to discuss matters further as part of pre-application discussions to arrive at an acceptable design and layout. The initial selected 3 options are shown below.

OPTION 1C:

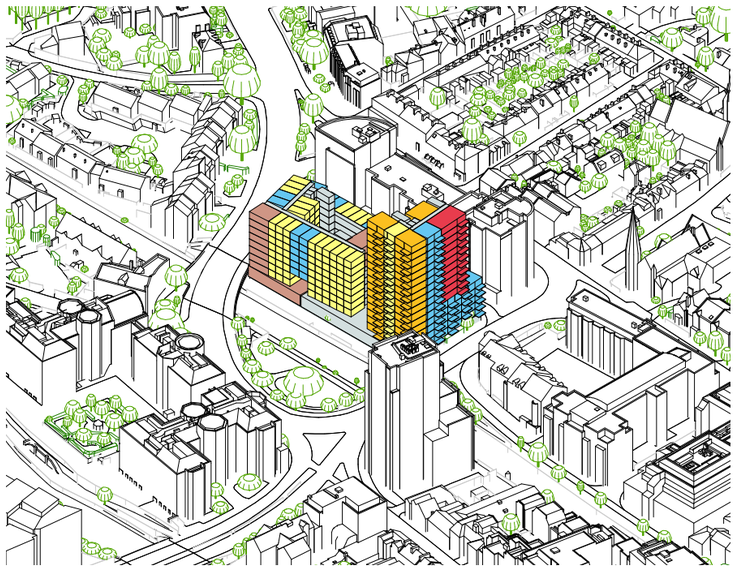


OPTION 6B:

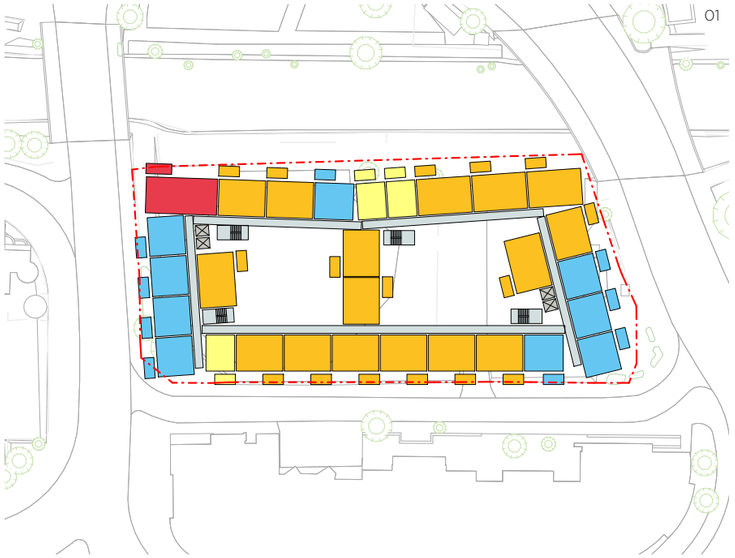


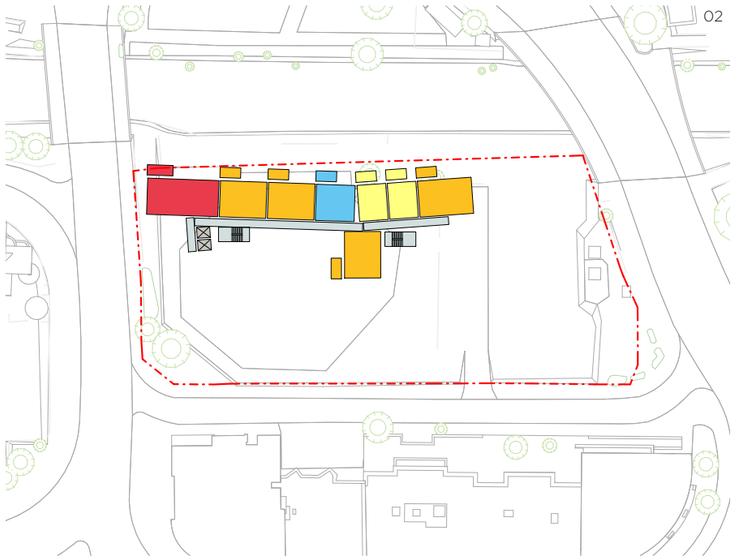


OPTION 7B:



OPTION DEVELOPMENT - OPTION 6C





01 Typical Lower Floor Layout - NTS.
02 Typical Top Floor Layout - NTS.
03 Illustrative massing - NW Perspective - NTS.
04 Illustrative massing - NE Perspective - NTS.

SUMMARY

Option 6C is a development of Option 6B, based on a courtyard form.

Working with the Vertical Sky Component (VSC), the form creates height on the northern elevation, with a landscape podium over ground floor. Massing responds to surrounding contextual development and enables suitable daylight and sunlight to penetrate into the courtyard amenity. The form also allows for raised amenity, biodiversity roofs, and PV provision.

Dwellings are mainly dual aspect with a mix of internal circulation and deck access. This would enable good opportunity for cross flow ventilation strategies with a view of mitigating overheating risk.

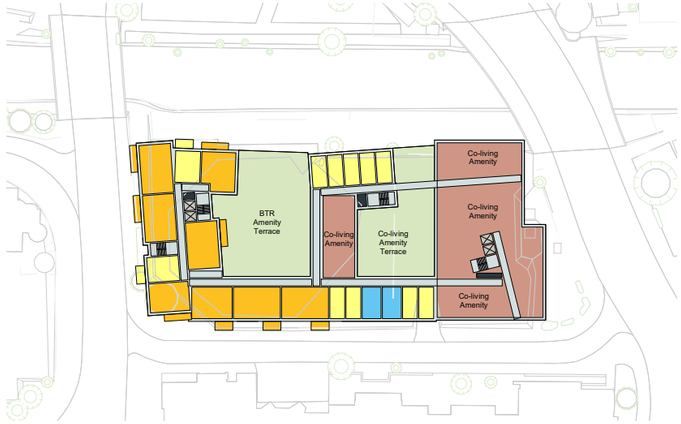
This is a fully BTR scheme with associated amenity and ground floor mix of uses. The option also explores a double basement car park for parking provision.

An alternative option was also explored for a full Co-living version of this form, which would increase the number of dwellings significantly.

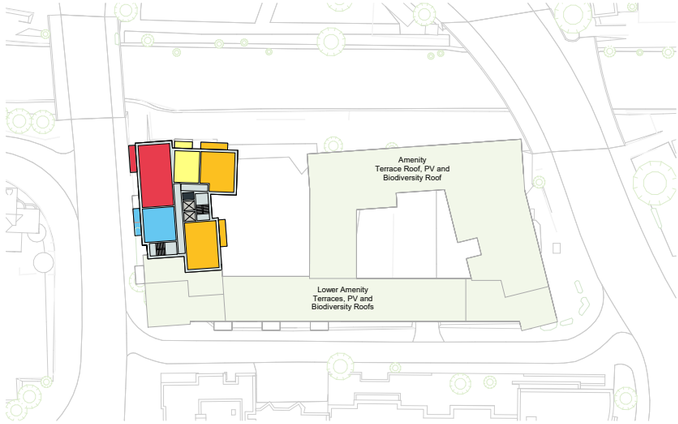
Subsequently, option 6C has informed the illustrative design proposal, being a mixture of BTR and Co-living provision. This option will be explored in more detail in the next chapter.

Mix	Tenure	NDSS Min GIA (m2)	Count
Studio	Market/Affordable Unit	39	56
1b2p	Market/Affordable Unit	50	95
2b3p	Market/Affordable Unit	61	32
2b4p	Market/Affordable Unit	70	39
3b6p	Market/Affordable Unit	95	7
		Total	**229**

PREVIOUS REGULATION 18 SUBMISSION
PLANS & MASSING



3 Option 7C - 01 - First Floor / Podium Level



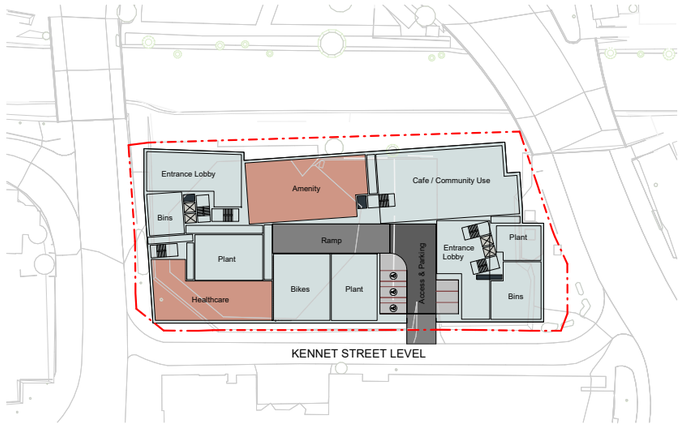
6 Option 7C - Typcial Upper Floor (12)

Units_Option 7C Working		
Unit Type		Count
1B1P	(BTR)	39
1B2P	(BTR)	11
2B3P	(BTR)	26
2B4P	(BTR)	36
3B6P	(BTR)	11
		123
Deluxe room (CL)		48
Small Room	(CL)	150
		198
Total		321 approx. mix only

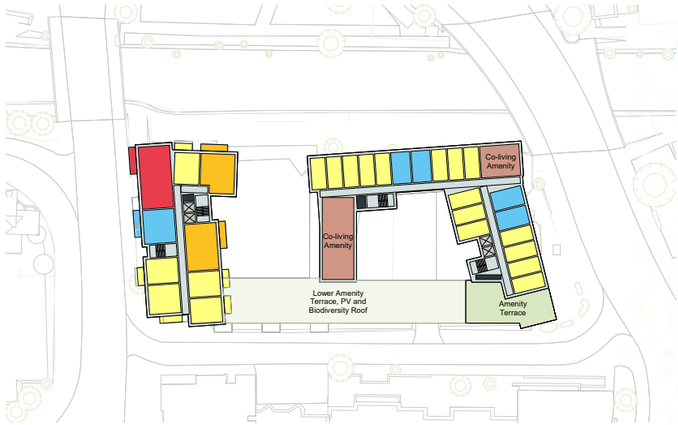
NIA_Option 7C Working	
Use	NIArea
BTR Amenity	352 m²
Cafe/Community	458 m²
Co-living	4876 m²
Co-living Amenity	2276 m²
Healthcare	267 m²
Residential (BTR)	7420 m²
Total	15648 m² approx. only
Ancillary	5099 m² approx. only
Total (inc. Ancillary but excluding walls, basement parking, ramp access etc)	20748 m² approx. only

GIA_Option 7C Working	
Name	Area
GIA Basement	7174 m²
GIA BTR	9826 m²
GIA Co-Living	9628 m²
GIA Ground Floor	3116 m²
	29743 m² approx. only

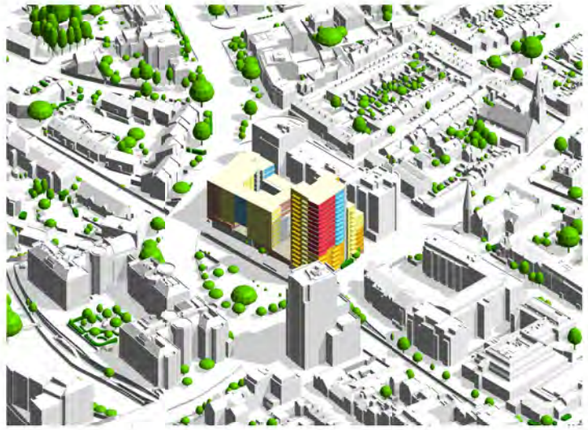
Parking Schedule_Option7C Working		
Level	Number parking spaces	Type
00		
00	3	CarParkingSpaces_ReadingCouncilSizes2500x5000
00	3	DisabledParking2400x4800mm+1200Clear_ReadingCouncil
	6	
B1		
B1	111	CarParkingSpaces_ReadingCouncilSizes2500x5000
B1	3	DisabledParking2400x4800mm+1200Clear_ReadingCouncil
	114	
B2		
B2	117	CarParkingSpaces_ReadingCouncilSizes2500x5000
B2	3	DisabledParking2400x4800mm+1200Clear_ReadingCouncil
	120	
Grand total	240 approx. only	



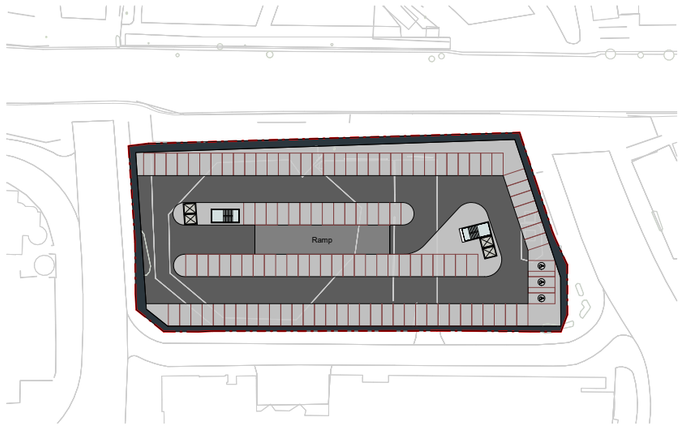
2 Option 7C - 00 - Ground Floor



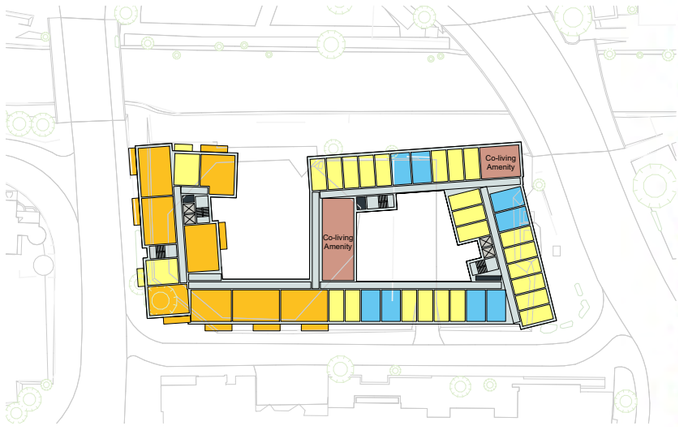
5 Option 7C - 08 - Eighth Floor



8 Option 7C - Illustrative Massing - NW Perspective



1 Option 7C - B1 (Typical Basement)



4 Option 7C - Typical Level (04)

7 Option 7C - Illustrative Massing - NE Perspective

PREVIOUS REGULATION 18 SUBMISSION SKETCH PERSPECTIVE

PREVIOUS REGULATION 18 SUBMISSION
HERITAGE & TOWNSCAPE VIEWS

01 View from Watlington Street, looking south - NTS.
02 View from River Kennet, looking west - NTS.
03 View from River Kennet, looking east - NTS.
04 View from Queens Road, looking east - NTS.
05 View from Kings Road, looking west- NTS.
06 View from Montague Street, looking west - NTS.

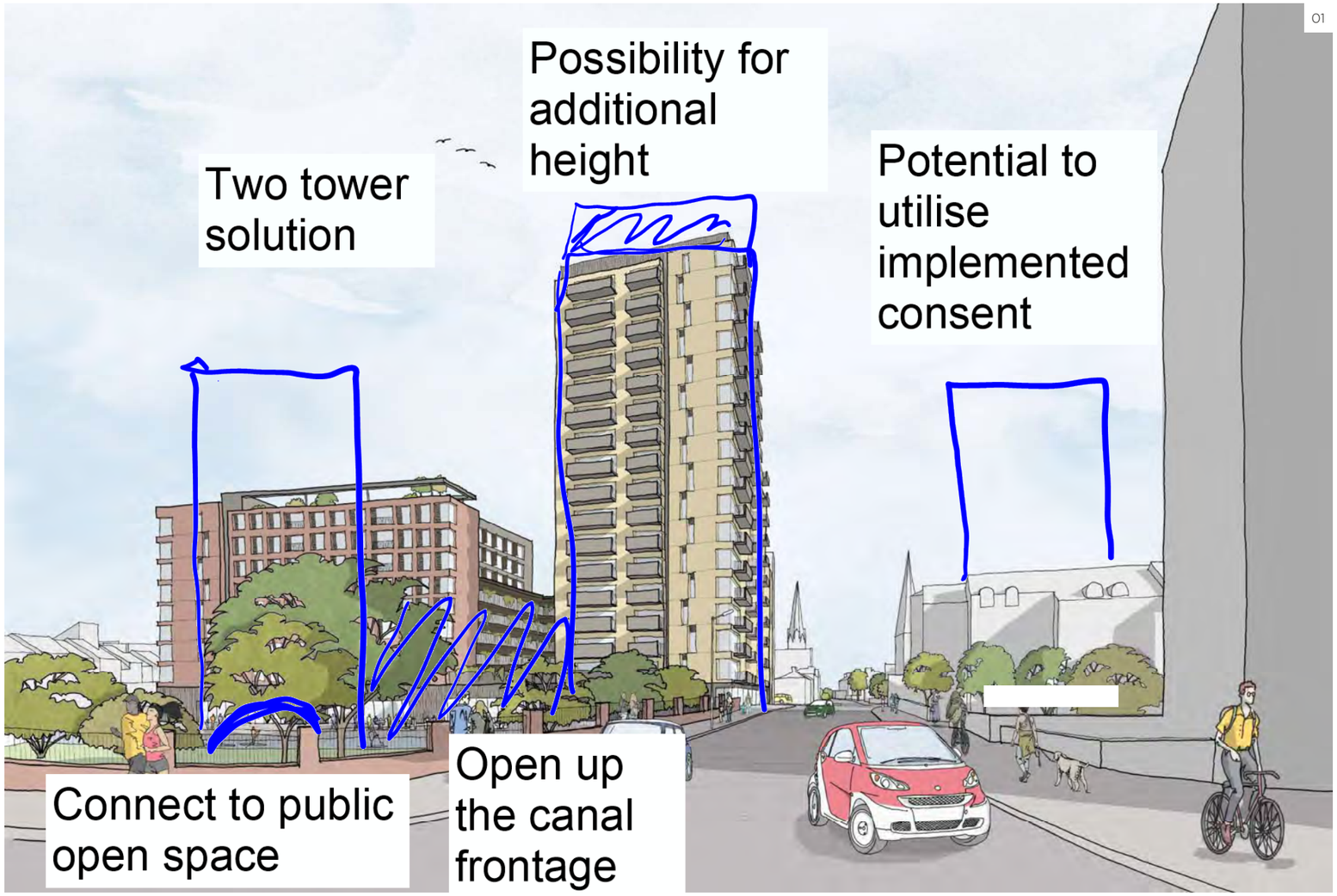
PREVIOUS REGULATION 18 SUBMISSION HERITAGE & TOWNSCAPE VIEWS

01 View from Watlington House, looking north - NTS.
02 View from St John the Evangelist, looking north - NTS.
03 View from Boult Street, looking north - NTS.
04 View from the Oval, looking north - NTS.
05 View from Chestnut Walk, looking south - NTS.
06 View from King's Reach Bridge, looking east - NTS.

PREVIOUS REGULATION 18 SUBMISSION READING BOROUGH COUNCIL COMMENTS

A meeting was held in March 2024 with Council Members summarised as follows:

- Support the redevelopment of the site, particularly Royal Court;
- Verto (18 storey massing) example opposite was suggested as a successful example;
- Amenity space and balconies provision was questioned;
- Height will require high architectural quality and innovation, and justification of townscape and visual impact, daylight and sunlight;
- Co-living and Build to Rent were generally supported, particularly the Co-living as it could cater for key workers such as NHS nurses;
- Councillors still wish to see a largely policy-compliant mix come forward (40% 1 beds, 55% 2 beds, 5% 3 beds in line with Policy CR6) and noted that acute need is for affordable housing and family homes (3 beds);
- The potential provision of geothermal heating and cooling was strongly supported and was an area of key interest to the Councillors. The Council is actively pushing for net zero projects and Sapphire Plaza is perfectly placed to act as a showcase this;
- Desire to see greater opening-up of the canal side to provide more usable open space on site and to assist with surveillance and control of anti-social behaviour (ASBO);
- Concerns over use of the public open space opposite (to the north side of the canal) and which is outside of client control and how to ensure that this is not overly used by future residents;
- Provision of healthcare and community / retail uses at ground floor considered appropriate and beneficial. The need for active frontages to control ASBO was reiterated;
- Potential underground 2 storey car parking on site seen to have some benefit (Councillors divided on this), but ability to provide a meaningful car club and EV charging was supported, as was some ability to provide capacity for public car parking that is being lost in town centre (Broad Street Mall and the Civic Centre);
- Any use of the implemented but not built Clarendon House tower, which is opposite to the west, would be welcomed and was seen as an opportunity to increase the overall provision of affordable housing associated with the project.



01 Summary provided to ACG from Opus Works on consultation's held (artist street view) - NTS.

PREVIOUS REGULATION 18 SUBMISSION READING CIVIC SOCIETY COMMENTS

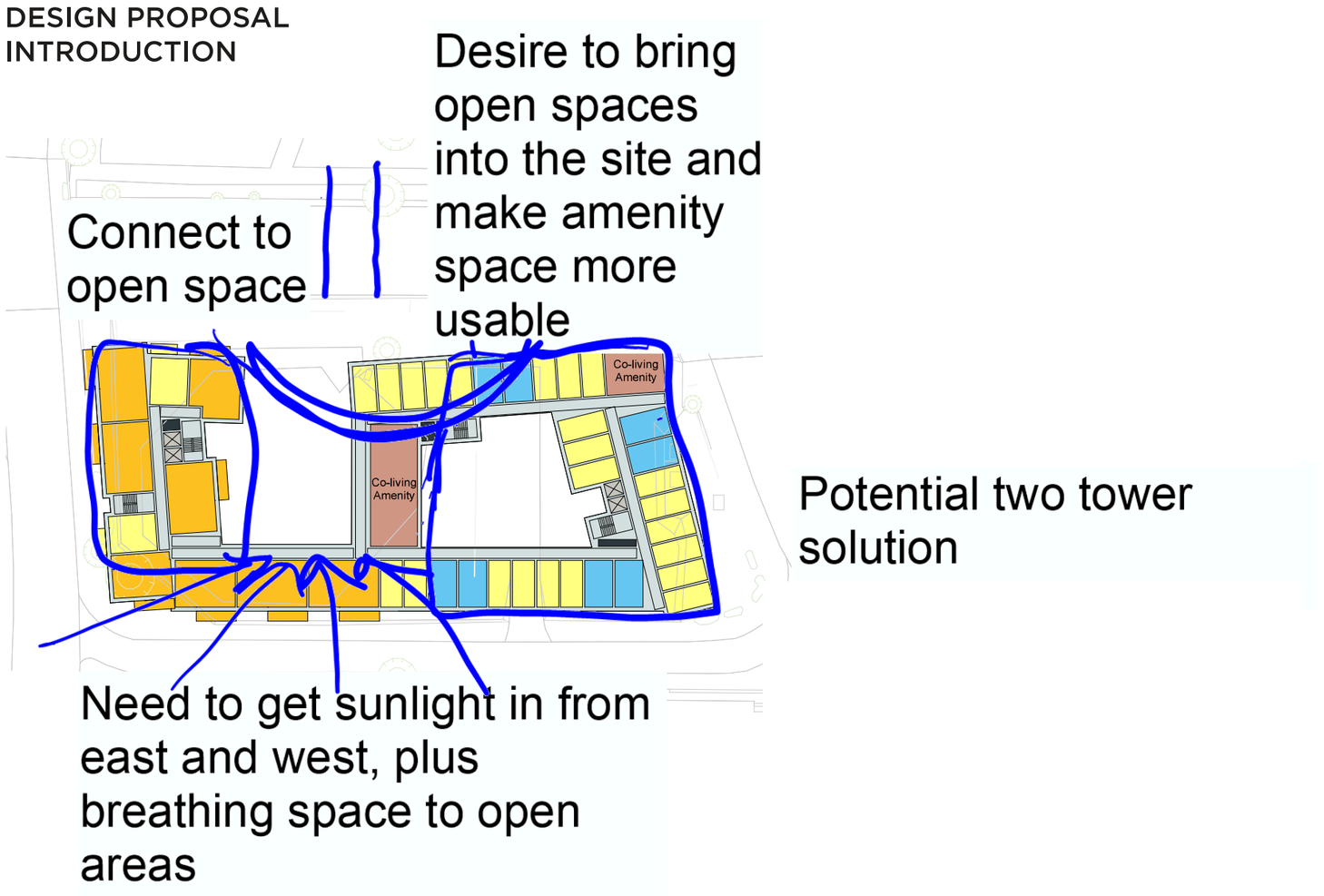
A separate meeting with Reading Civic Society, highlighted:

- Echoed comments as above from Councillors;
- There is likely to be some objection from 20th Century heritage groups to demolition of the Sapphire Plaza. Overall, however, the proposals were seen to be merited and an improvement on the current on-site scenario;
- More use of the public open space opposite the site and connections to this was encouraged by the Reading Civic Society (which post-meeting discussed the matter with Councillors);
- The Co-living approach was seen as novel, but assurances were requested regarding users given that a moratorium on student use exists in the Town Centre;
- The ability to build a two storey basement so close to the canal was queried;

Following both meetings, requests were made for further engagement to help respond to design development ahead of the Regulation 19 Local Plan process in August 2024 on beyond.

01

DESIGN PROPOSAL INTRODUCTION



01 Summary provided to ACG from Opus Works on consultation's held (plan) - NTS.

05 DESIGN DEVELOPMENT

AYRE CHAMBERLAIN GAUNT

DESIGN DEVELOPMENT FURTHER OPTION STUDIES OPTIONS O & L

Multiple options (approx. 20no.) were explored responding to the comments received from meetings with Councillors, planners and stakeholders held. Furthermore, comments from the client were received on other opportunities to explore, including provision of key worker accommodation in relation to the nearby Royal Berkshire Hospital. Discussions with NHS Berkshire are in the process of being arranged to explore options (to be updated following any meeting).

The design team worked through these various options. This resulted in the following 4 options (2 options with 2 sets respectively), being Option O and L and Options M and N. The difference between the options within each set is the mix between Build to Rent (BTR) and Co-living.

The massing for both sets are broadly in line, with some small variation. The following pages explore in more detail these options, with a high level summary below. This provides a range of between 339 and 445 units, however this statement supports a range of 320 to 450 units on the site. Of this number, the existing residential provision of on site within Royal Court of 35 dwellings would be subtracted. Further detailed area schedule information will be provided at planning application stage.

Options O and L have the lower tall element positioned north to south. With this massing Option O provides a mix of Co-living and Build to Rent dwellings, Option L provides 100% Co-living dwellings.

The parking requirement responds to the dwelling types proposed. Opportunity exists within the building to provide parking to Zone 2 requirements, as well as additional capacity for use as EV charging or to offset lost spaces at Broad Street Mall.

01 Aerial Option O - NTS.
02 Aerial Option L - NTS.

OPTION O

UNITS	339
BTR	137
COLIVING	202
GEA	34,306 M2
GIA	31,340 M2
NIA (UNITS)	13,205 M2
PARKING REQ.	101

OPTION L

UNITS	445
BTR	0
COLIVING	445
GEA	34,839 M2
GIA	31,843 M2
NIA (UNITS)	11,451 M2
PARKING REQ.	0

DESIGN DEVELOPMENT FURTHER OPTION STUDIES OPTIONS M & N

Options M and N have the lower tall element rotated east to west. Similarly to the previous two options, Option M provides a mix of Co-living and BTR dwellings, Option N provides 100% Co-living dwellings. The parking requirement responds to the dwelling types proposed.

The benefits and opportunities outlined within Options O and L would also apply to these proposals regarding parking and mixed-use development.

OPTION M

UNITS	352
BTR	112
COLIVING	240
GEA	35,026 M2
GIA	32,189 M2
NIA (UNITS)	13,250 M2
PARKING REQ.	81

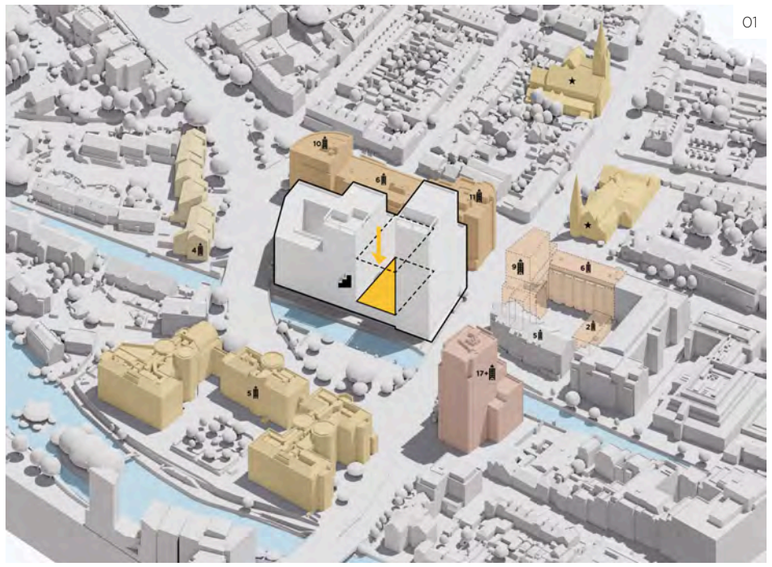
OPTION N

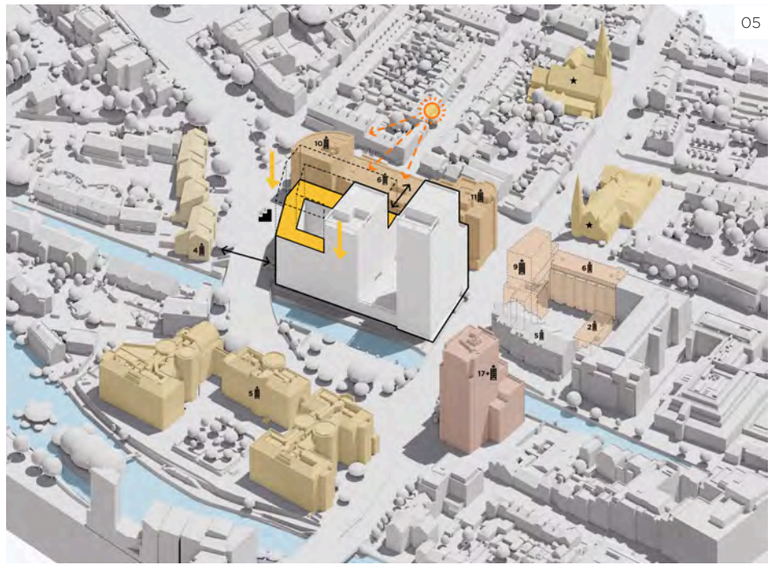
UNITS	408
BTR	0
COLIVING	408
GEA	34,876 M2
GIA	32,055 M2
NIA (UNITS)	11,070 M2
PARKING REQ.	0

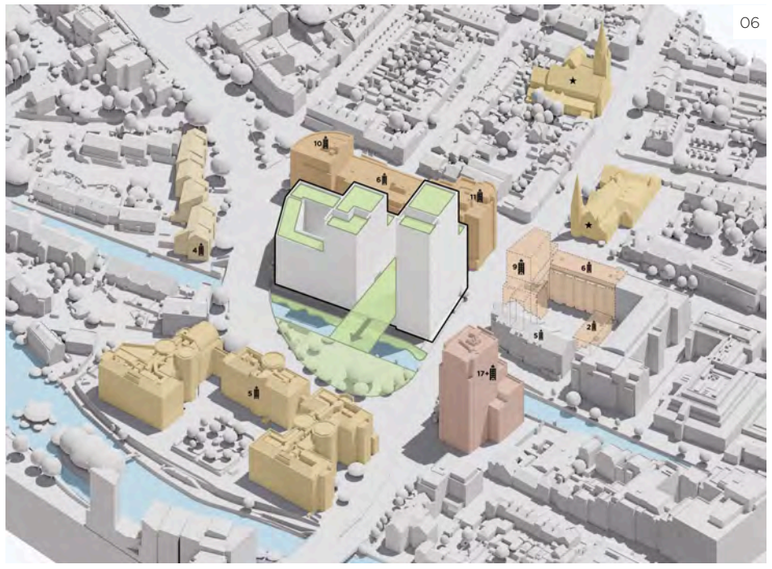
01 Aerial Option M - NTS.
02 Aerial Option N - NTS.

DESIGN DEVELOPMENT
OPTION O & L PRINCIPLES

The following diagrams outline the various steps that have been taken to sculpt the form proposed for Options O & L, focusing on the slenderness and stepping of form, podium and courtyard amenity and the opportunities that this creates for amenity provision, public space enhancement and BNG provision.







01 Massing pushed down between two higher elements - NTS.
02 Slenderness of tower achieved through raised form - NTS.
03 Massing shaped to south to respond to context - NTS.
04 Punctured courtyard form to provide amenity and deck access - NTS.
05 Massing reduced to east to respond to context - NTS.
06 Terrace, podium and roof amenity, allows for amenity, BNG and PV provision, and POS enhancement - NTS.

DESIGN DEVELOPMENT
OPTION O

01

02

03

04

05

01 First floor plan - NTS.
02 North east aerial perspective - NTS.
03 Forbury Road / Watlington Street perspective - NTS.
04 Queens Road perspective - NTS.
05 Kings Road perspective - NTS.

DESIGN DEVELOPMENT
OPTION L

01

02

03

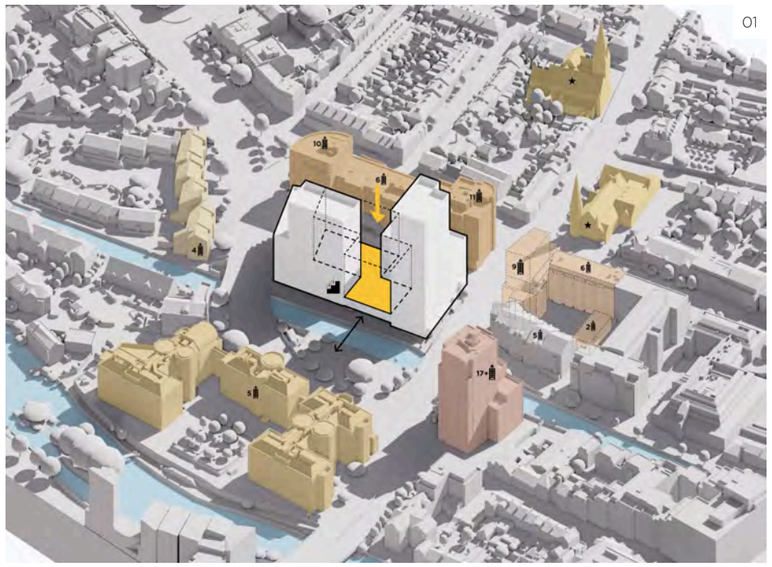
04

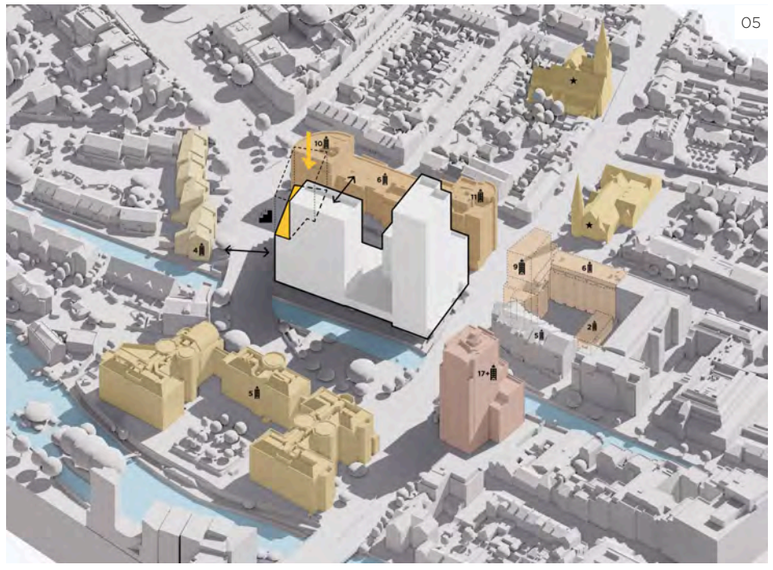
05

01 First floor plan - NTS.
02 North east aerial perspective - NTS.
03 Forbury Road / Watlington Street perspective - NTS.
04 Queens Road perspective - NTS.
05 Kings Road perspective - NTS.

DESIGN DEVELOPMENT
OPTION M & N PRINCIPLES

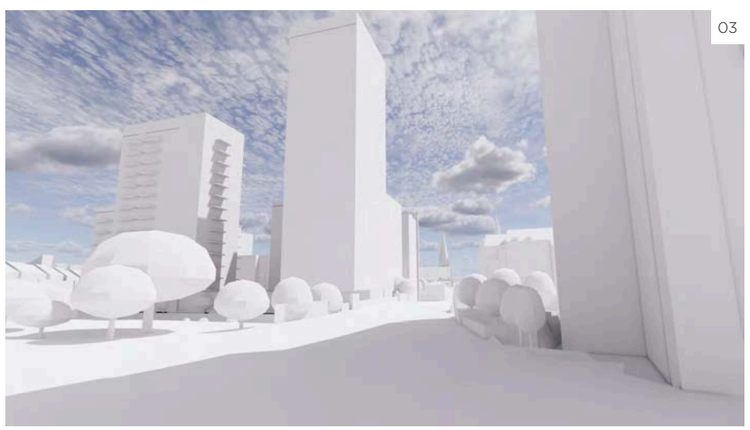
The following diagrams outline the various steps that have been taken to sculpt the form proposed for Options M & N. As with Options O & L, although a different approach, the steps also focus on the slenderness and stepping of form, podium amenity and the opportunities that this creates for amenity provision, public space enhancement and BNG provision.





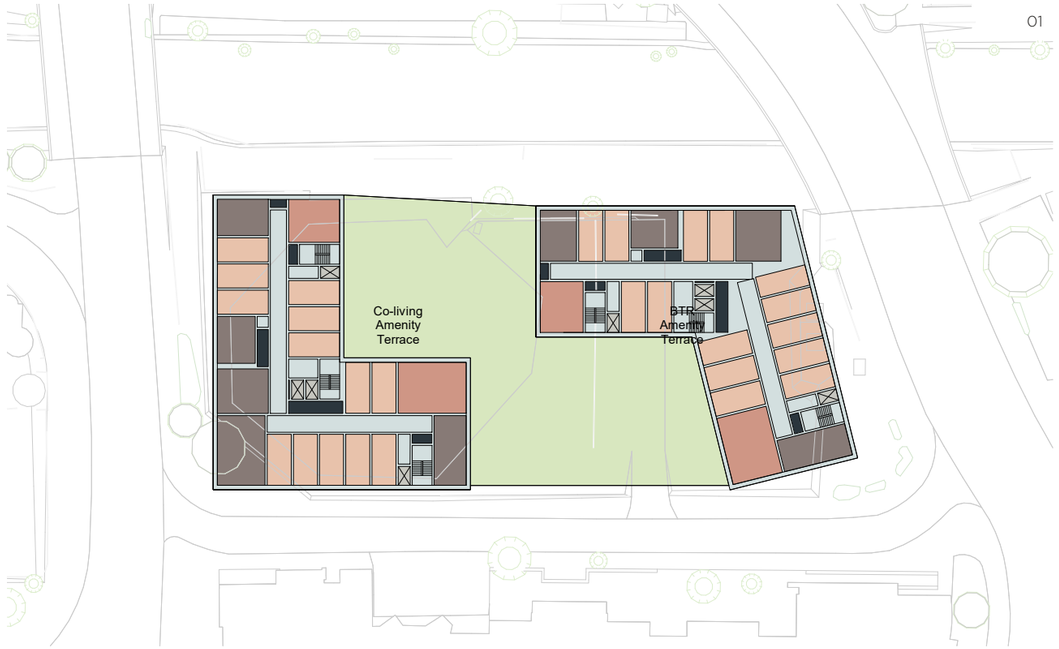
01 Massing pushed down between two higher elements - NTS.
02 Slenderness of tower achieved through raised form - NTS.
03 Massing reduced to respond to context to the east - NTS.
04 Massing reduced to the south to respond to context - NTS.
05 Massing reduced further to east to respond to context - NTS.
06 Terrace, podium and roof amenity, allows for amenity, BNG and PV provision, and POS enhancement - NTS.

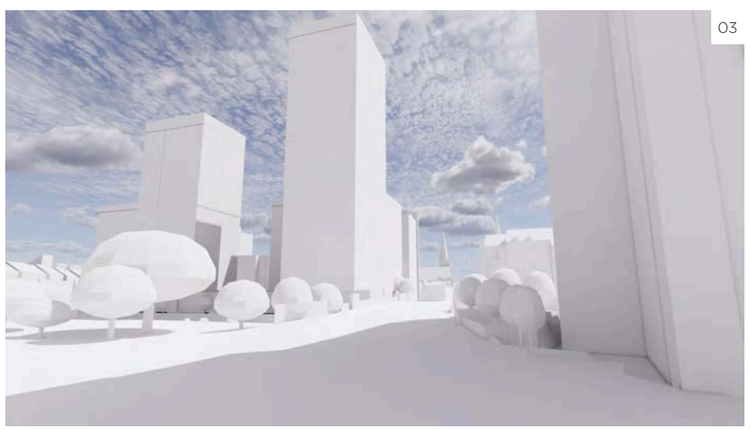
DESIGN DEVELOPMENT
OPTION M



01 First floor plan - NTS.
02 North east aerial perspective - NTS.
03 Forbury Road / Watlington Street perspective - NTS.
04 Queens Road perspective - NTS.
05 Kings Road perspective - NTS.

DESIGN DEVELOPMENT
OPTION N





01 First floor plan - NTS.
02 North east aerial perspective - NTS.
03 Forbury Road / Watlington Street perspective - NTS.
04 Queens Road perspective - NTS.
05 Kings Road perspective - NTS.

06 DESIGN PRINCIPLES

AYRE
CHAMBERLAIN
GAUNT

MASSING, FORM & ACCESS INTRODUCTION

Indicative massing has been developed to respond to the site constraints, its shape, and its surrounding context. The VSC and supporting townscape assessment have both informed the iterative process that has resulted in the conceptual massing presented.

Clear delineation between blocks would be picked up in both massing and material composition, as indicated on sketch perspectives and massing views. The illustrative design has developed to combine the residential accommodation proposed with the sustainability aspirations and creating buildings of high architectural quality for this prominent site.

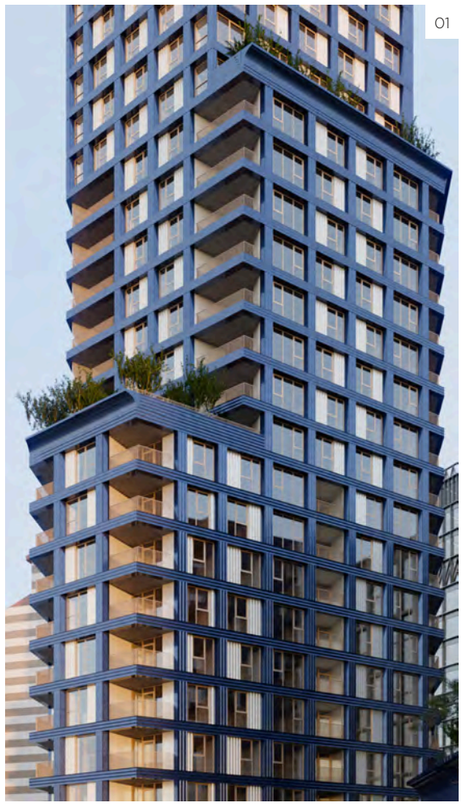
Precedents reflecting similar residential uses and design aspirations have been included together with a summary of the key design moves undertaken at this stage. To compliment this, the use of stepped forms and terraces, articulation of balconies and opening configurations tailored to meet environmental performance, would also help to provide relief to the facades.

Illustrative proposals include both traditional internal corridors along with deck access provision, facing into the amenity courtyards, which if delivered well enhances community cohesion, passive surveillance, and security.

Deck access as a concept was first conceived in 1850s, however it is becoming ever more common now, following its revival by the 2009 draft of the London Housing Design Guide, primarily to assist with dual aspect apartment provision. Since then, and as covered in the latest London Housing Design Standards, dual aspect is a requirement, and also greatly assists with balancing Part F (Ventilation), Part O (Overheating) and Part L requirements, through provision of passive ventilation and cross flow strategies. It is useful to reflect on this GLA guidance alongside other guidance from LETI, considering Reading's net-zero carbon policy, the requirements of Part O, and referencing TM52 and TM59 criteria to enable projects to meet the current and future weather files.

Deck access also assist with composition providing variance, combined with practically providing shading, to the benefit of occupant comfort, along with relief to elevations.

"...deck access can not only work, but also be life-enhancing, as long as thoughtful designers and clients are involved." Claire Bennie, director, municipal and former development director, Peabody.


01

02

01 'The International Quarter Park - Alison Brooks Architects (unbuilt)

02 'Mapleton Crescent' - Metropolitan Workshop

03 'Gascoigne West' - White Arkitektar

04 'Kirkfell London' - Mae Architects

05 'Agar Grove' - Hawkins\Brown & Mae Architects

06 'Hazelhurst Court' - Levitt Bernstein

07 'Motion' - Pollard Thomas Edward Architects

03

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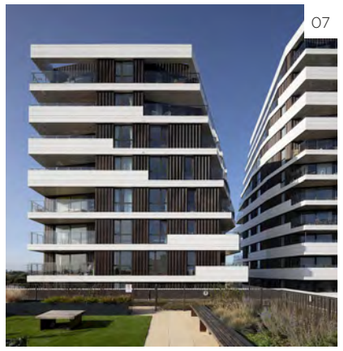
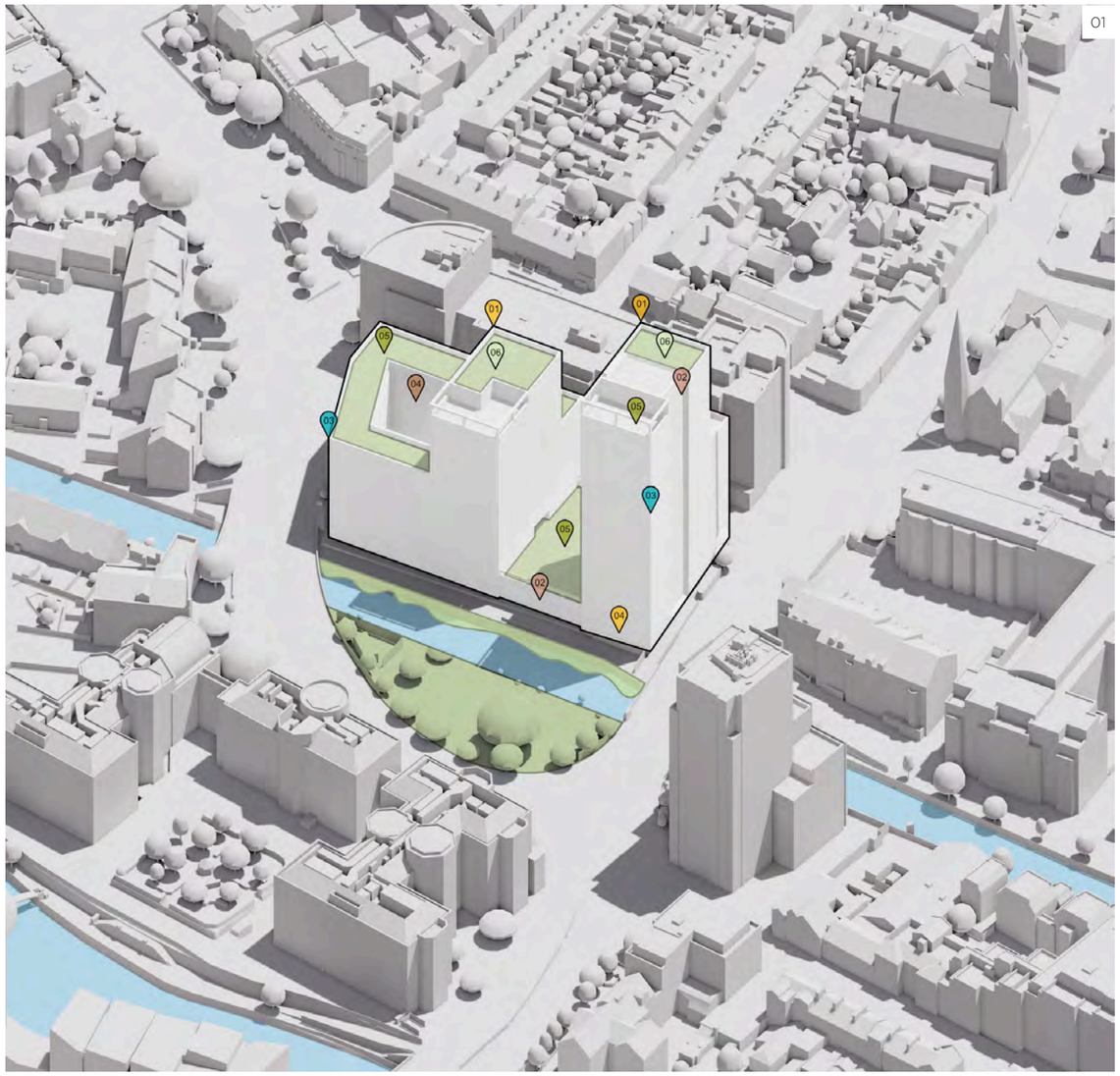
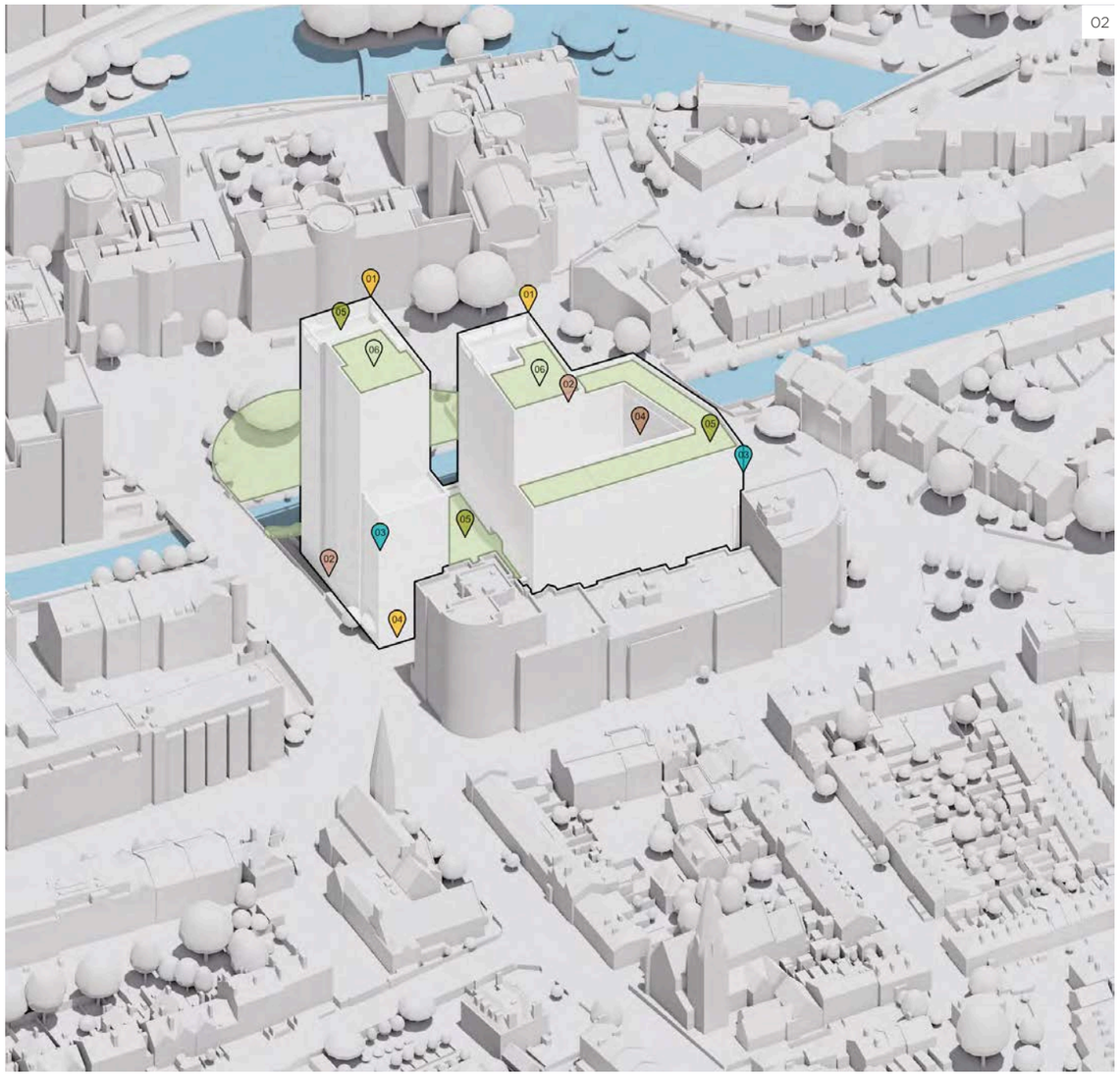

07

MASSING, FORM & ACCESS

The design will put residents and the surrounding community at the centre. The illustrative scheme addresses how users will access the buildings whether on foot, bicycle or car and make use of internal and external spaces. The following diagrams focus on: massing; building articulation; primary facades; frontages and corners; and front doors and external circulation.





01 North west Perspective Principle Diagram - NTS.
02 South west Perspective Principle Diagram - NTS.

KEY

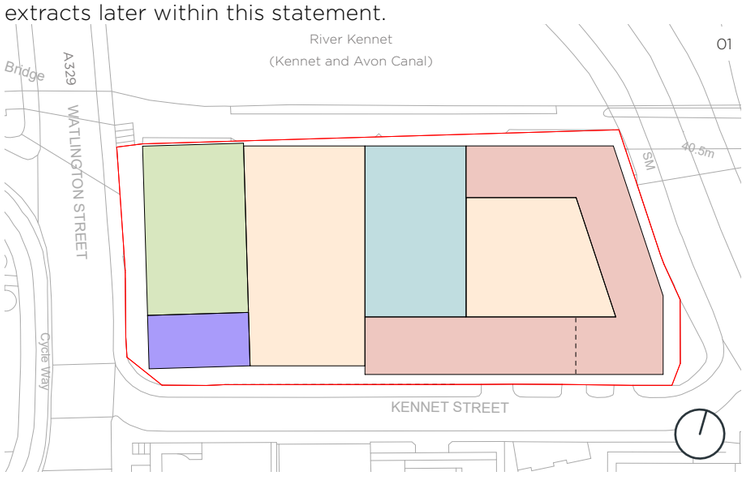
- 01 Massing
- 02 Building Articulation
- 03 Primary Facades, Frontages and Corners
- 04 Front Doors and External Circulation
- 05 Resident's External Shared Amenity
- 06 Servicing and Biodiversity Opportunities

MASSING

01

Massing and height of the illustrative proposals have been carefully developed to respond to relevant policy as outlined earlier in this document, the Townscape assessment and Vertical Sky Component as part of Daylight and Sunlight analysis along with creating a Townscape led approach to form feature vertical elements. The massing is framed by and set within two bridges in the crescent shape. Please refer to various supporting consultant information for further details. The adjacent plan outlines key height parameters that have informed development of the proposals.

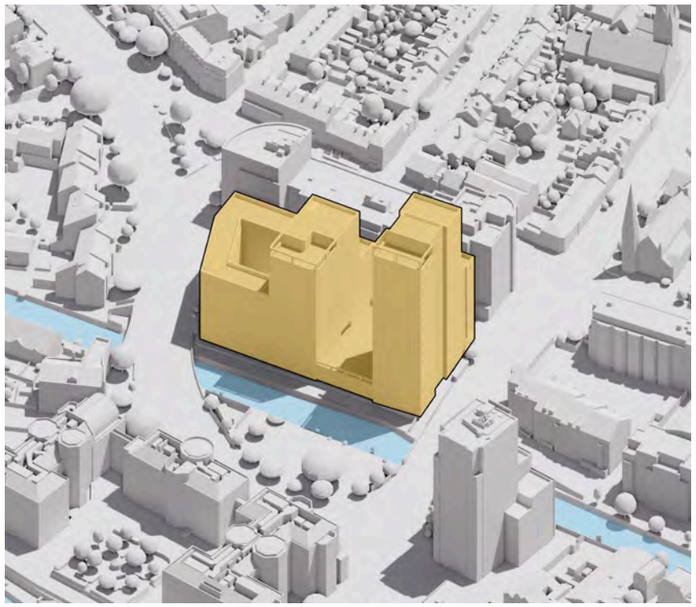
Stepped massing has addressed key views and contextual built form. Generally massing rises towards the River Kennet, from Kennet Street, across the podium and courtyard forms, with expressed height to the north west and centre of the site. This has been developed through a Townscape led approach. Illustrative proposals suggest a taller, feature mass which is considered appropriate for the site's location and evolving contextual policy, stepped from west to east across the site. Framed long views of the two Church spires are achieved looking south along Forbury Road, at its junction with Kings Road, and along A329 Watlington Street towards the Site. Please read in context with Montagu Evans' HTVIA assessment and extracts later within this statement.

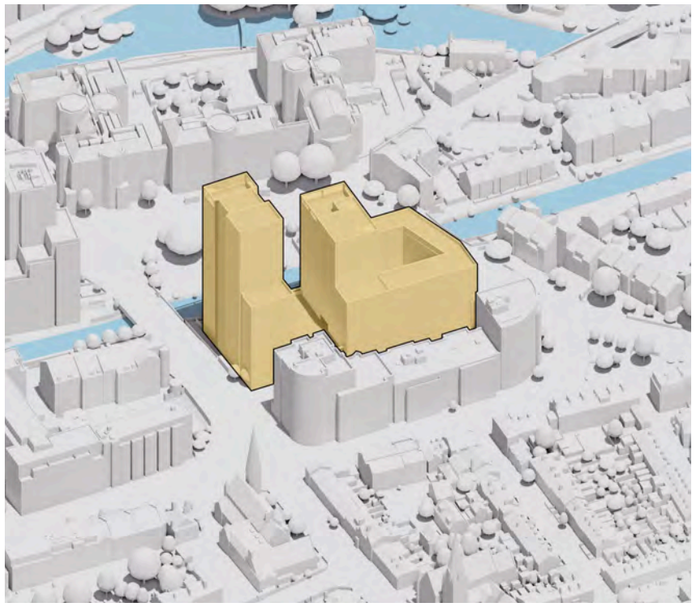


KEY:

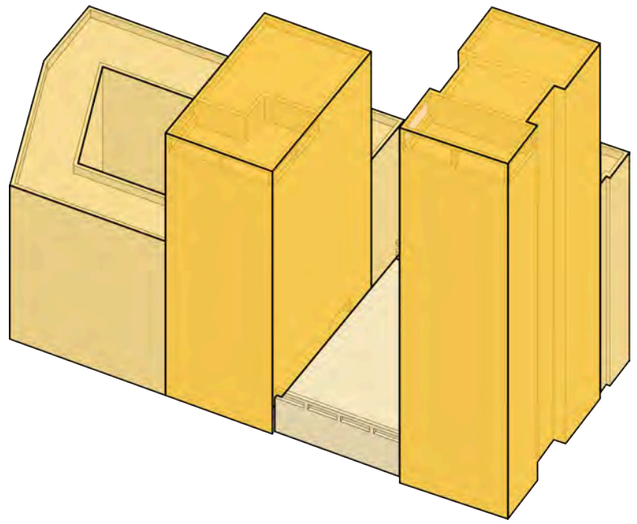
- Between 6 - 8 Storeys
- Up to 11 Storeys
- Up to 14 Storeys
- Up to 19 Storeys
- Transition from Taller Storeys to Lower
- Site Boundary

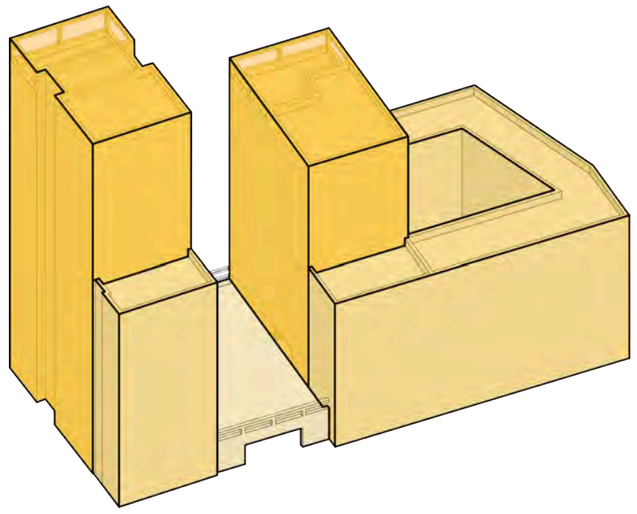
01 Parameter Plan - Massing & Height - NTS. Context and labels from Ordnance Survey Content - NTS.





MASSING IN CONTEXT - NTS.





TALL + SHOULDER + TRANSITION MASSING - NTS.

BUILDING ARTICULATION

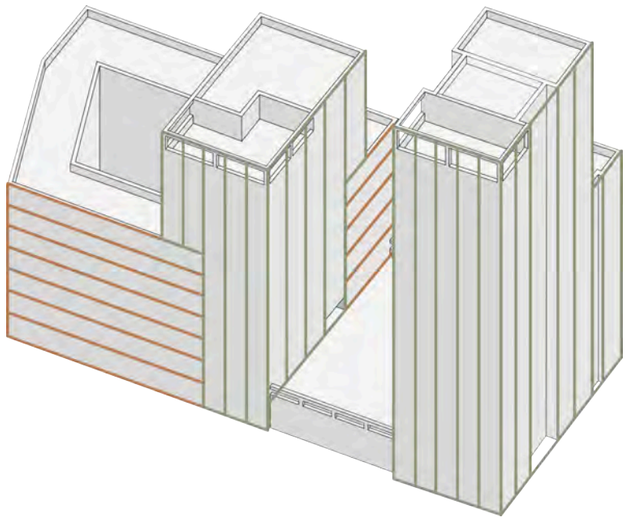
The two taller buildings will have a vertical expression through composition to respond to comments provided during the Regulation 18 process, combined with materials and fenestration choices to enhance a slender appearance. Proposals respond directly to feedback received during the pre-application process of no brick to be used.

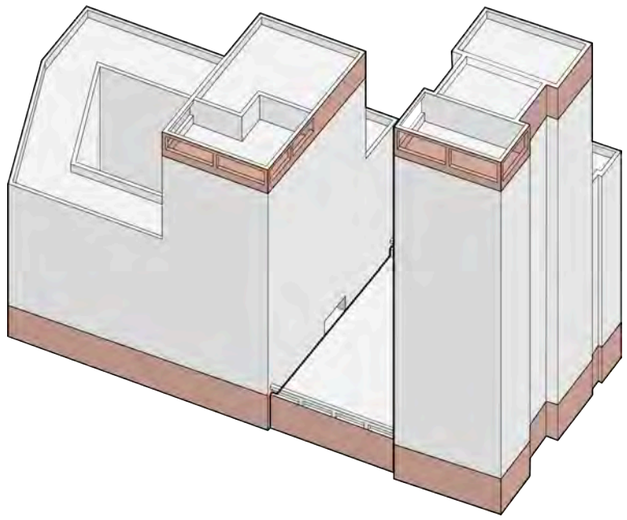
The eastern blocks will have a horizontal expression provided by the external amenity and windows for the dwellings. This provides a contrast to the taller vertical areas and provides shading opportunities to the dwellings, currently identified as build to rent apartments with their own living rooms and bedrooms. The taller building has been identified as Co-living dwellings which would not have external amenity.

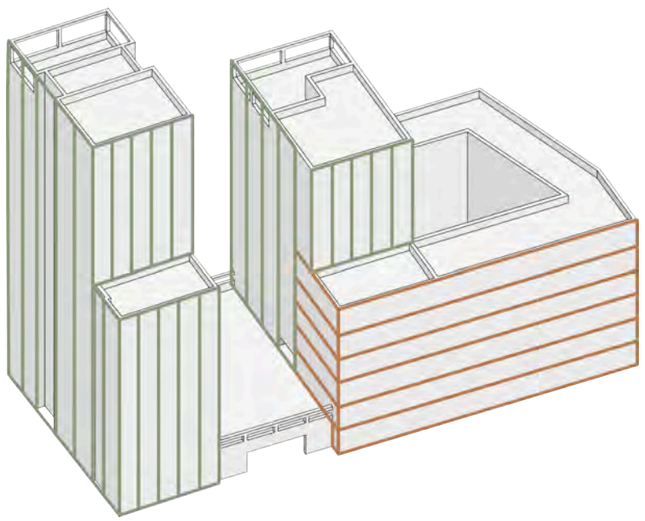
The buildings have a unifying base level which will respond to the differing ground floor uses, frontages and topography around the site.

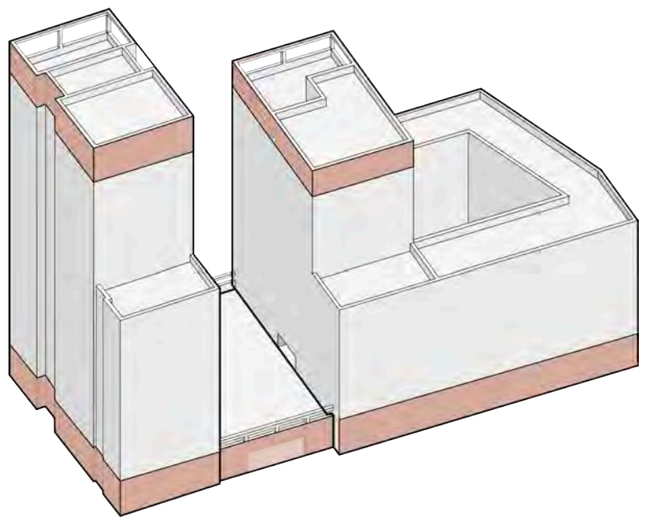
The tops of the two taller buildings will be articulated to provide a defined top, providing the opportunity to incorporate resident's internal and external space at the topmost roof levels.

Whilst the buildings will respond to differing heights, ground floor conditions and townscape aspects, there will be a consistent approach to their character to allow then to be read as a collective single piece of architecture on a single site bounded by Kings Road, Watlington Street, and River Kennet (Kennet and Avon Canal).









VERTICAL + HORIZONTAL ARTICULATION - NTS.

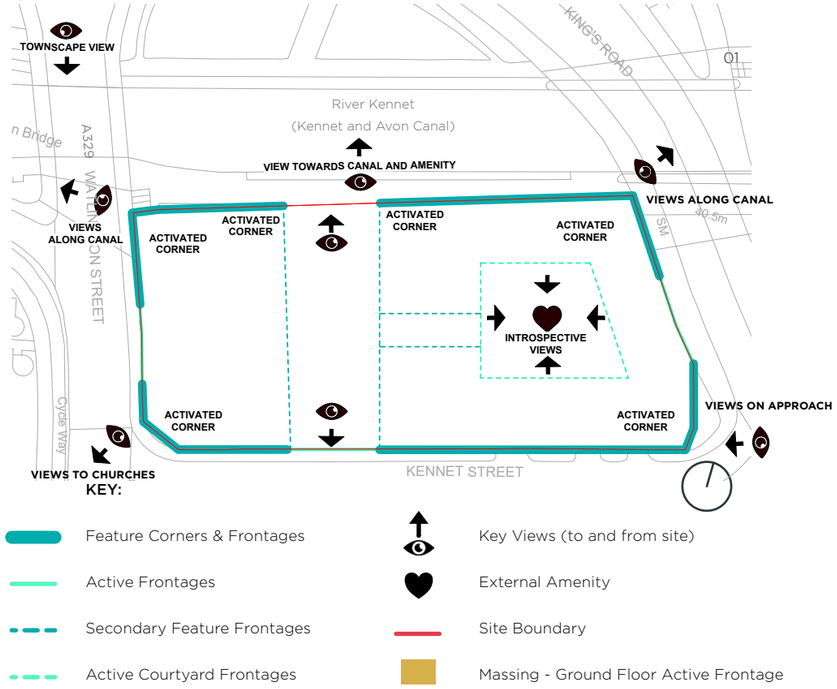
BASE + MIDDLE + TOP - NTS.

PRIMARY FACADES, FRONTAGES AND CORNERS

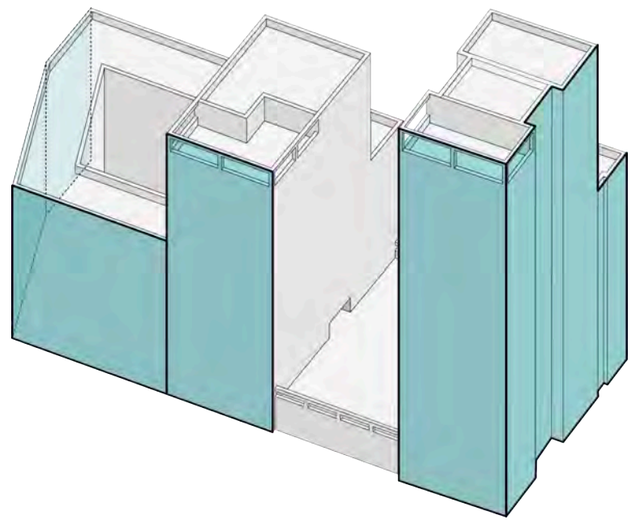
01 03

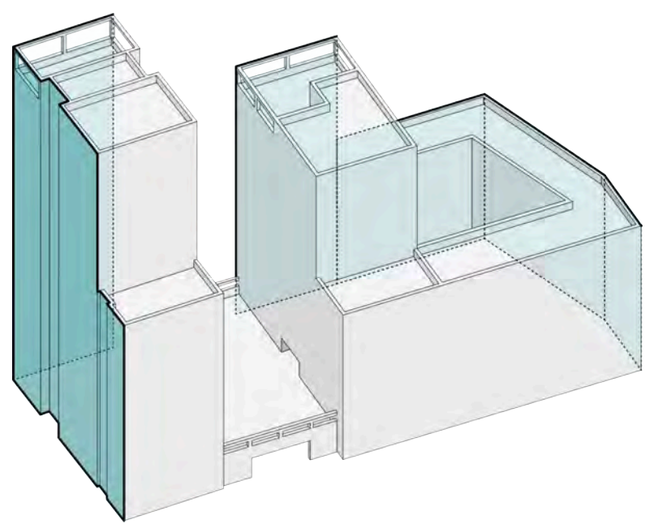
The scheme has identified key facades and corners, running the height of the buildings, which respond to the site's location and long views approaching by foot, road, train or canal. These will assist in developing an order to the facades in the townscape and focus areas of accommodation such as resident's amenity. The site's location is uniquely set between two bridges, being an 'island' site, with active frontages to its perimeter. Illustrative massing demonstrates that this could be accommodated through articulation in facades. Furthermore, key corners are celebrated, complimenting existing urban grain and massing, to allow illustrative proposals to reside well in their context. Key views towards the site have helped shape the conceptual form and massing.

The use of podium and courtyard forms help to permit passive ventilation strategies and dual aspect apartments, but also affords views into a high quality landscaped amenity provision for uses. This connection is further enhanced through penetrations in the form to connect these spaces with the River Kennet and the existing amenity to its northern bank.

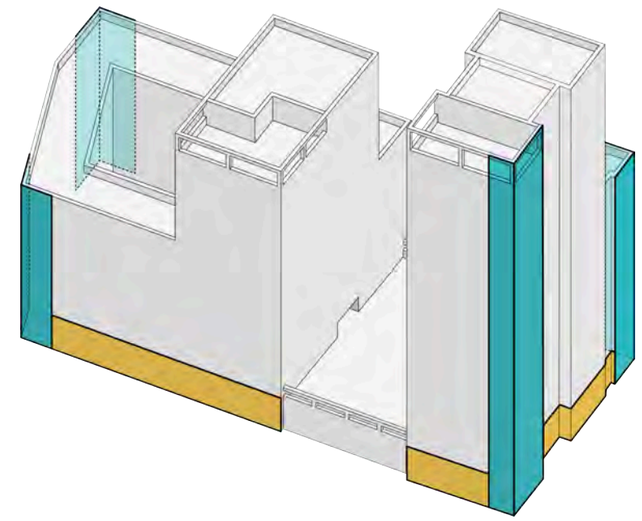


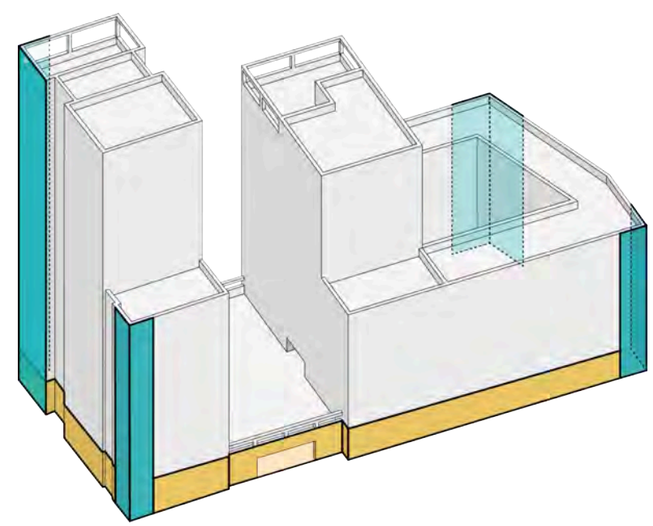
01 Parameter Plan - Massing & Height - NTS.





PRIMARY FACADES - NTS.





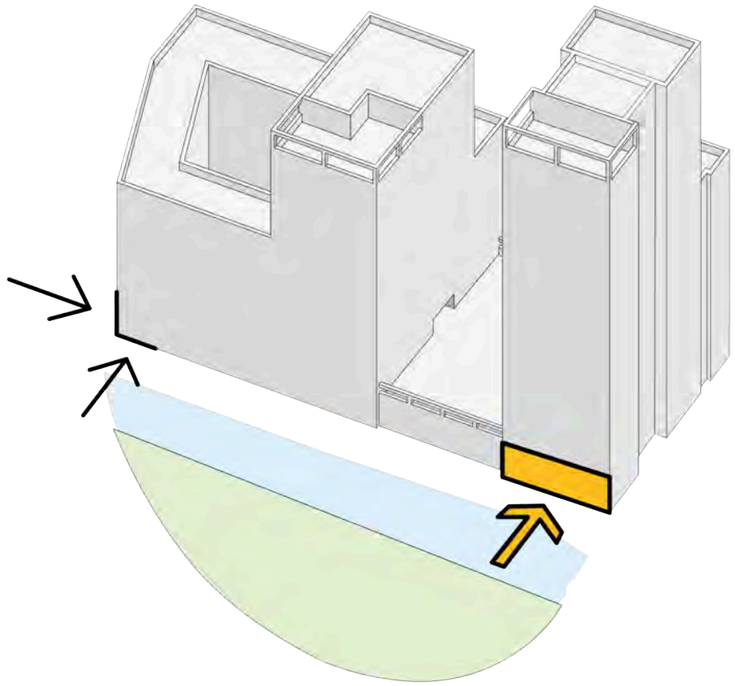
ACTIVE CORNERS + FRONTAGES - NTS.

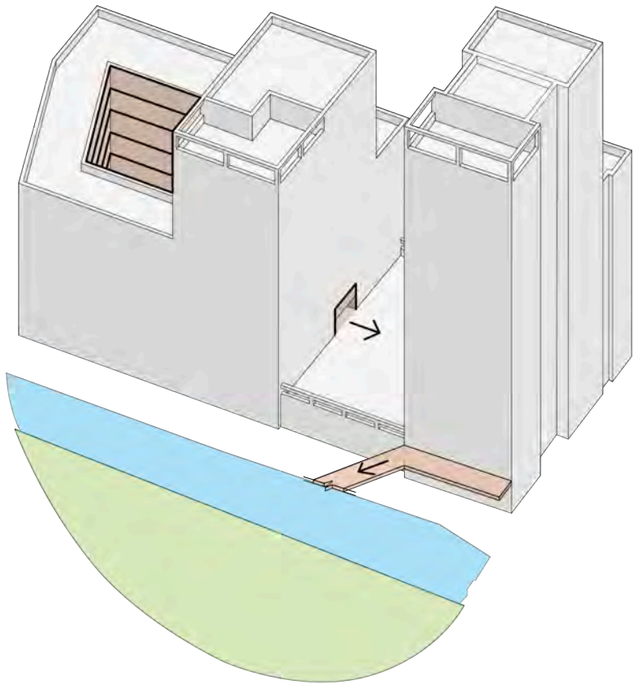
FRONT DOORS AND EXTERNAL CIRCULATION

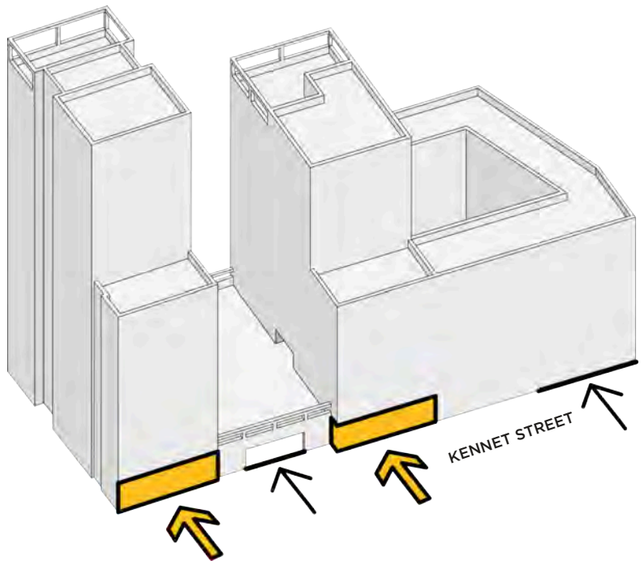
Front doors for both residents and other uses will be clearly expressed with active frontages being maximised, particularly on Kennet Street. The two external amenity spaces at the podium level can be linked for resident access.

Illustrative proposals include both traditional internal corridors along with deck access provision, facing into the amenity courtyard, which enhances community cohesion, passive surveillance, security and ventilation through dual aspect dwellings to mitigate overheating risk.

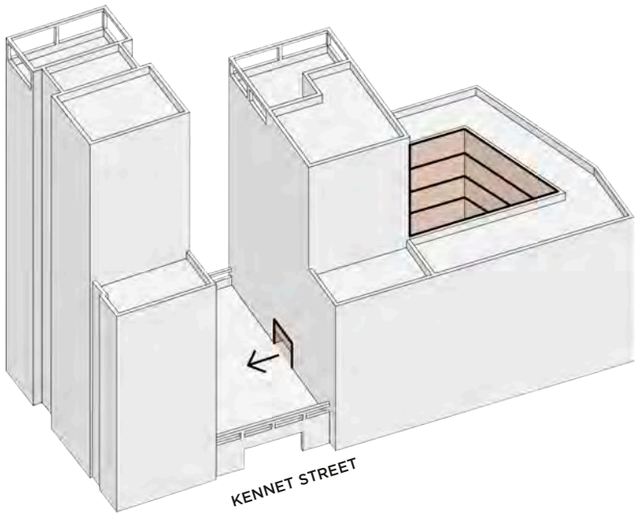
There is the aspiration for a new pedestrian footprint linking the site across to King's Road Gardens which itself is an island that currently is only accessible by pavement on Kings Road.







PRIMARY + SECONDARY ACCESS - NTS.



EXTERNAL + BRIDGE ACCESS - NTS.

COMMUNAL COURTYARDS, USES, AMENITY & BIODIVERSITY INTRODUCTION

INTRODUCTION

Illustrative proposals include provision of amenity terraces with potential for functional landscape and biodiversity roofs.

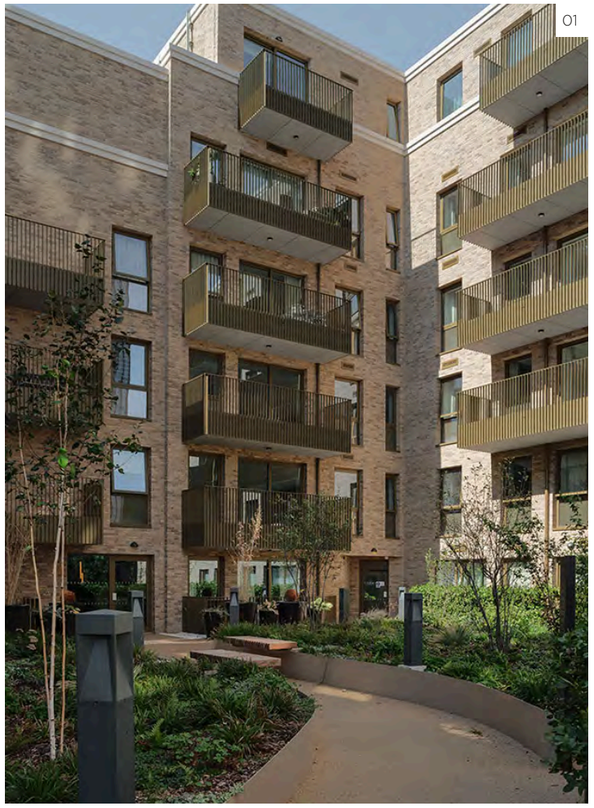
Integration of different scales and types of functioning landscape amenity enables residents and the community to enjoy these spaces whilst providing important infrastructure, including Sustainable Urban Drainage Systems (SUDs) and rainwater harvesting. Passive surveillance from the adjacent apartments would be provided, the closing down of vistas aids navigation and encloses views to create a sense of place within courtyards, with links to the River Kennet and amenity to the northern bank. Public Open Space (POS) could be activated with play provision, seating and careful selection of planting that could provide bio-retention and sensory garden spaces for all ages.

A flood risk review will be undertaken, with implementation of flood mitigation measures as required, considering that the Site's stretch of towpath is raised from other areas.

Developments which put people and community first, followed by cycling with sensitive car parking and electric vehicle charging (EVC) provision, will create POS which is usable and activated for the varied uses proposed. Clearly defined buildings and associated external spaces allow pedestrian friendly navigation through and the potential community-use offers opportunity for spontaneous interaction, creating active well-being and access to green space on raised landscaped terraces.

COMPLIMENTARY USES

To compliment the Co-living and BTR provision, and the associated ancillary amenity, proposals include uses such as Community (and Leisure) and NHS outreach accommodation. Linked with the residential amenity, the potential for a Coffee Shop for community use activates the towpath bringing life and vibrancy to this part of the River Kennet frontage, offering potential for re-invigoration of King's Road Gardens.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01 'Parsons North' - David Miller Architects

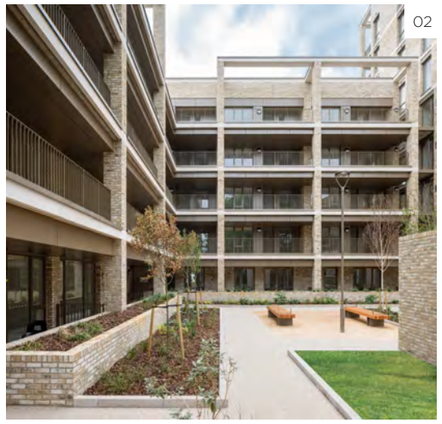
02 'Commercial Way' - Weston Williamson

03 'Greystar Greenford Quay' - HTA Architects

04 'Bream Street' - Allford Hall Monaghan Morris

05 'Stamford Road' - Ayre Chamberlain Gaunt

06 'Greening the Regents Canal' - Biomatrix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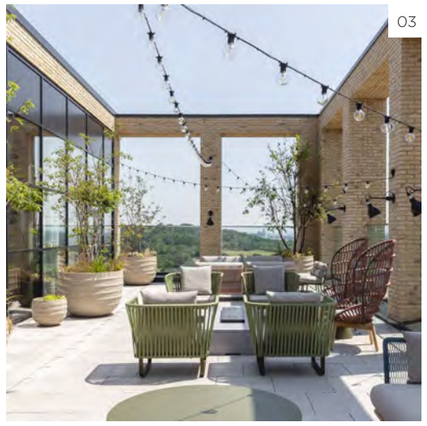
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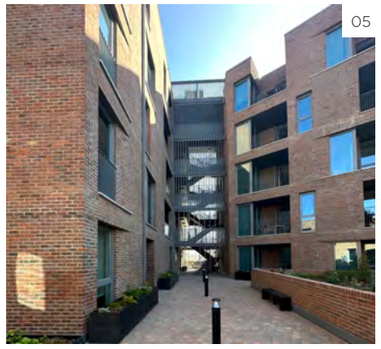
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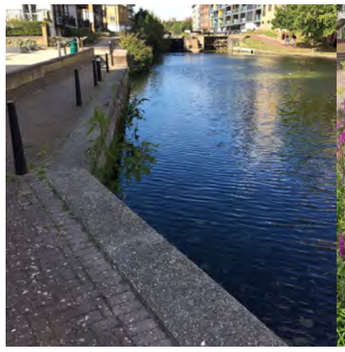
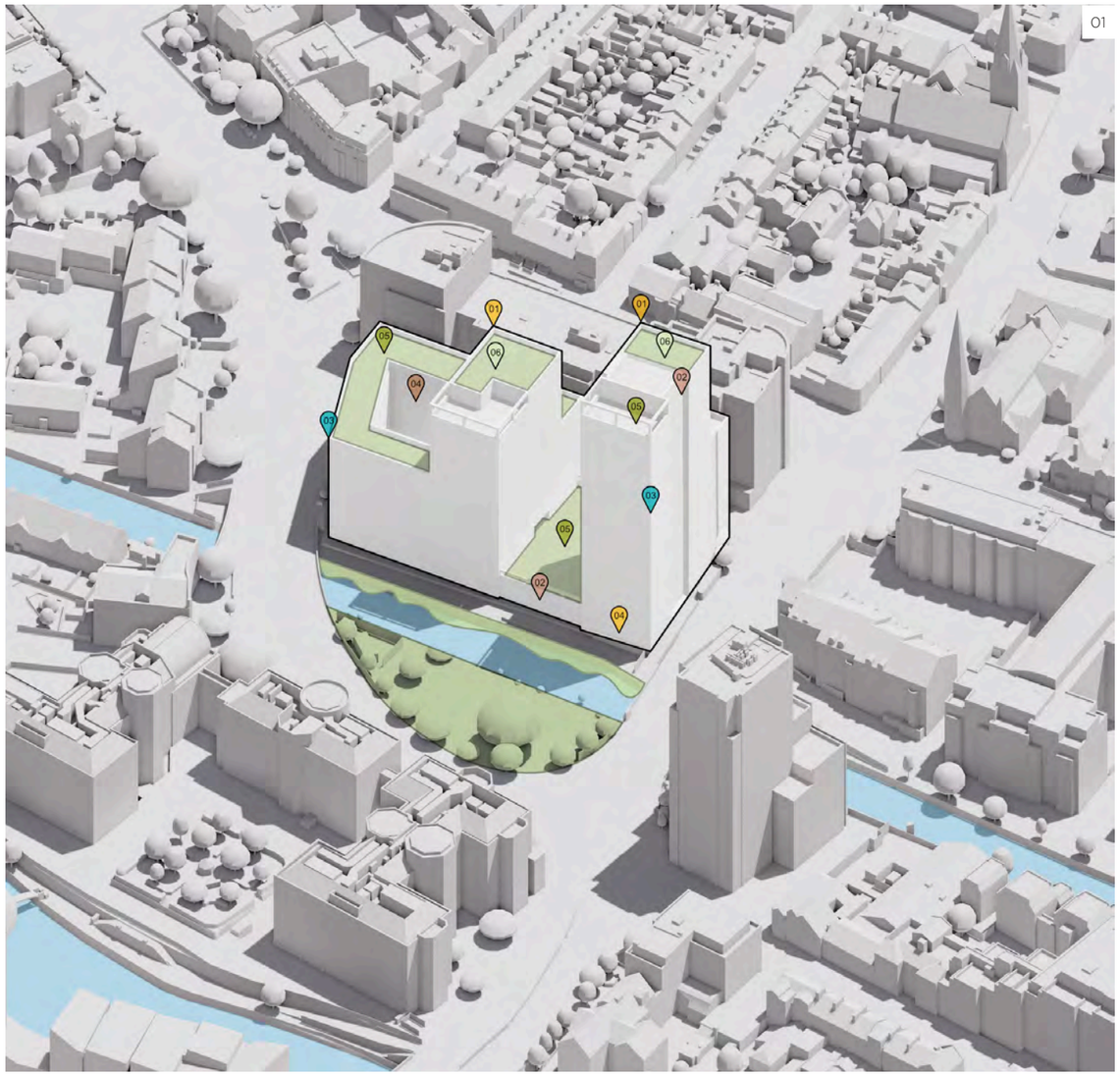
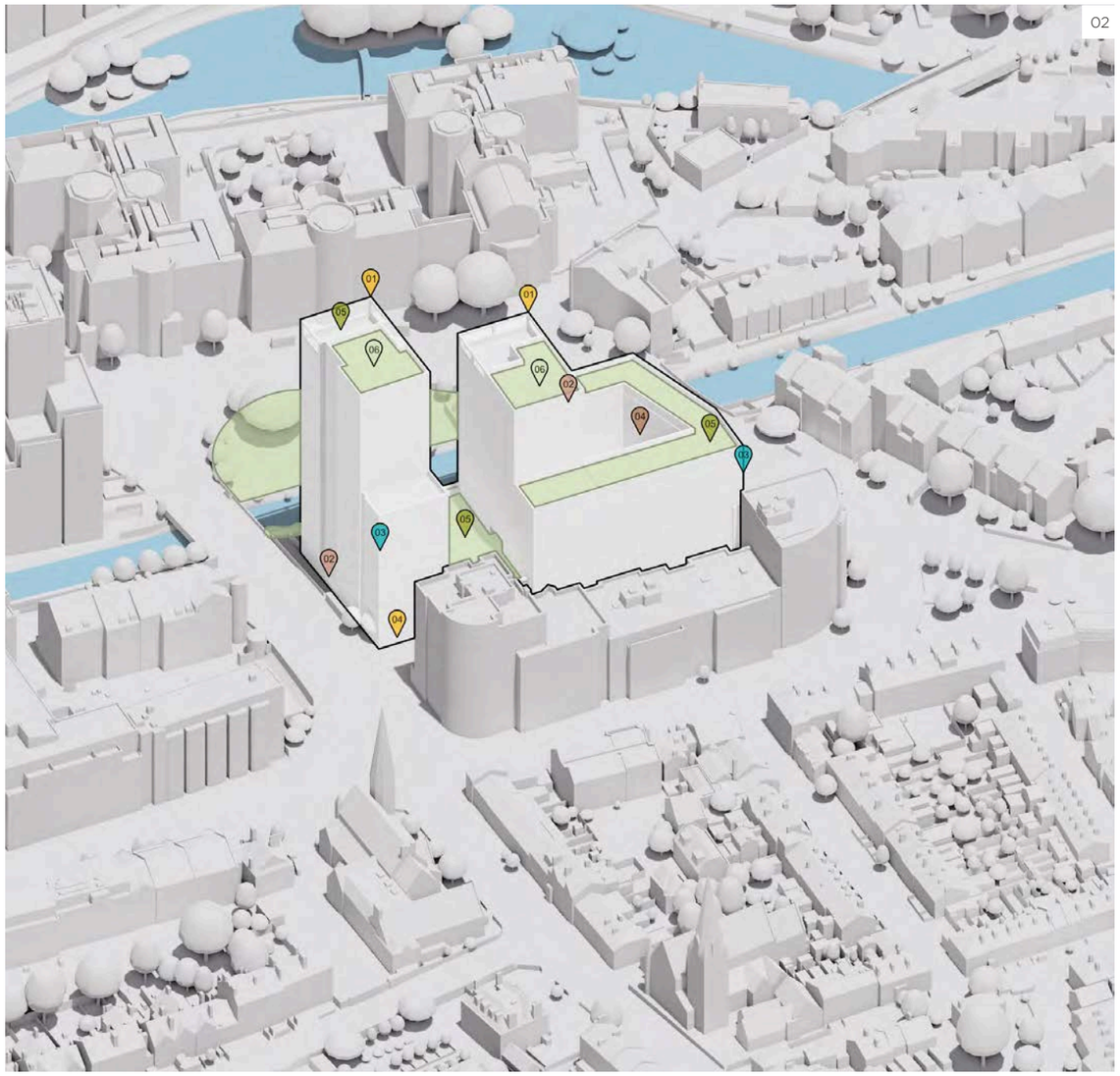


06

COMMUNAL COURTYARDS, AMENITY & BIODIVERSITY

The following diagrams focus on five key areas: Resident's External Shared Amenity; Private and Internal Amenity; Servicing and Biodiversity Opportunities.





01 North west Perspective Principle Diagram - NTS.
02 South west Perspective Principle Diagram - NTS.

KEY

- 01 Massing
- 02 Building Articulation
- 03 Primary Facades, Frontages and Corners
- 04 Front Doors and External Circulation
- 05 Resident's External Shared Amenity
- 06 Servicing and Biodiversity Opportunities

RESIDENT'S EXTERNAL SHARED AMENITY

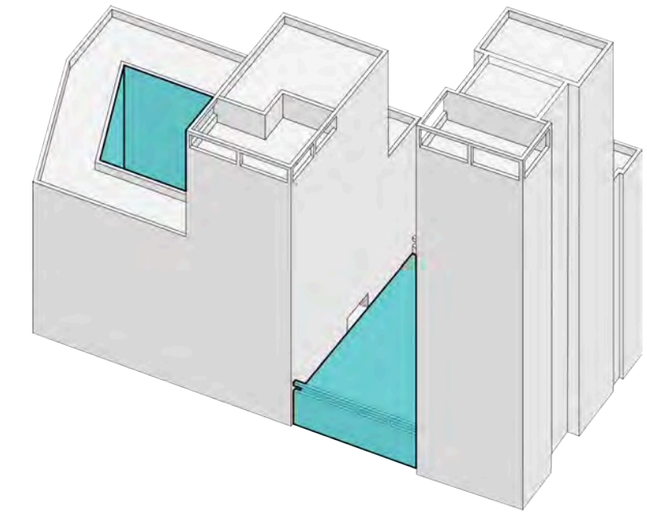
05

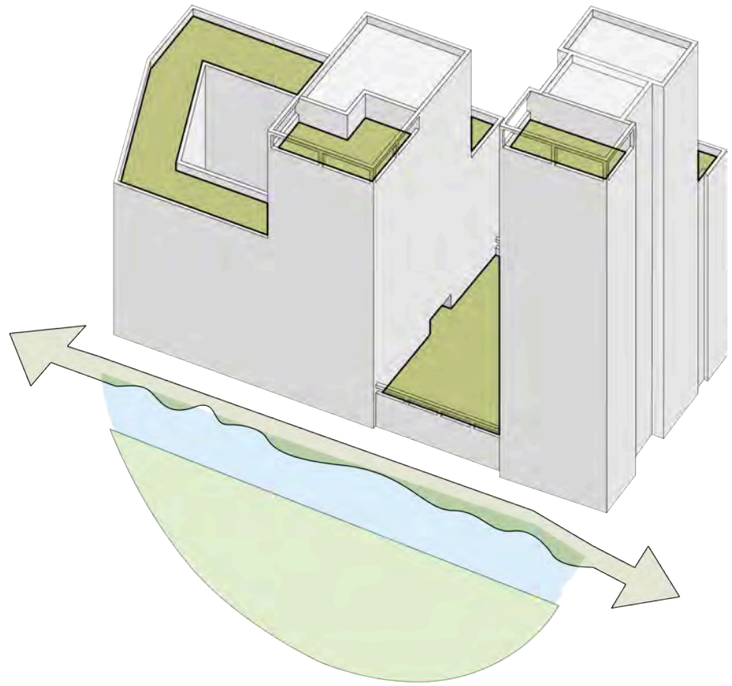
The illustrative scheme has a variety of external amenity areas at the podium level and roof levels including provision of amenity terraces which would include functional landscapes and biodiversity roofs. Integration of different scales and types of functioning landscape enables residents to enjoy these spaces whilst providing important infrastructure. Passive surveillance from the adjacent apartments would be provided, the closing down of vistas aids navigation and encloses views to create a sense of place within courtyards, with links to the River Kennet and amenity to the northern bank. Public Open Space (POS) could be activated with play provision, seating and careful selection of planting that could provide bio-retention and sensory garden spaces for all ages.

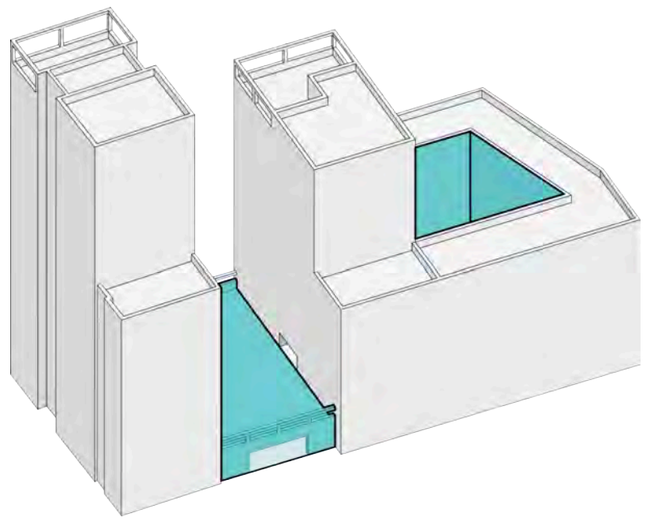
The proposal uses stepped forms and terraces, articulation of balconies and opening configurations that are tailored to meet environmental performance, would also help to provide relief to the facades.

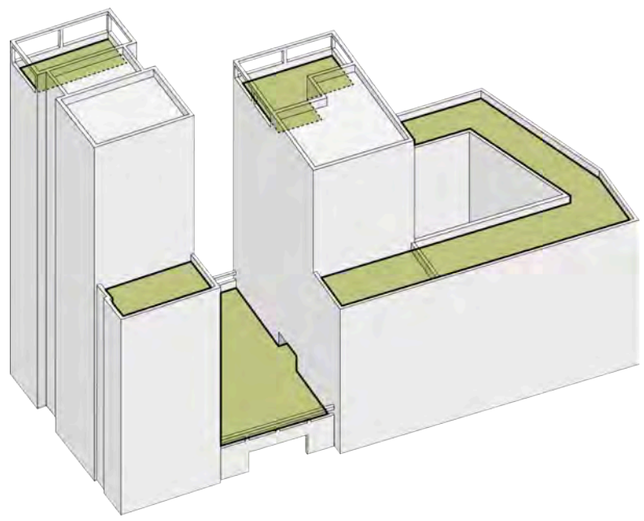
Resident's amenity to the top floors would be adjacent to internal amenity space, allowing views to be enjoyed irrespective of the weather. Locating the external amenity within a 'crown' to the top, coupled with adjacent internal space allows the outdoor space to be sheltered and comfortable.

Connectivity with the River Kennet to the amenity provision has informed the resultant illustrative massing with potential for 'breakout' voids from the raised podium amenity. This also assists with visual articulation of massing in particular facing the River Kennet, balancing amenity for both communal and semi-private spaces









SHARED EXTERNAL AMENITY - NTS.

EXTERNAL COMMUNAL TERRACE AMENITY - NTS.

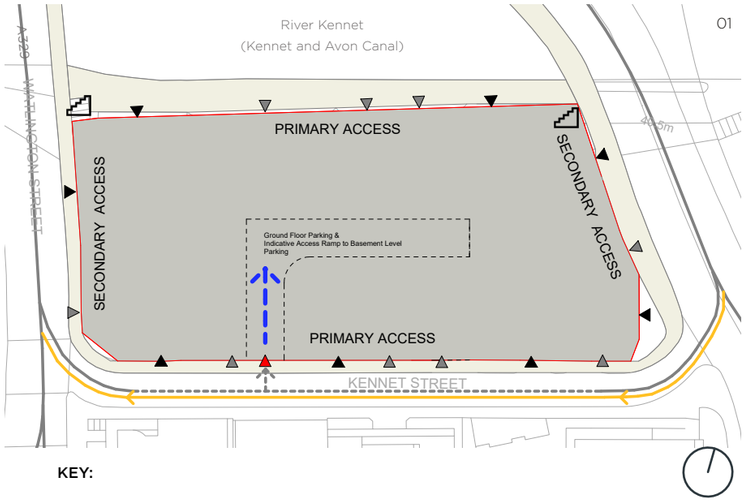
SERVICING
& BIO-DIVERSITY

06

The site presents opportunities to implement sustainable energies including geo-thermal below ground and maximising PV provisions to areas of roof which are not used for amenities, and integrate PV within biodiversity planting areas, including opportunity for rotating PV to maximise capture potential. This differs from other schemes typcially based on heat pumps, some of which is understood may not be progressing due to capacity and grid connection times.

Existing vehicular access to the site will remain as existing via Kennet Street, from Kings Road. Exit from Kennet Street will join the A329 Watlington Street, as existing. Parking provision including EVC is shown as a mix of ground floor provision, and basement parking, accessed via a ramp.

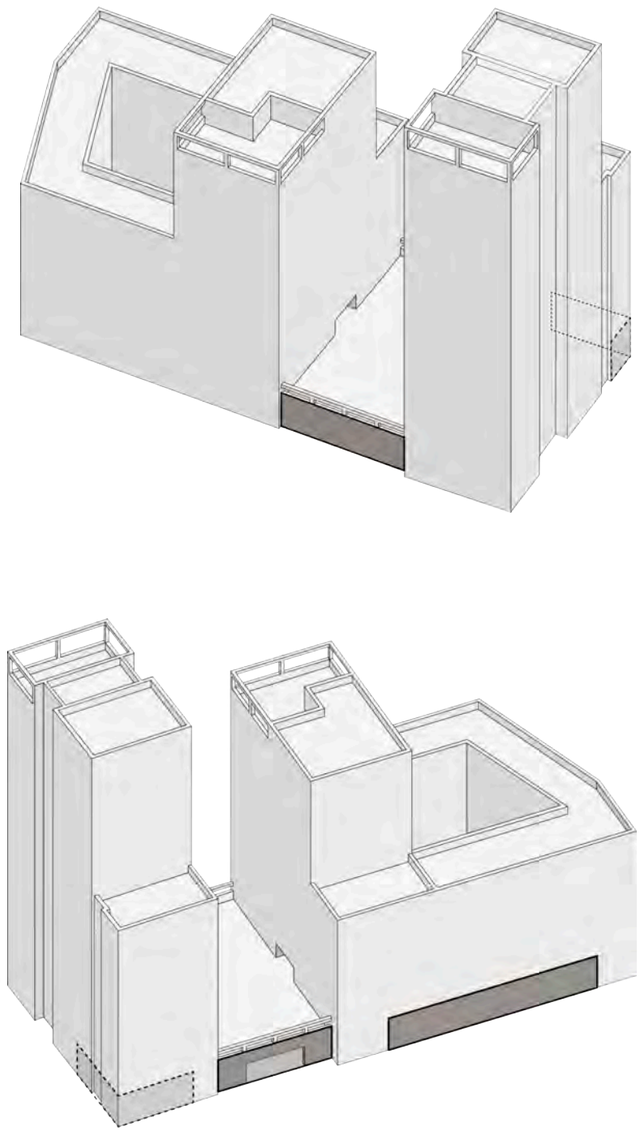
Please read in conjunction with supporting transport information by Stantec and illustrative layout plans included in this Vision Statement.



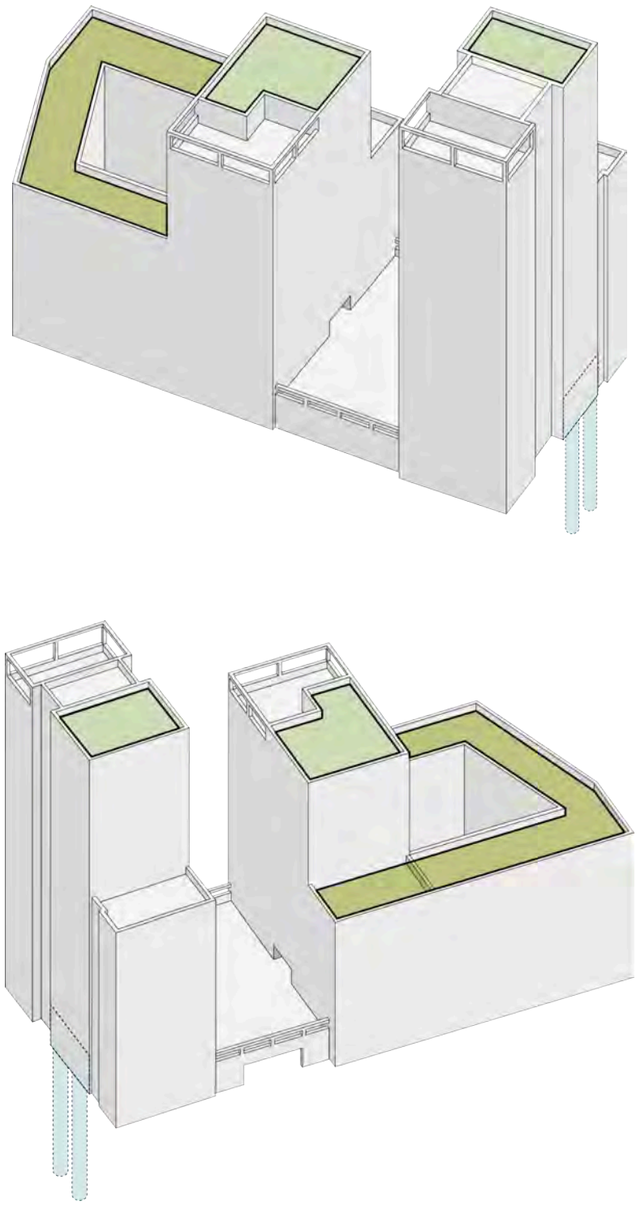
KEY:

- Adjacent Pedestrian Footpaths & Cycle Routes
- Indicative Vehicular Access
- Indicative Primary Pedestrian Access
- Indicative Secondary Access
- Indicative Parking Access (inc. EVC provision)
- Primary Vehicular Routes
- Principle Secondary Vehicular Routes
- Refuse & Fire Tender Access
- Site Boundary
- Existing Steps

01 Parameter Plan - Access & Parking - NTS.



SERVICING + BICYCLE ACCESS - NTS.



BIODIVERSITY + GEOTHERMAL - NTS.

SUSTAINABILITY & FUTURE CONSIDERATIONS

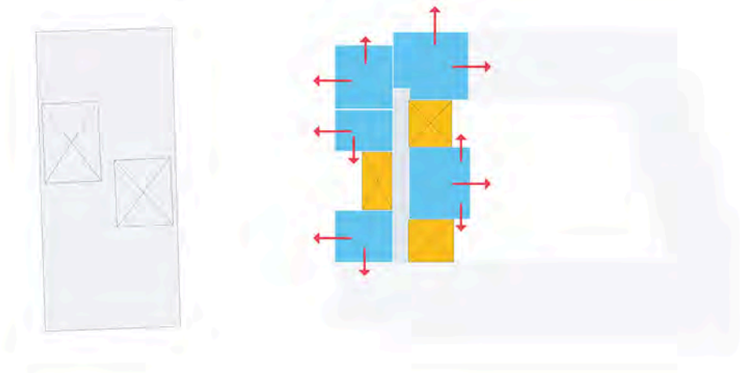
OVERVIEW

A high performance, fabric first and airtight approach to construction is essential, based on efficient form factors and orientation to capture solar potential. This would provide a comfortable indoor environment, and improved indoor air quality for residents and occupiers via a combination of mechanical ventilation with heat recovery (MVHR) and natural purge ventilation. Energy and comfort standards such as Passivhaus could provide the robustness in building construction and detailing required on the route to meet net zero carbon operational performance, with geothermal (and air source heat pumps added), and any remaining energy requirements serviced by PVs (Passivhaus Plus and Premium), enabling electrification of a highly-sustainable, self-sufficient and decentralised energy solution, subject to detail design.

Material selection being robust, low maintenance and having low embodied carbon is essential within Whole Life Carbon assessment. Understanding Whole Life Carbon and utilising a cradle-to-cradle approach where practical provides a set of principles for each and every material selection to understand compensatory mitigation measures that may be required, as well as designing for reuse and dismantling at end of life. Understanding how materials and form come together to address unintended consequences of high energy efficiency such as increased overheating potential, and addressing these passively through careful selection of materials, for example, to provide thermal mass, combined with both passive and mechanical ventilation could enable proposals to meet the Part O and TM52/TM59 future weather file now, reducing maintenance and retrofit liabilities.

FURTHER CONSIDERATIONS

- Subject to further consultation and evolution of the mix provision, there could be the opportunity of removing some of the basement parking to enable additional space for plant and storage. The diagram shows potential for how the ground floor could evolve with some parking at grade.
- To provide greater levels of cross ventilation, adaption of the central mass could include further dual aspect apartments around adapted cores. The diagram shows the principle of a upper storey of how this could be developed.



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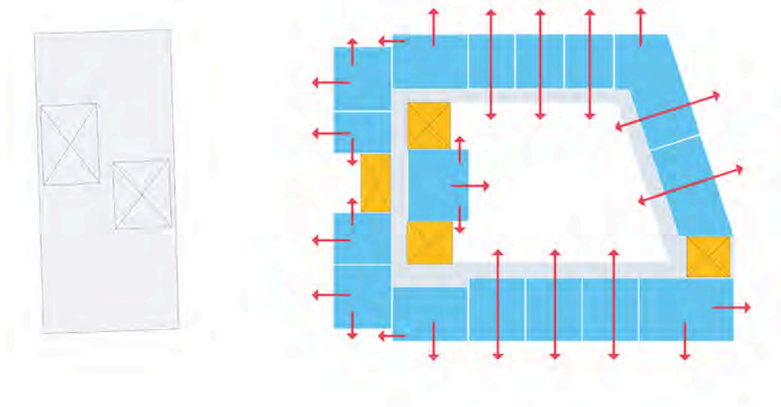

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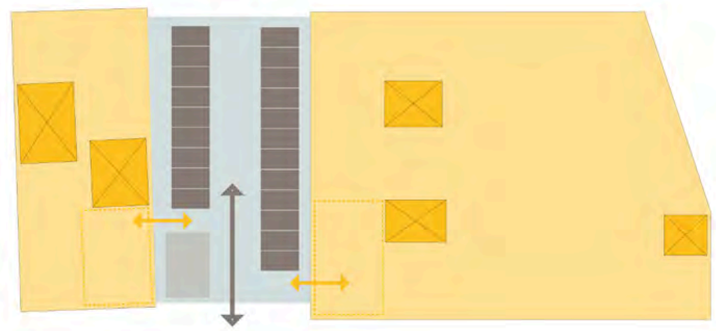


03

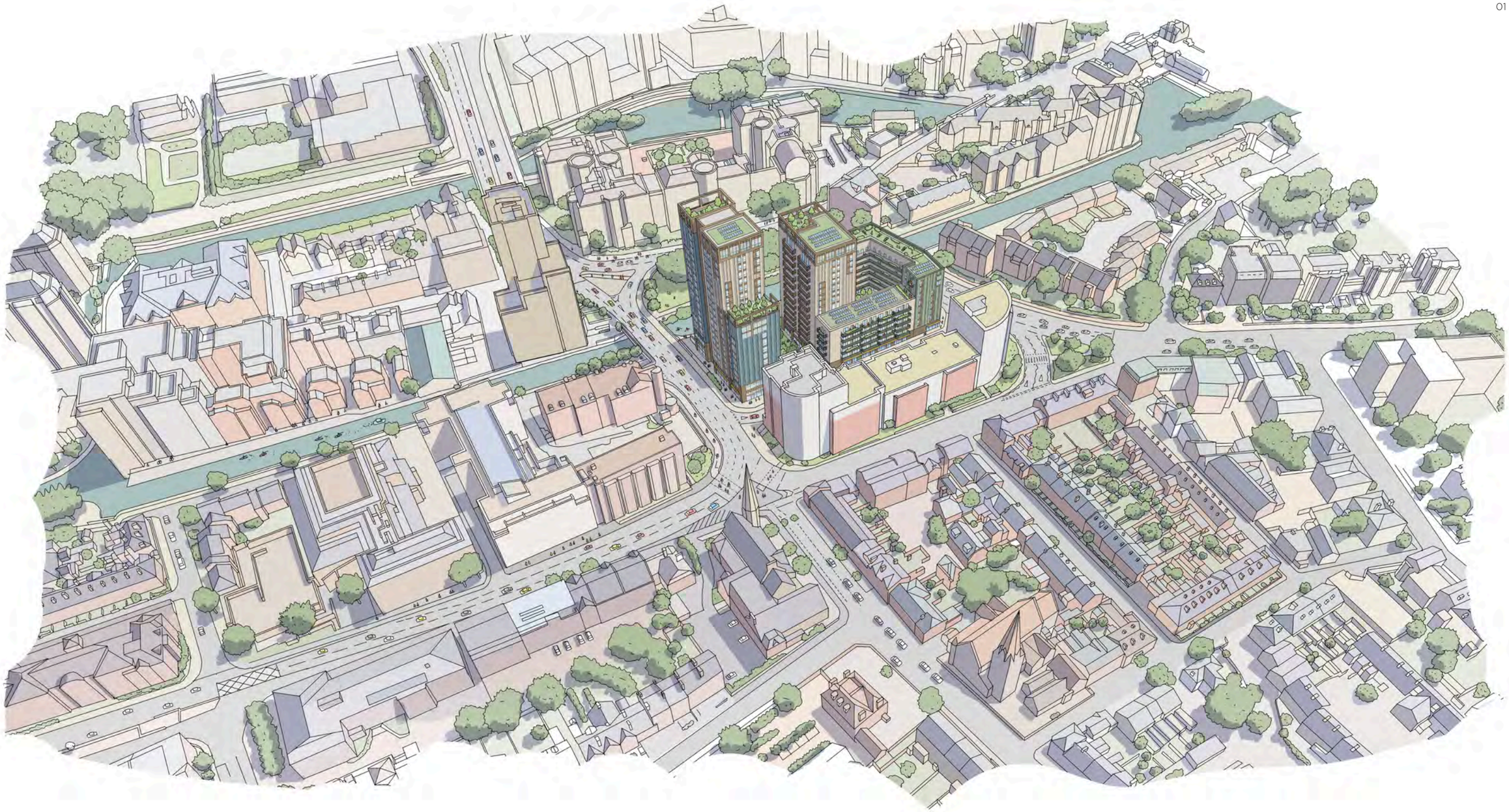
01 Cross-ventilation - Upper floor BTR tower - NTS.
02 Cross-ventilation - Second floor BTR tower - NTS.
03 Ground Floor adaption - NTS.

07
DESIGN EVOLUTION

AYRE
CHAMBERLAIN
GAUNT

DESIGN EVOLUTION
AERIAL SKETCH PERSPECTIVE

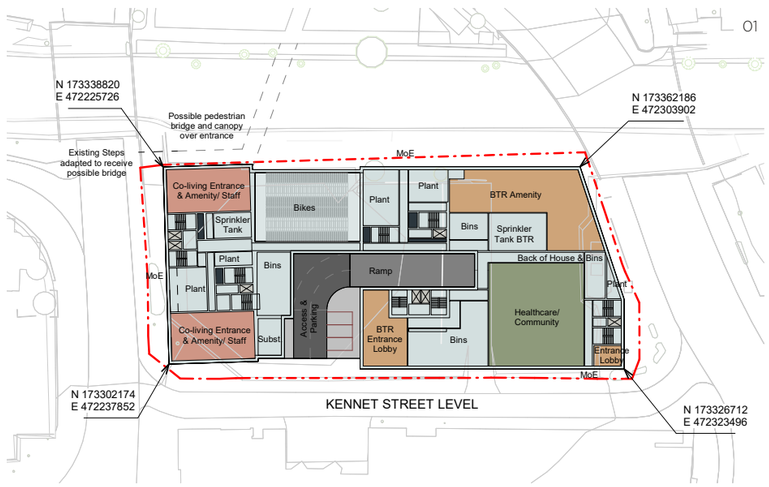
01

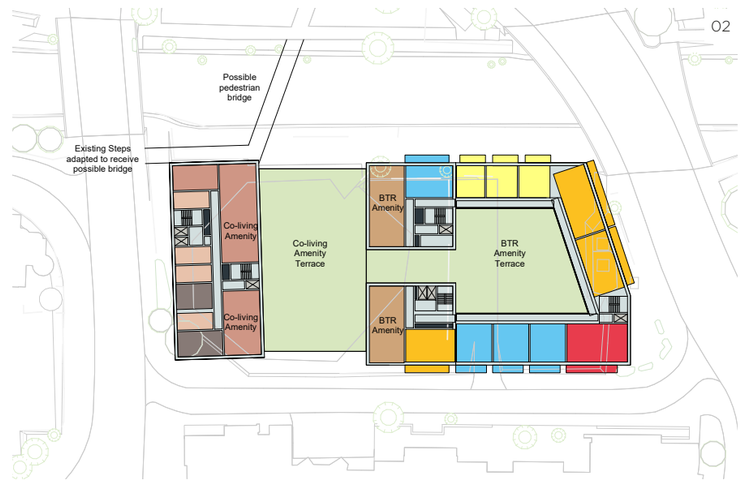


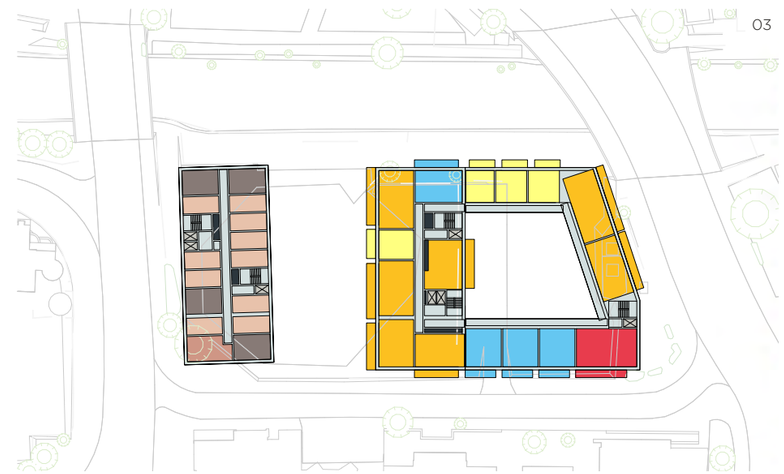
01 Initial Illustrative Aerial Sketch Perspective - NTS.

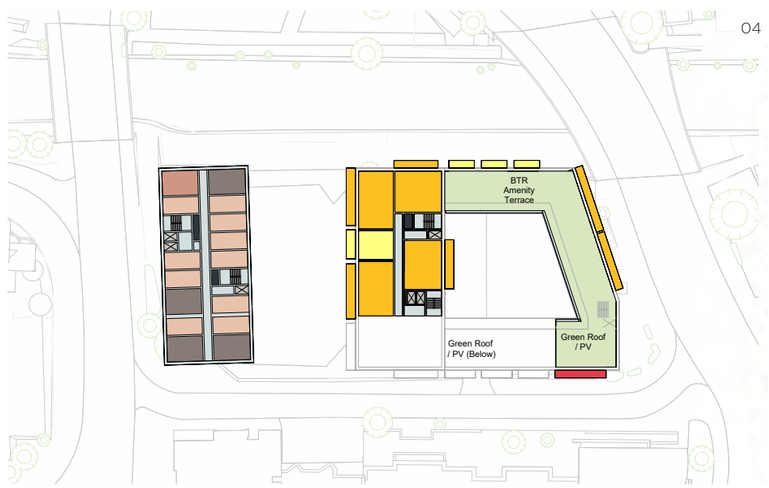
DESIGN EVOLUTION
CONCEPTUAL FLOOR PLANS

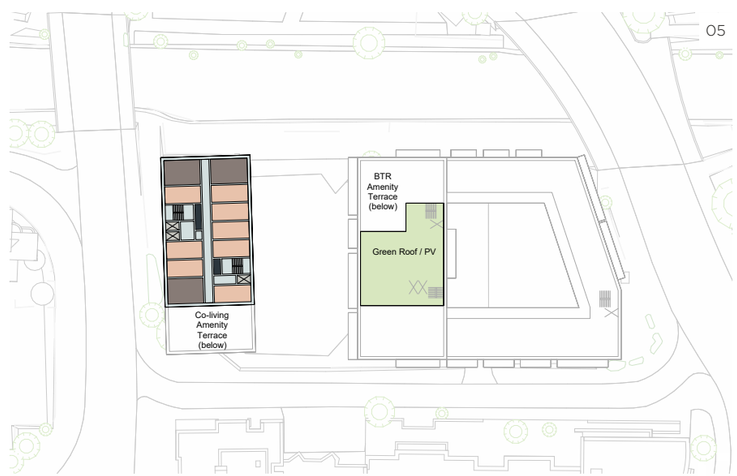
Building on the Design Principles outlined in the previous section, the illustrative scheme developed to accommodate Build to Rent and Co-living dwelling types within the building forms and also integrate initial designs for ground and basement uses. The conceptual scheme provides indicatively 338 dwellings, of which 122 are BTR and 216 are Co-living. The Build to Rent provides 1, 2 and 3 bed dwellings, each with external private amenity space. The Co-living dwellings have predominantly standard size units with additional larger units and resident's shared internal amenity spaces, such as shared lounges and dining spaces, co-co-working spaces, gym and wellness suite, bar and cinema space.

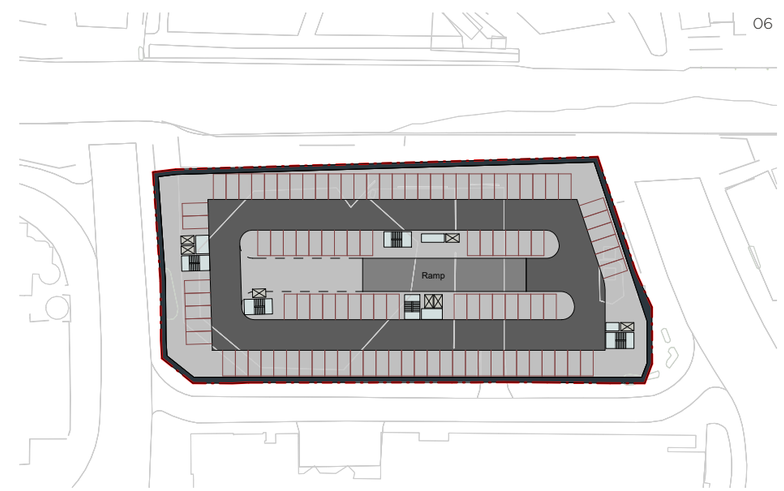








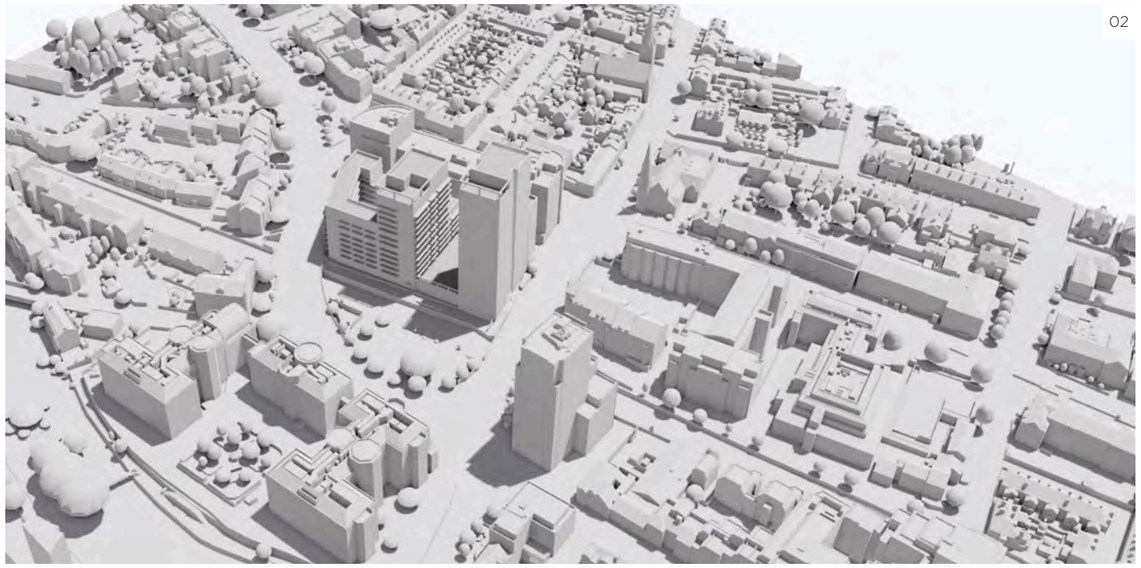




01 Ground floor plan - NTS.
02 First floor including podium amenity - NTS.
03 Typical (Fourth) floor - NTS.
04 Twelfth floor plan - NTS.
05 Fifteenth floor plan - NTS.
06 Basement plan - NTS.

DESIGN EVOLUTION
ILLUSTRATIVE MASSING

The illustrative scheme has developed its contextual massing in tandem with the accommodation. The initial aerial massing views shown have been developed to inform and respond to the townscape assessment and the daylight and sunlight assessments. A clear and sympathetic stepped massing results.



01 North east view - NTS.
02 North west view - NTS.
03 South east view - NTS.
04 South west view - NTS.

DESIGN EVOLUTION
ARCHITECTURE & CHARACTER

CHARACTER & LOCATION

The site presents an opportunity to produce a building which responds to its local and heritage context and setting.

The illustrative design has made reference to the historically significant Huntley & Palmers Biscuit Company factory which was to the north of the site facing onto Kings Road. Part of the factory remains to the north east of the site on the corner of Kings Road and Gas Works Road.

The initial design work for the elevations, fenestration and internal and external amenity areas has drawn on the company's branding for its products and elements of the historical building's fenestration.

These are intended as a first step to develop an architectural proposal for the site which embraces local historical elements and responds to the site's setting on the River Kennet.

We will look to develop the architectural language and character further with the planning officers and stakeholders through the pre-application process.

01

02

03

04

01 Historic photograph of Huntley & Palmers factory, Kings Road
02 Current remaining Huntley & Palmers Building, Kings Road, taken from Google Streetview
03 Huntley & Palmers Biscuit Tin
04 Huntley & Palmers Packaging Illustration

DESIGN EVOLUTION
DEVELOPING THE MATERIALS PALETTE

PRELIMINARY DESIGN DEVELOPMENT

Together with developing the illustrative massing on the site, the design has developed the architectural approach to the proposed buildings.

The proposed deign principles, sustainable aspirations, local contextual history and current context have all informed the initial approach to detailing, materials, colour and articulation. In addition the materials composition responds directly to feedback received of not using brick.

The buildings have looked to respond to the residential types proposed with internal and external residential amenity spaces providing articulation. The taller building to the west has vertical articulation, with an initial design to compose the dwelling's windows and articulate the shared internal amenity to the primary facades.

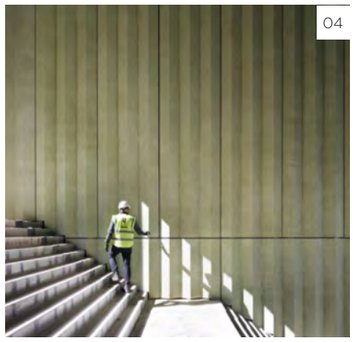
The profile and material selection has looked to provide depth and variety to the facades to provide depth and shadow with the play of light.

The BTR dwellings to the east side of the site, in the lower buildings, will have external amenity, providing opportunities for articulation and character, inspired by the Huntley & Palmers biscuit production (see print stamp below).

02

01

03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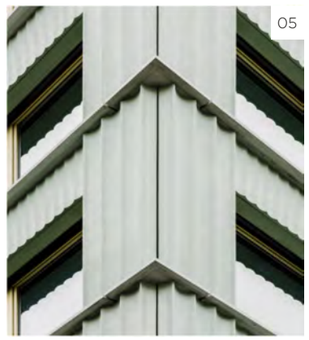
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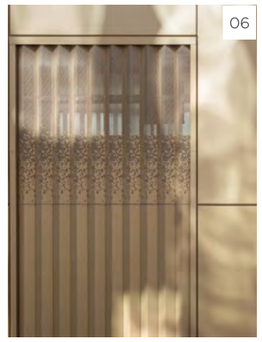
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07

01 Sketch Aerial View Development - NTS.
02 Huntley & Palmers Biscuit Stamp
03 Mapleton Crescent, Metropolitan Workshop
04 Nine Elms Block E, Morris + Co
05 Fluted GRC: Medisuisse HQ, Harry Gugger Studio
06 Metal cladding, Mampton Hilton, Manchester, Tim Groom Architects
07 Terracotta facades: Hamngatan,, Marge Arkitekter & Windmill Green, TP Bennett

01 Initial Forbury Road / Watlington Street Sketch Perspective Development - NTS.

01 Initial Queens Road Sketch Perspective Development - NTS.

01 Initial Kings Road and Queens Road Junction Sketch Perspective Development - NTS.

08 DESIGN PROPOSAL

AYRE CHAMBERLAIN GAUNT

DESIGN PROPOSAL OVERVIEW

Proposals explored in the previous sections demonstrate potential options for mix and tenure, including variance in Build to Rent and Co-living apartments, identifying a range of between 320 and 450 units that can be achieved on the site.

Following stakeholder and councillors engagement and design team collaboration, combined with client discussions, a preferred option emerged which looked to respond to the evolved brief and consultation undertaken.

As an example of how this could be developed further at the next stage in preparation for pre-application, design development and analysis has been undertaken on a development of the preferred option O as outlined earlier.

Illustrative design proposals build upon the previous Option O explored, and includes a mix of Build to Rent (BTR) and Co-living provision, benefiting from the same opportunities outlined previously. Both the BTR and Co-living accommodation have been based on best practice guidance as outlined previously in this document as well as responding to emerging local policy requirements. BTR units meet Nationally Described Space Standards (NDSS) and policy requirements, thereby enabling both market and affordable provision opportunity.

The holistic massing composition has distinctive podium and courtyard forms split between the two primary uses. This affords activation of facades, with connectivity between amenity and the River Kennet. Positioning of the taller massing and transitions to it have been carefully considered, responding directly to design guidance and townscape assessment. At ground floor there is a mix of ancillary and amenity accommodation, community use and healthcare. Parking including EVC is shown as being accommodated in basement levels, with opportunity for public parking.

The massing has been reviewed by the consultant design team during this stage. In response to preliminary comments received from Point 2 regarding daylight and sunlight assessments both the southern and eastern massing was lowered by two storeys, in particular responding to Q2 along Kennet Street.

01 Queens Road CGI - NTS.

02 Forbury Road / Watlington Street CGI - NTS (P. 68)

03 Kings Road and Queens Road Junction CGI - NTS. (P. 69)

01

All Routes

DESIGN PROPOSAL
ILLUSTRATIVE FLOOR PLANS - GROUND FLOOR

The illustrative ground floor plan utilises most of the site area, including access for both Co-living and BTR.

Access is provided to basement parking and EV charging via a central access ramp, positioned centrally to be below the landscaped podium terrace deck, between the two primary built form uses.

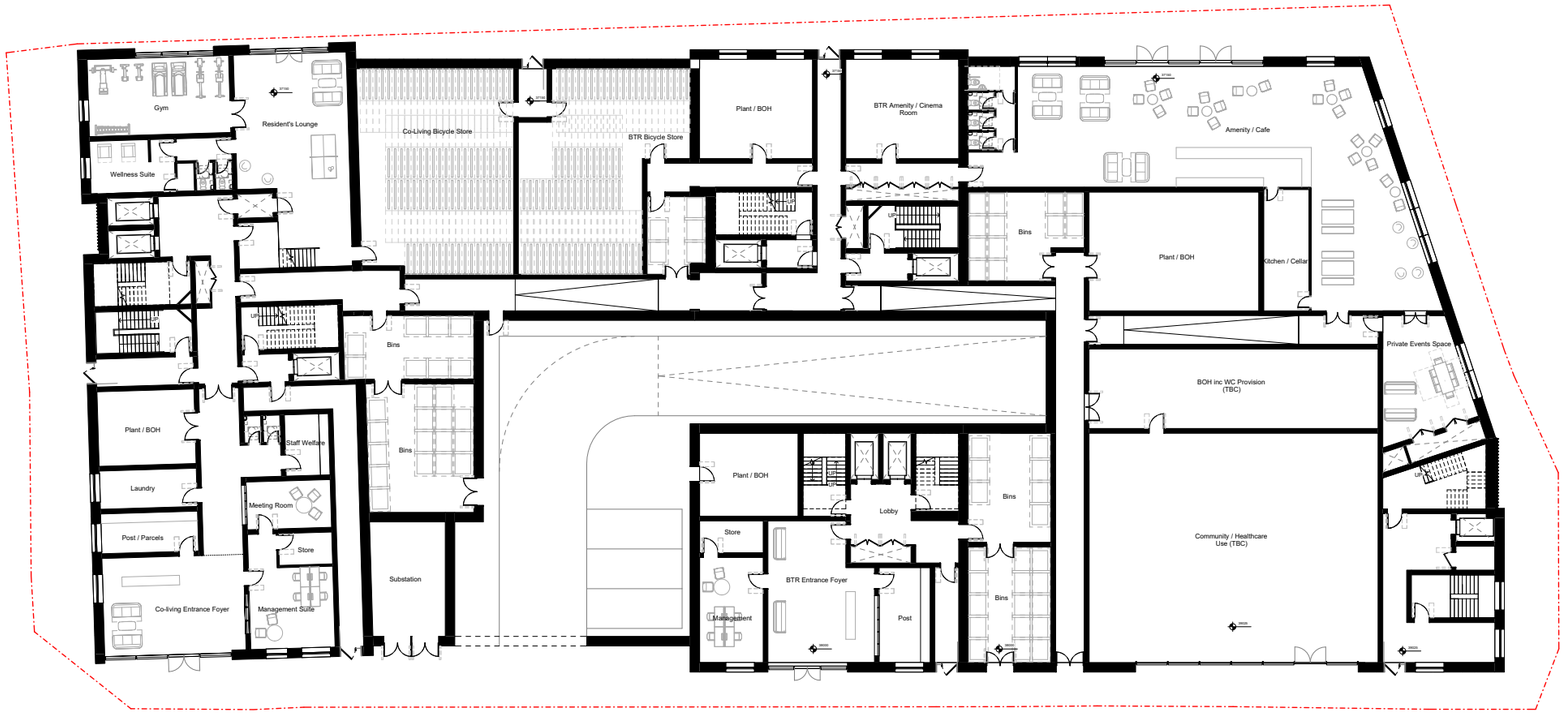
Kennet Street provides primary access, means of escape and servicing. Active frontages serve the Co-living reception foyer and associated management facilities, BTR entrance foyer, and the healthcare and/or community use, providing passive surveillance.

The towpath will be revitalised and activated via Co-living and BTR amenity and access, bicycle storage and access below the raised landscape podium, as well as amenity and hospitality, all affording views towards King's Road Gardens. Ground floor uses also assist with passive surveillance around the existing and adapted steps from road to towpath.

Co-living amenity at this level could include a gym and wellness suite provision, combined with more functional spaces such as a laundry.

The ground floor accommodates various plant, and ancillary uses, combined with circulation and servicing storage areas. Changes in level are dealt with internally through the provision of ramps, enabling suitable and controlled management.

01



01 Illustrative Ground Floor Plan (subject to further design) - NTS

DESIGN PROPOSAL
ILLUSTRATIVE FLOOR PLANS - FIRST FLOOR

The illustrative first floor plan reveals the clear definition between the forms of uses: a slender Co-living tower complimented by a BTR courtyard form.

Clearly defined communal landscaped amenity provision for resident's use, is clustered around the central landscaped podium terrace, affording views towards King's Road Gardens and through into the landscaped BTR courtyard provision, via a carved access.

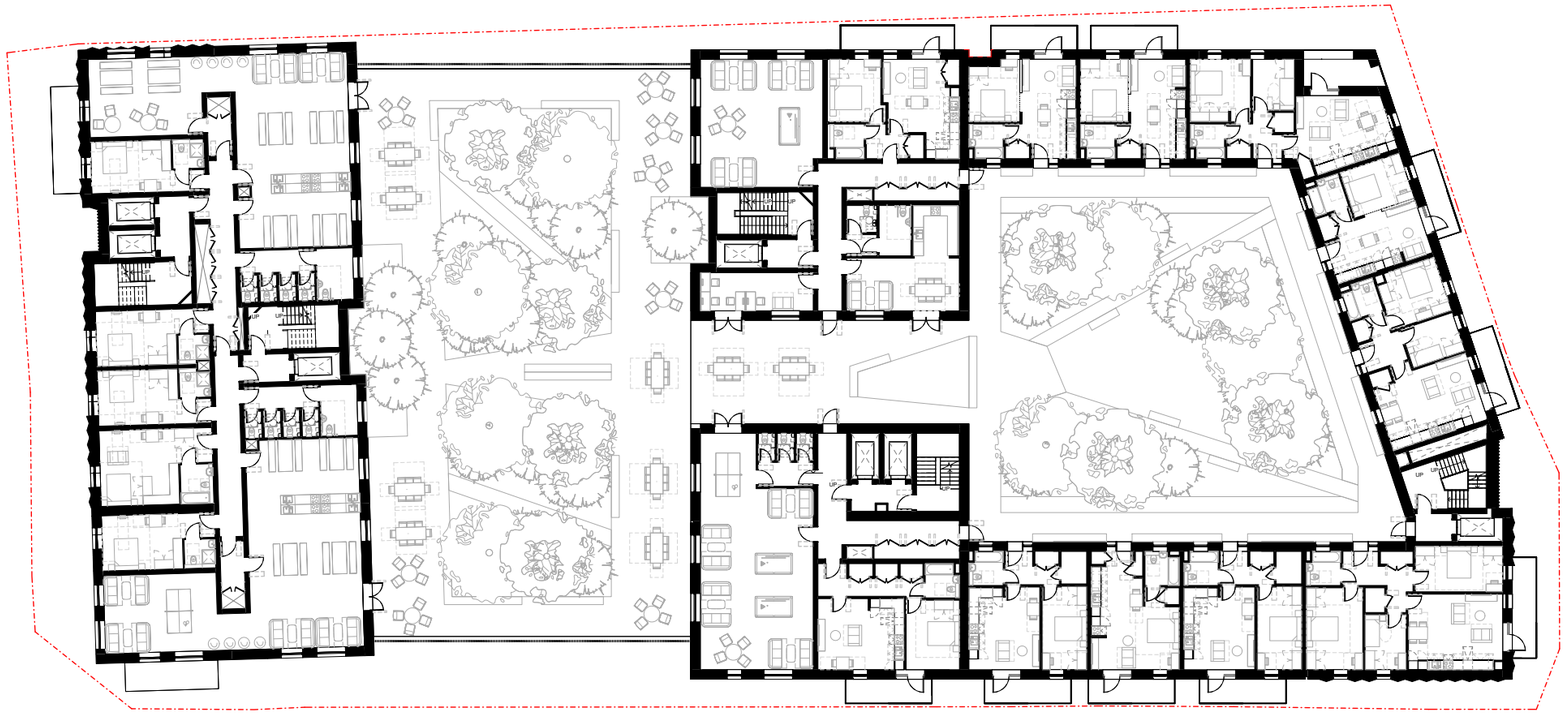
Internal uses of spaces are able to enjoy direct access into external communal uses, for residents to come together, creating a sense of community. High quality landscaped gardens tailored to orientation and for wellness are passively surveyed from both uses at this level and from apartments above. Illustrative landscaping is shown, and is subject to further design.

Amenity at this level is complimented by high quality internal and external spaces on the middle and top floors of the Co-living tower and the top floor of the central BTR tower, that enjoy exceptional views in all directions. Proposals including varied provision enables flexibility for varied potential providers.

Co-living amenity includes spaces for residents to meet, eat and socialise. Complimentary provision of co-working space enjoys views along the River Kennet.

BTR amenity is on a smaller scale to compliment private apartment amenity of balconies, shared communal landscape terraced podium, and includes a residents lounge, working space and private hire dining room.

01



01 Illustrative First Floor Plan (subject to further design) - NTS

DESIGN PROPOSAL
ILLUSTRATIVE FLOOR PLANS - SECOND FLOOR

The illustrative second floor plan demonstrates a typical floor plate at lower levels, before the massing of the blocks step as shown on illustrative visuals and earlier conceptual plans.

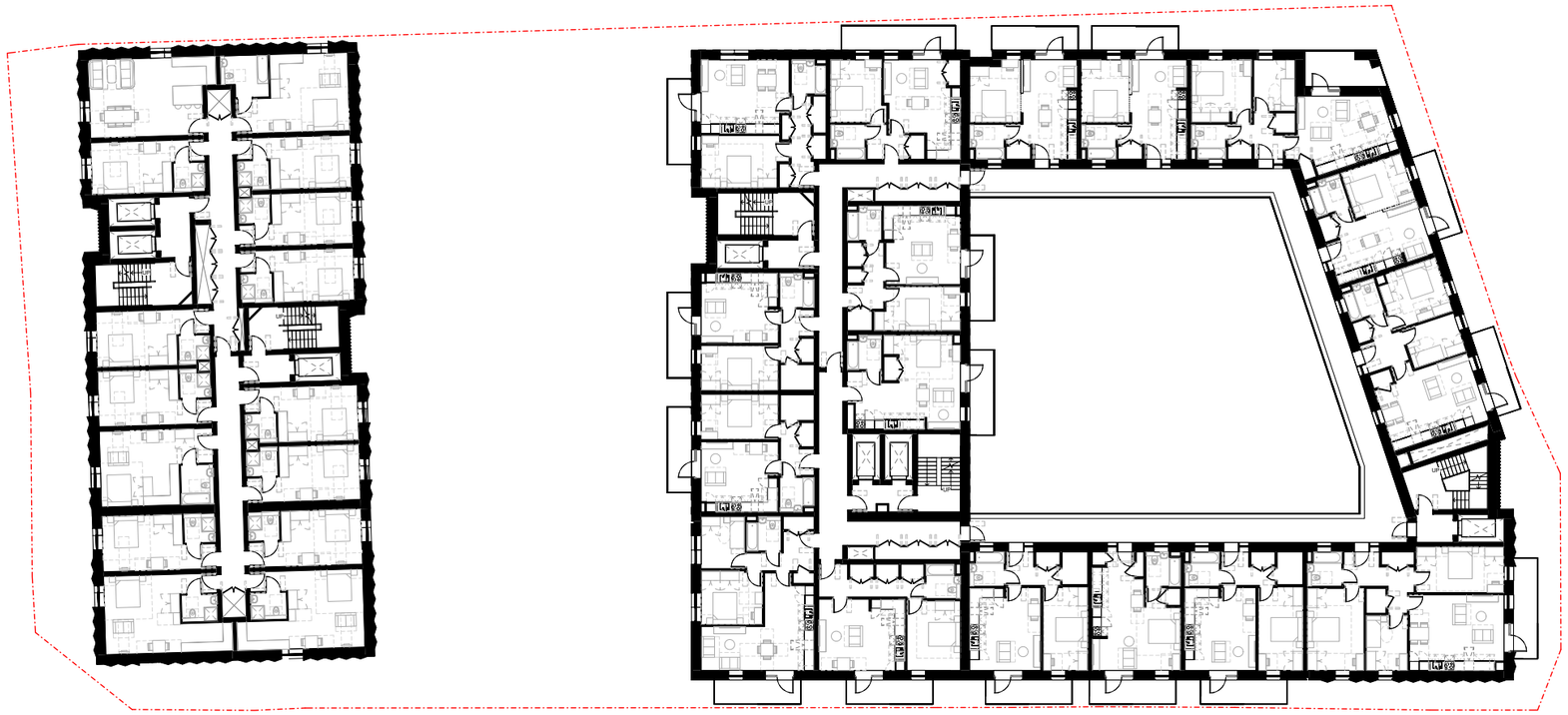
The layout of the Co-living and BTR apartments stack from the floor below, however amenity provisions are replaced by accommodation, other than the private hire dining space with views of the River Kennet.

Standard and deluxe Co-living accommodation are served from efficient circulation. Each suite includes a double bed, storage and en-suite, with the potential for a kitchenette. Amenity provision at the top, middle and bottom, of the Co-Loving tower provides flexibility for residents to use, without being limited to one storey.

BTR provision includes varying sized accommodation from studio to 3 bedroom apartments all designed to M4(2), with identified apartments that could provide M4(3) provision. Apartments are accessed via both internal circulation and open air deck access. This enables dual aspect passive ventilation via cross flows, and views into the landscaped courtyard, creating a sense of community.

The scheme has been developed to respond to contemporary living styles providing a range of communal and private spaces, suitable for its town centre context. Proposals provide for a diverse local community and contributes towards Reading Borough Council's housing need, with complimentary mixed use provision such as the community, healthcare and hospitality on ground floor.

01



01 Illustrative Second / Typical Floor Plan (subject to further design) - NTS

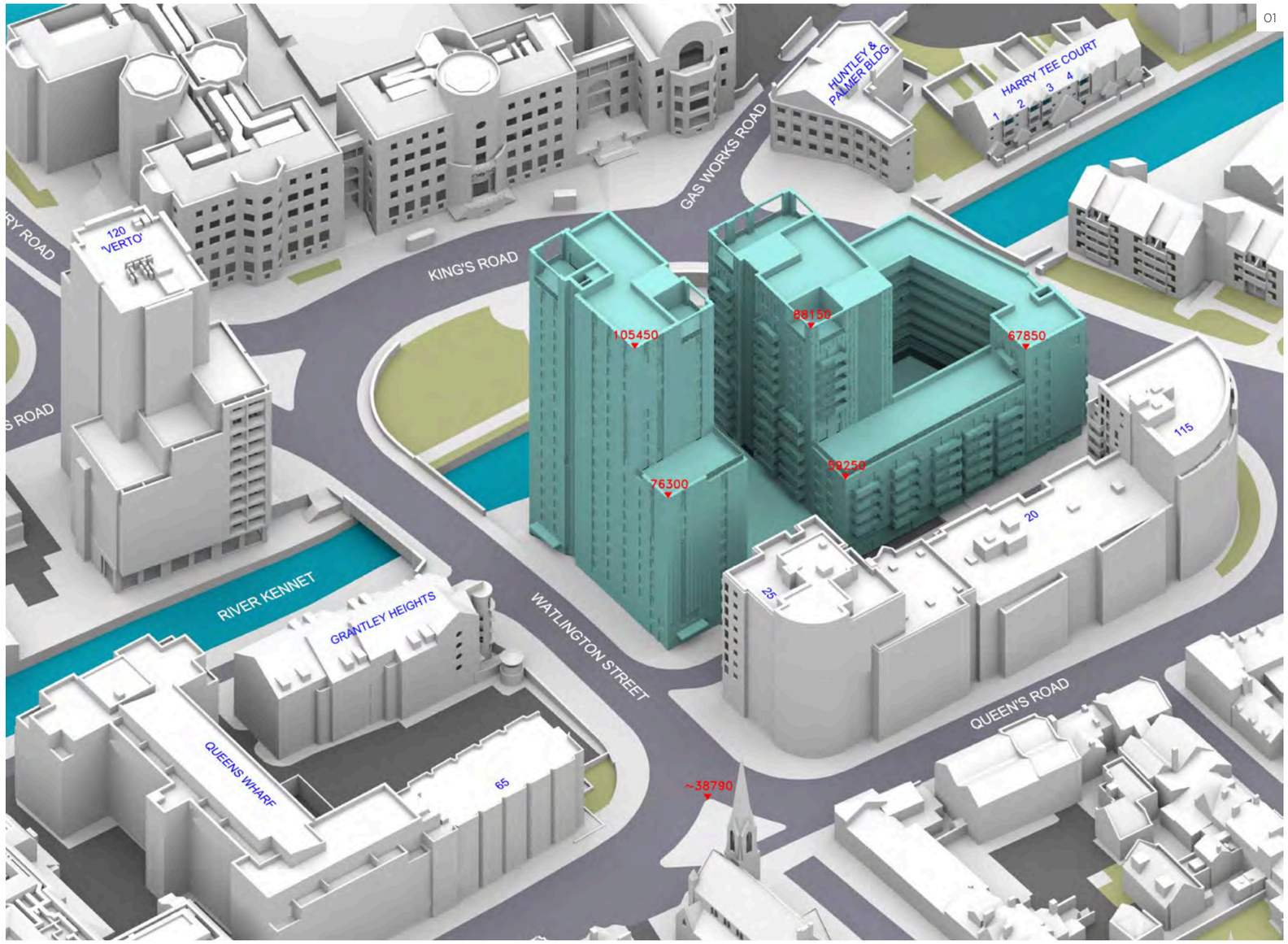
DESIGN PROPOSAL
DAYLIGHT & SUNLIGHT

OVERVIEW

Point 2 have been commissioned to feed into the design development and review the current proposal for the Site for daylight and sunlight impacts, in relation to a Regulation 19 submission, with the following findings:

- The site is located in a dense urban environment within a confluence of main artery roads.
- The context is a mix of commercial and residential apartments blocks.
- The proposal surrounded by medium and tall existing buildings. This scenario has been established over several decades. Further supporting commentary is provided by Montagu Evans.
- Open green space, canal and Kings Road junction are primary features.
- Significant existing height in immediate context – Verto Tower.
- Large stand-off distances between the site and residential property resulting in low daylight impacts and unusually high residual daylight levels to the north, east and west. Proposals are therefore in line with guidance.
- To the south, neighbouring properties are in close proximity and at height.
- The proposal form have been developed to reflect neighbouring parapet heights and respond to existing contextual forms to minimise impacts to sunlight and daylight.
- Assessed impacts based on residual light levels to existing context and associated openings are commensurate with the urban locale.
- Proposals and analysis are subject to further discussion with the LPA during pre-application discussions.

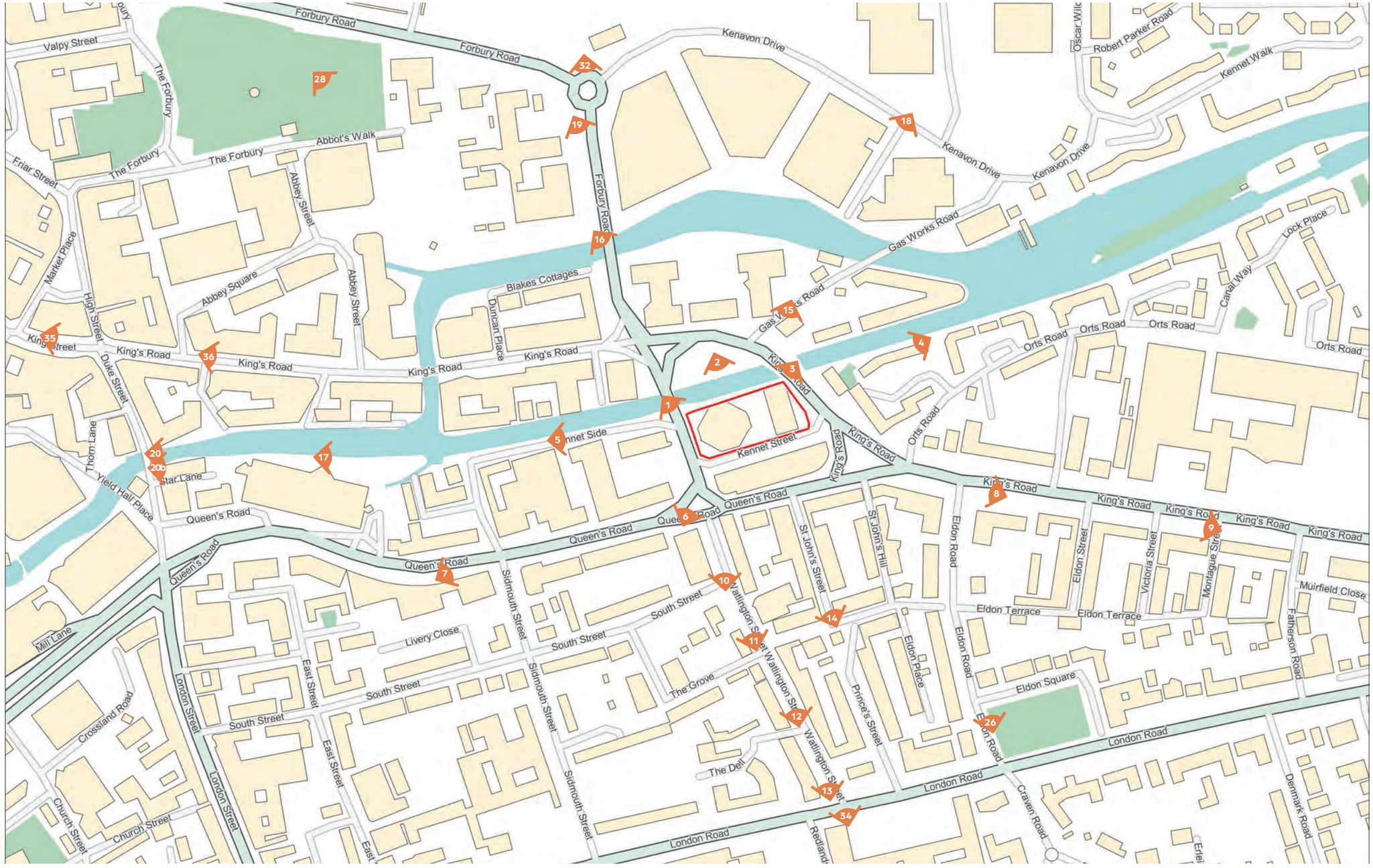
01



01 Daylight and Sunlight image with reference heights - Point 2 Surveyors - NTS.

DESIGN PROPOSAL
HERITAGE & TOWNSCAPE VIEWS

In anticipation of the scheme requiring a fully illustrated Heritage Townscape and Visual Impact Assessment (HTVIA), Montagu Evans have prepared an updated set of townscape views in line with the Reading Local Plan and strategies to accompany their HTVIA statement. These will be developed as the scheme design advances post Regulation 19. Selected views (VuCity 2024) from this report are included to assist understanding of the massing and heritage impact, however for a full set of views, please refer to Montagu Evans' statement and appendices, as submitted. Please note additional views from Watlington Street (east side) are included.



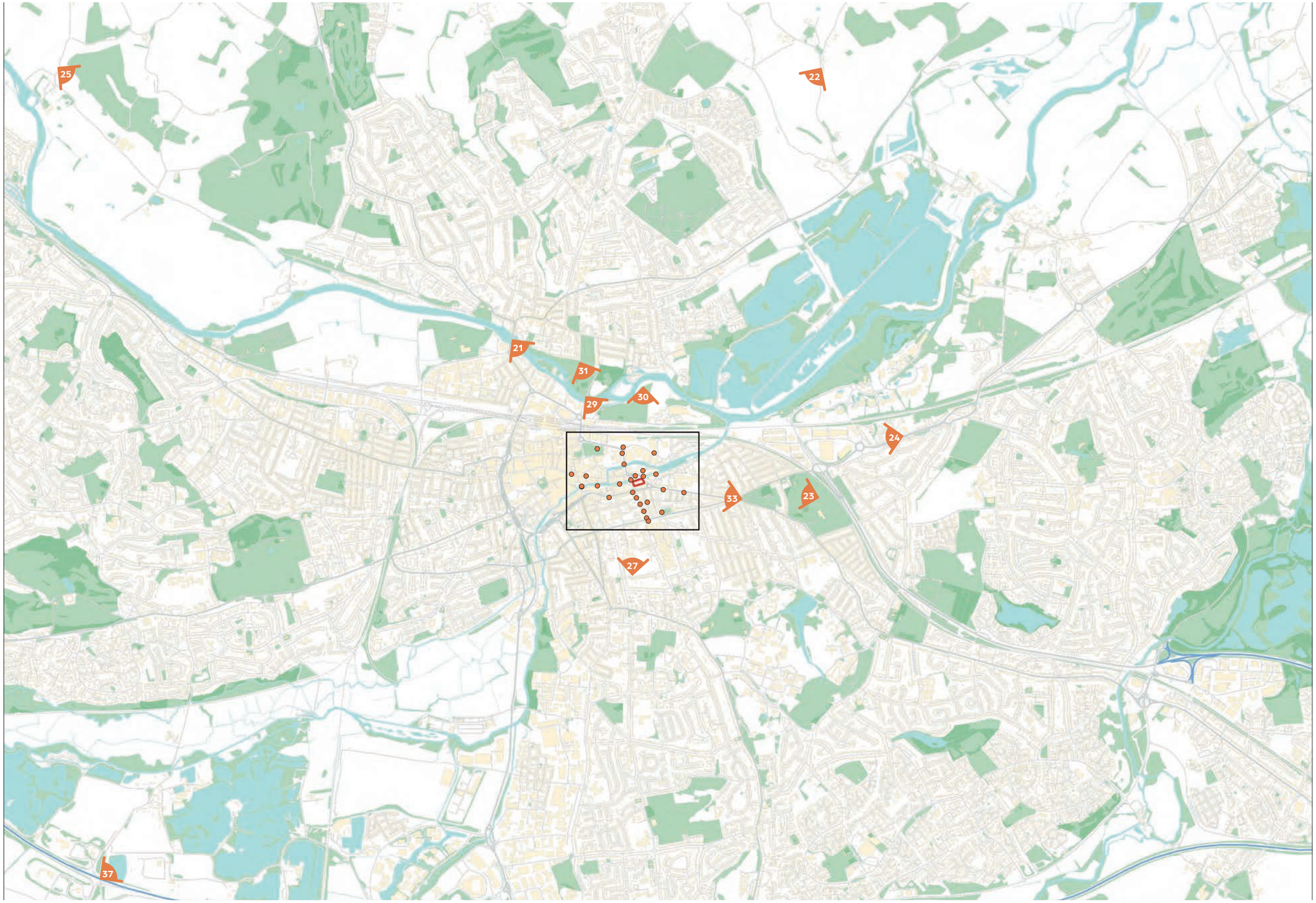
VIEW LOCATION PLAN LOCAL VIEWS

Application Site

1. Watlington Street
2. King's Road Gardens
3. Factory Bridge
4. River Kennet (East)
5. River Kennet (West)
6. Wesley Methodist Church
7. Queens Road
8. Kings Road
9. Montague Street
10. Watlington House
11. Watlington Street and The Grove
12. Boult Street
13. Watlington Street and The London
14. The Oval
15. Gas Works Road
16. Chestnut Walk
17. King's Reach Bridge
18. Kenavon Drive
19. Forbury Road
20. Duke Street
20b. Duke Street
21. Caversham Bridge *
22. Palmer Park *
23. Dunsden Way *
24. A4 west of Reading *
25. Rural road north of Maple Durham *
26. Eldon Square
27. Morgan Road Playing Field *
28. Forbury Gardens
29. Caversham Bridge *
30. King's Meadow *
31. Christchurch Meadow *
32. Forbury Road/Kenavon Drive
33. Reading Old Cemetery *
34. London Road/Watlington Street
35. Kings Street (1)
36. Kings Street (2)
37. M4 Footbridge *

* Please see View Location Plan Distant Views for details.

DESIGN PROPOSAL
HERITAGE & TOWNSCAPE VIEWS



VIEW LOCATION PLAN DISTANT VIEWS

Application Site

1. Watlington Street *
2. King's Road Gardens *
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37. M4 Footbridge

* Please see View Location Plan Local Views for details.

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DESIGN PROPOSAL
HERITAGE & TOWNSCAPE VIEWS

01 View from Watlington Street, looking south (Montagu Evans View 1) - NTS.
02 View from Forbury Road, looking south (Montagu Evans View 19) - NTS.
03 View from Chestnut Walk, looking south (Montagu Evans View 16) - NTS.
04 View from Queens Road, looking east (Montagu Evans View 7) - NTS.
05 View from Kings Road, looking west (Montagu Evans View 8) - NTS.
06 View from Montague Street, looking west (Montagu Evans View 9) - NTS.

DESIGN PROPOSAL
HERITAGE & TOWNSCAPE VIEWS

01 View from Watlington House, looking north (Montagu Evans View 10) - NTS.
02 View from St John the Evangelist, looking north (Montagu Evans View 11) - NTS.
03 View from Boult Street, looking north (Montagu Evans View 12) - NTS.
04 View from the Oval, looking north (Montagu Evans View 14) - NTS.
05 View from Watlington Street and London Road, looking north (Montagu Evans View 13) - NTS.
06 View from King's Reach Bridge, looking east (Montagu Evans View 17) - NTS.

DESIGN PROPOSAL
HERITAGE & TOWNSCAPE VIEWS

01 View from Forbury Road / Kenavon Drive, looking south east (Montagu Evans View 32) - NTS.
02 View from London Road / Watlington Street, looking north (Montagu Evans View 34) - NTS.
03 Additional view from Watlington Street (east side) adjacent to Melrose Surgery / opposite BP and Londis, looking north (Montagu Evans) - NTS.
04 Additional view from 97 Watlington Street (east side), looking north (Montagu Evans) - NTS.
05 Additional view from Watlington Street (east side), at St Johns Road junction, looking north (Montagu Evans) - NTS.
06 Additional view from 47 Watlington Street (east side), looking north (Montagu Evans) - NTS.

09
SUMMARY

AYRE
CHAMBERLAIN
GAUNT

SUMMARY

The information within this Vision Statement and supporting detailed analysis, demonstrates that the application site has the potential to deliver a highly successful and sustainable residential-led development of between 320 and 450 dwellings, with potential for net zero carbon operational performance. One that is capable of meeting local authority and national planning policy, and therefore suitable for allocation by Reading Borough Council.

A mix of BTR and Co-living accommodation is outlined, which is considered appropriate for this location. The provision of associated ancillary accommodation is integrated, including a mixed use ground floor with potential for community and healthcare uses, providing social benefits and active canal usage.

The proposals celebrate its unique position, including adjacency to the River Kennet, is sympathetic to its heritage context, whilst having been developed from a townscape-led approach, taking cues from contextual massing and form. Conceived around opportunities for various amenity spaces including high quality courtyard spaces, the articulation of form and massing offers the potential for biodiversity enhancement and renewables provision.

The aspirations of these illustrative proposals are supported by compelling precedents, and key parameter considerations for the site, that help to convey the fantastic opportunity for an exemplar development.

It is the intent to discuss matters further as part of pre-application discussions and consultation during RIBA Stages 2 and 3 design development, to arrive at an acceptable design and layout following successful allocation, should this be granted.

We therefore kindly invite Reading Borough Council's Officers to support this Regulation 19 submission resolution and its allocation. In the interim, the the project team look forward to working with Officers during future discussion.

01 Queens Road CGI - NTS.

02 Forbury Road / Watlington Street CGI - NTS (P. 81).

All Routes

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AYRE CHAMBERLAIN GAUNT

RIBA

bsi ISO 9001 Quality Management Systems CERTIFIED
FS 695820

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TECHNICAL NOTE

Job Name: Sapphire Plaza & Royal Court, Reading

Job No: 332611089

Note No: TN02

Date: 18/12/2024

Prepared By: Lucy Shillinglaw

Reviewed By: Max Law

Approved By: Dan Townsend

Subject: **Transport Technical Note – Regulation 19 Submission**

1. Introduction

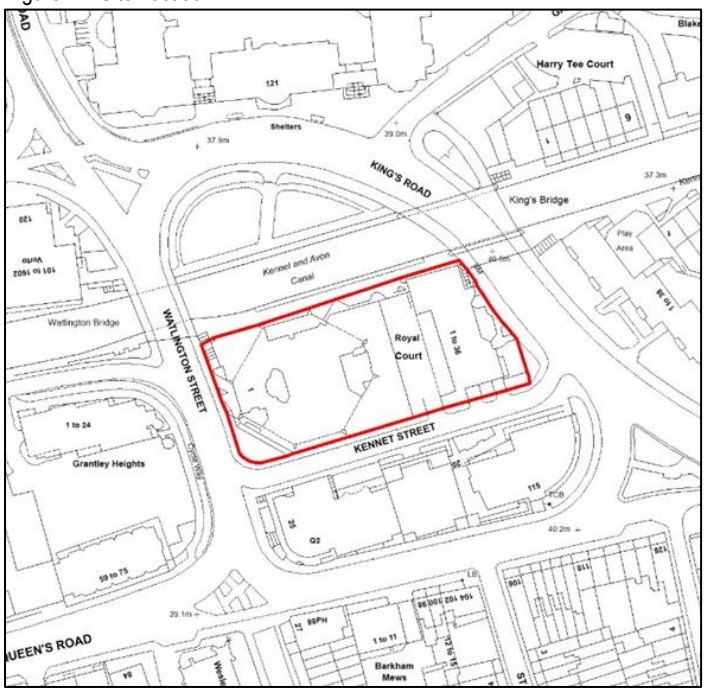
1.1. Stantec UK Ltd have been commissioned by Mapledurham Properties Ltd to provide an interim transport and highways view supporting the principle of a residential-led development of between 250 and 450 homes with associated parking (car and cycle) and access arrangements for the redevelopment of Sapphire Plaza and Royal Court sites in Reading in support of the Regulation 19 submission.

1.2. The existing site consists of a single freehold plot comprising of two distinct buildings, Sapphire Plaza and Royal Court (the Site). The Site is bounded by the Inner Distribution Road (IDR) to the east (Kings Road) and west (A329 Watlington Street), the River Kennet and towpath to the north and Kennet Street to the south.

1.3. Sapphire Plaza (former HMRC building) comprises a self-contained office arranged over under croft / basement, ground and four upper floors with under croft and open-air parking for 85 cars. Royal Court is a residential block of flats (with former commercial space), consisting of six storeys and two levels of under croft / basement parking (35 cars). The Site has its own in situ substation within the site boundary.

1.4. The Site was included as part of the Reading Borough Council (RBC) Local Plan Partial Update – Consultation on Scope and Content (November 2023) “Site Cen9: Sapphire Plaza, Watlington Street and Royal Court, Kings Road” with the footprint shown (Figure A2.9) as extracted below at **Figure 1.1**. The site has now been subsequently allocated in the Local Plan Partial Update Pre-Submission Draft November 2024 (Policy Ref CR14Z), as a site for residential development for between 50-74 dwellings (HMRC building only).

Figure 1.1 Site Location



Source: *Local Plan Partial Update Consultation on Scope and Content* (Figure A2.9 page 120) [Accessed December 2024].

1.5. The Site excluding Royal Court had previously received planning permission for a change of use of the HMRC building from B1(a) offices to C3 (dwelling houses) to comprise of 85 residential units, in 2020 (*ref: 192059*).

1.6. This note sets out the existing site conditions and the principle of redevelopment for the Site in relation to transport, access and highways.

2. Existing Conditions

2.1. This section sets out the accessibility of the Site and the existing sustainable travel opportunities serving the Site, including pedestrian, cycle and public transport provision.

Sapphire Plaza (aka HMRC building)

2.2. Sapphire Plaza is a self-contained office building consisting of five storeys and a basement. The primary public pedestrian access is provided from Watlington Street on the western edge of the site. Stepped access is present from the River Kennet towpath up to Watlington Street

2.3. Vehicle access is provided from Kennet Street, this provides access to the under croft and courtyard parking where 85 spaces are available, including some shared parking with the Royal Court commercial space. This access is shared with the Royal Court, entry and exit barriers are present to separate the parking provision for Sapphire Plaza and Royal Court. The delivery and servicing of Sapphire Plaza is served via this vehicle access.

Figure 2.1: Sapphire Plaza & Royal Court – Kennet Street Frontage

Royal Court

2.4. Royal Court is a residential block of 35 flats, consisting of six storeys and two levels of under croft/basement parking. Royal Court also includes non-residential floorspace level with the River Kennet towpath. Two primary pedestrian access points are provided from Kings Road on the eastern edge of the site, provide access to the two building cores. A secondary gated access is provided from the River Kennet towpath with both a ramp and stairs, this was gated for security purposes. Stepped access is present from the towpath up to Kings Road.

2.5. Vehicle access to Royal Court is provided from Kennet Street from three distinct accesses. Two ramped accesses provided access to the two levels of residential parking provision (35 car parking spaces are provided for Royal Court (1 per unit)); shutters are provided on the façade of the building.

2.6. The shared vehicle access with Sapphire Plaza provides access to shared parking in the central zone for Sapphire Plaza and the commercial space associated with Royal Court. This parking area is now fenced off and unused.

Figure 2.2: Sapphire Plaza & Royal Court – Shared Site Access

Highway Network

2.7. Highway access to the Site is via the existing access off Kennet Street, a one-way single carriageway of c.5.5m in width which runs east to west, connecting Kings Road to Watlington Street. Kennet Street has double yellow lines running either side of the carriageway to prevent on-street parking and footways either side. It is accessed off King's Road, with access from Kennet Street onto the wider road network via a right turn priority junction onto Watlington Street.

Pedestrian and Cycle

2.8. The Site benefits from a good level of walking, cycling and public transport provision. All carriageways in the vicinity of the Site have footways on either side. The River Kennet towpath provides a traffic-free pedestrian and cycle route westbound towards central Reading, and eastbound to join the Thames Path.

2.9. Suitable crossing facilities are provided across the adjacent highway network to the Site. These include signal-controlled pedestrian crossings on Watlington Street, and south of the Site on Queens Road, in addition to a zebra crossing on Queens Road southeast of the Site.

2.10. Adjacent to the Site, two pedestrian access points are provided from the IDR at street level down to the River Kennet towpath (Kennet Side). These are both via a set of stairs. Step-free access to the towpath is provided via Kennet Side west of the Site.

2.11. The National Cycle Network (NCN) Route 4 is signed along the length of the River Kennet towpath. This route provides direct cycle connectivity from the Site into Reading Town Centre and the local area.

2.12. The site benefits from multiple local cycle routes located proximally to the Site. These are signed as part of RBC's Local Cycle Network (LCN) and include the following routes:

- R2 – along Watlington Street towards the Royal Berkshire Hospital

- R3 – along the River Kennet
- R30 – along Kings Road towards Cemetery Junction

Public Transport

2.13. The Site is well-located to benefit from numerous bus services in close proximity to the site, as well as rail services from Reading Rail Station, a major transport interchange.

2.14. There are 4 bus stops within a 3-minute walking distance of the Site, the closest being located on Queens Road to the south and Kings Road to the north.

2.15. These stops are served by the following services: 3 leopard, 4 lion, X4 lion, 9 Buzz, 13 orange, 14 orange, 17 purple, 18 Buzz, 18a Buzz, 19a little orange, 19b little orange, 19c little orange, F32, 127, 128, 129, 500 Park & Ride, 701 London line and the 850.

2.16. These services provide connection to central Reading, including Reading Station, and local connections including Woodley, Lower Earley, Tilehurst. These services also provide connection to destinations further afield including Maidenhead, Wokingham, Bracknell, Henley, Marlow and High Wycombe.

2.17. Reading Rail Station is a major transport interchange. It is located 950m from the Site and can be accessed by a 13-minute walk, 3-minute cycle or 7-minute bus journey. Reading Station provides access to National Rail Services to regional and national destinations, including London Paddington/Waterloo Penzance, Birmingham, Edinburgh and Cardiff. In addition to this, it is also served by the Elizabeth line that provides connection to destinations across Greater London.

3. Highways Safety

3.1. A review of the Personal Injury Collision Data (PIC) has been undertaken for the most recent 5-year period (available from 2018 to 2022) using the publicly available online source Crashmap.

3.2. PIC Data is categorised into the following:

- **Slight**: Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as Slight).
- **Serious**: Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The Serious category, therefore, covers a very broad range of injuries.
- **Fatal**: Injuries which cause death either immediately or any time up to 30 days after the collision.

3.3. **Figure 3.1** shows all collisions within the vicinity of the Site and **Table 3.1** the associated details.

Figure 3.1: Collisions within Vicinity of the Site

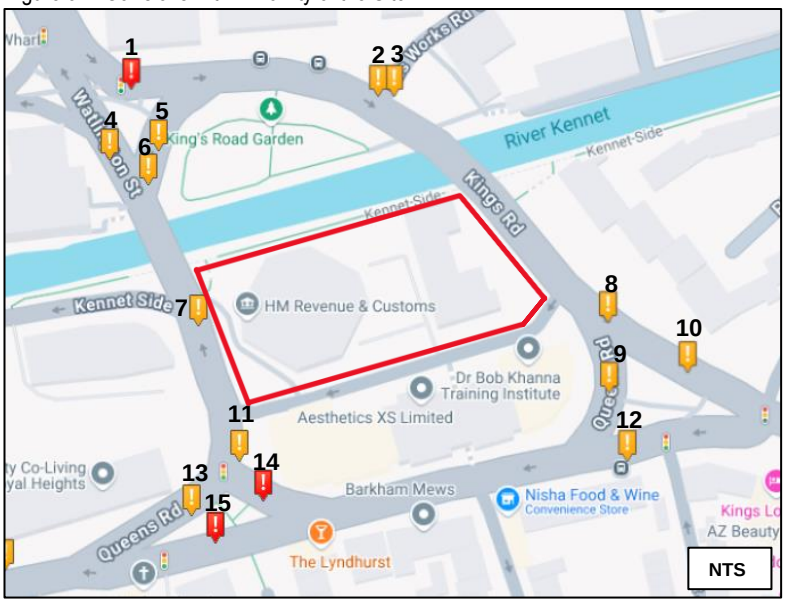


Table 3.1: Details on Collisions within Vicinity of the Site

Reference No.	Category	Vehicle Type	No. of Casualties
1.	Serious	1 Motorcycle	1 Motorcycle
2.	Slight	1 Motorcycle, 1 Goods Vehicle	1 Motorcycle
3.		1 Pedal Cycle, 1 Car	1 Pedal Cycle
4.		1 Pedal Cycle, 1 Bus	1 Pedal Cycle
5.		1 Motorcycle, 1 Young Driver	1 Motorcycle
6.		3 Cars	1 Casualty
7.		2 Cars	1 Casualty
8.		2 Cars	1 Casualty
9.		1 Car	1 Child, 1 Pedestrian
10.		1 Young Driver	1 Casualty
11.		1 Young Driver	1 Casualty
12.		1 Goods Vehicle	1 Pedestrian
13.		2 Cars	2 Casualties
14.	Serious	1 Car	1 Pedestrian
15.		1 Vehicle	1 Pedestrian

3.4. A total of 15 collisions have been recorded within the vicinity of the Site, no collisions have been recorded along Kennet Street or at either of its junctions with Kings Road or Watlington Street.

4. Development Proposals

4.1. At this stage of the development process, the exact make-up of the development proposals has not been decided. The proposal will be residential-led of between 320 and 450 dwellings, with ground floor commercial provision.

4.2. The exact uses proposed for the ground floor commercial aspect of the development is not known at this stage, there is the potential for elements to be utilised as a local healthcare / community facility, canal/riverside café alongside residential amenity areas, and servicing and storage.

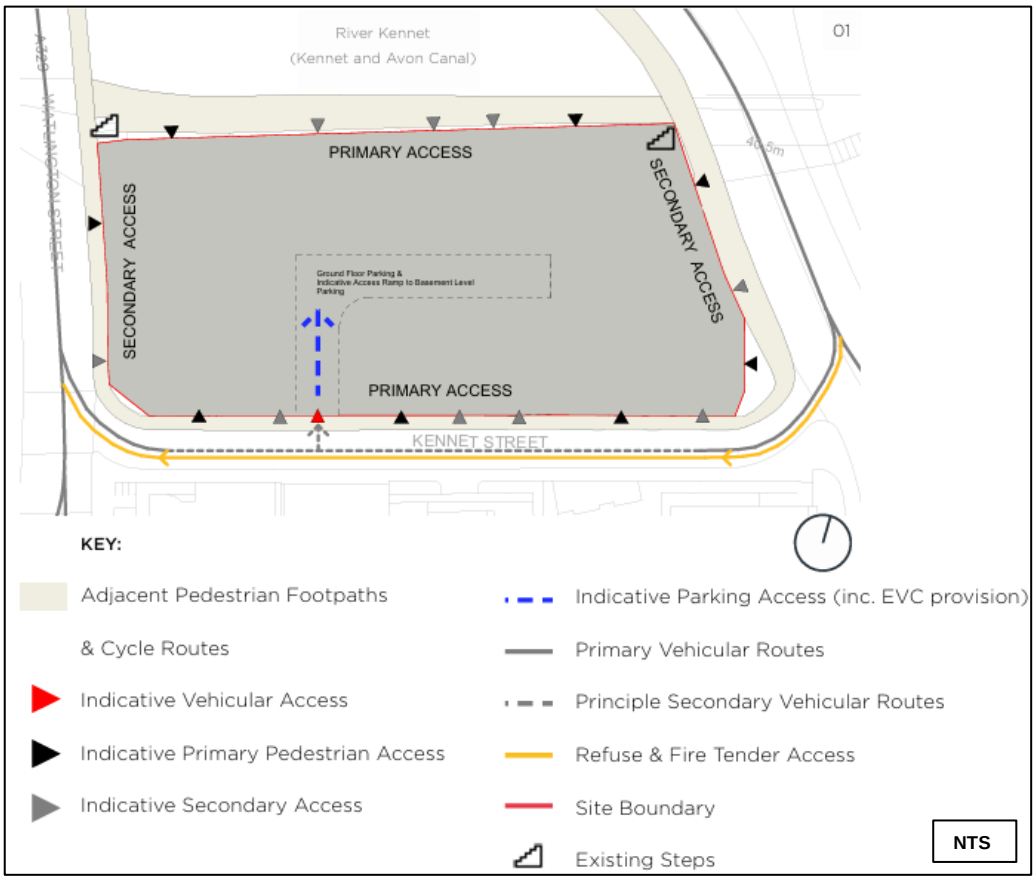
4.3. The conceptual scheme being progressed and included within the Vision Statements provides indicatively 338 homes, comprised of 216 Co-Living and 122 Build to Rent (BtR) units.

4.4. The Build to Rent homes are to consist of 1, 2 and 3 bedrooms with external private amenity space. The Co-Living dwellings are to be mostly standard size units with some additional larger units, with resident shared internal amenity spaces, such as shared lounges and dining spaces, co-working spaces, a gym and wellness suite, bar and cinema space.

4.5. Vehicle access to the site will continue to be provided from Kennet Street as per the existing site. Due to the topography of the site, vehicle access is likely to ramp down from Kennet Street to a lower service/courtyard area.

4.6. **Figure 4.1** shows the high level Site access plans.

Figure 4.1: Site Access Conceptual Plan *(Source: ACG Architects)*



4.7. **Figures 4.2, 4.3** and **4.4** show the conceptual floor plans for the basement level, ground floor and first floor.

Figure 4.2: Basement Plan – Conceptual Floor Plan *(Source: ACG Architects)*

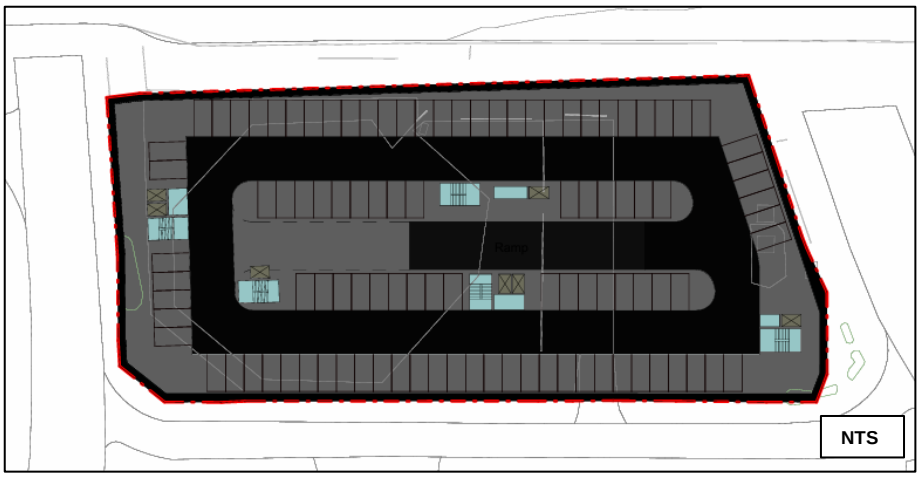


Figure 4.3: Ground Floor Plan – Conceptual Floor Plan *(Source: ACG Architects)*

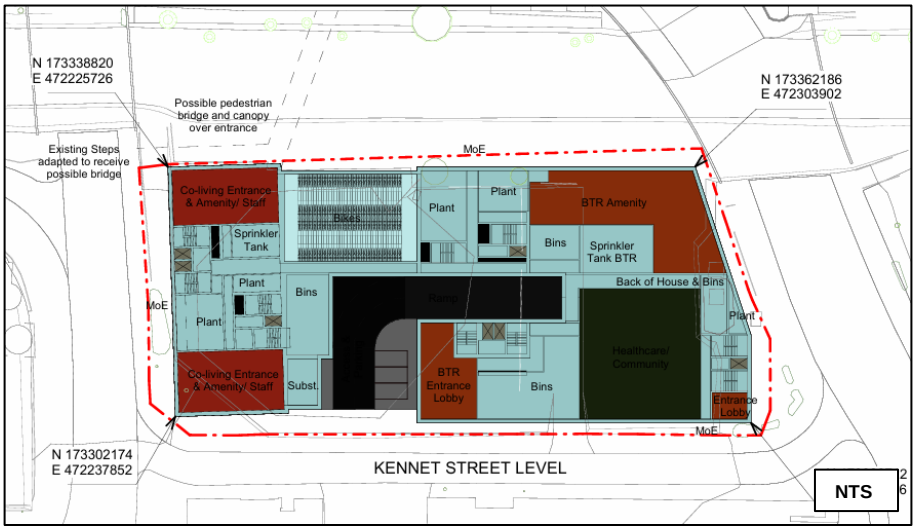
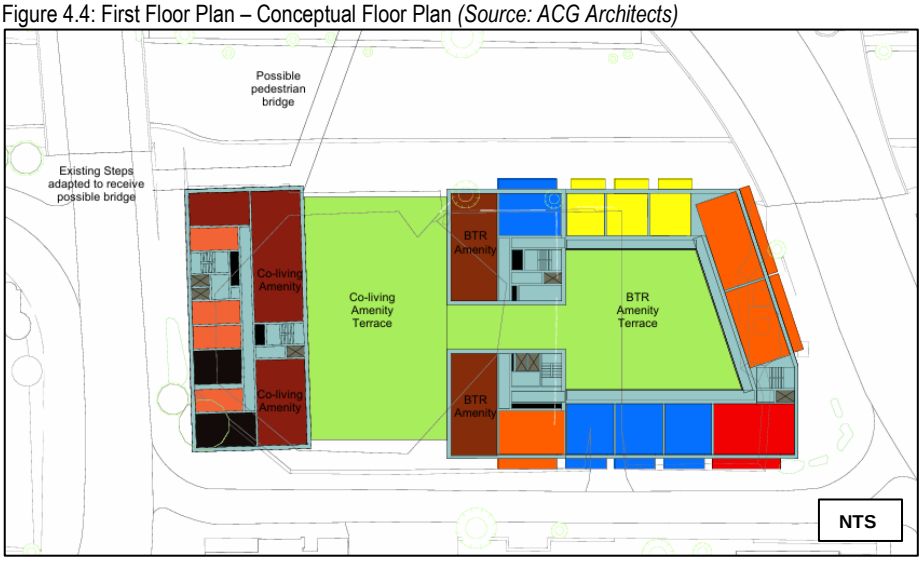


Figure 4.4: First Floor Plan – Conceptual Floor Plan *(Source: ACG Architects)*



5. Car and Cycle Parking

5.1. **Figure 5.3** shows a conceptual basement layout. The development could include associated parking provision and electric vehicle charging provision. The exact provision and nature are yet to be confirmed, this will be developed alongside the specific accommodation schedule with key consideration given to electric vehicle charging provision.

5.2. Given the nature of the development, as Co-Living and Build to Rent units, and its central location in Reading, it is expected that many trips will be made by active travel modes, or by public transport.

5.3. The parking standards for RBC are outlined in the 'Revised Parking Standards and Design' SPD (October 2011). The site is situated within Zone 2 (Primary Core Area) of the RBC Zonal Scheme. It should be noted that the site is directly adjacent to the Zone 1 (Central Core Area), the boundary being immediately west of A329 Watlington Street.

5.4. The parking standards for both vehicles and cycles in Zones 1 and 2 outline the requirements in **Table 5.1**:

Table 5.1: RBC Parking Standards for Flats

Residential	RBC Parking Standards			
	Zone 1		Zone 2	
	Vehicle Parking	Cycle Parking	Vehicle Parking	Cycle Parking
C3 Dwelling Flat 1-2 Bed	0.5	0.5	1	0.5
C3 Dwelling Flat 3+ Bed	1	1	1.5	1
Visitor Parking	0	-	1 per 10 dwellings	-

Source: RBC Revised Parking Standards and Design, October 2011

5.5. It should be noted that the standards proposed by RBC are now over 12-years old, this should be considered when developing the site proposals alongside the sustainable vision for the site. The site is also situated in a well-connected location adjacent to the Town Centre, with walking/cycling and public transport links directly accessible.

5.6. Adequate provision of accessible parking bays, spaces with EV charging infrastructure, and secure, covered cycle parking will be proposed as part of the more detailed application.

6. Preliminary Trip Generation

6.1. A TRICS assessment has been undertaken using TRICS Version 7.11.3 to provide an estimation of the total number of people trips the Site is expected to generate. It should be noted that the Site has an existing operational land use that currently / has previously generated people trips and vehicle trips.

6.2. The proposed development consists of a mix of Co-Living and Build to Rent units, of which some are affordable. As such, there is no TRICS sub-category that represents this mix, so the Shared Living Developments and Affordable / Local Authority Flats have been presented to show a range of potential trip generation.

6.3. The following parameters were used to preliminarily identify trip generation from the proposed Site.

- 03 Residential / Q Shared Living Developments / Multi-Modal Total Vehicles / 100 to 550 units / 01/01/16 to 05/03/20
- 03 Residential / D Affordable/Local Authority Flats / Multi-Modal Total Vehicles / 100 to 467 units / 01/01/16 to 05/03/24

6.4. The trip rates obtained using these parameters can be found in **Appendix A, B and C**. A summary of the trip rates identified is set out in **Table 6.1**.

Table 6.1: TRICS Trip Rate Summary

Mode	Total	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Shared Living*	Vehicles	0.011	0.013	0.024	0.009	0.009	0.018
	People	0.036	0.309	0.345	0.193	0.051	0.244
Affordable, LA Flats**	Vehicles	0.034	0.053	0.087	0.059	0.045	0.104
	People	0.098	0.461	0.559	0.243	0.165	0.408

** Based on data from 1 x site*
*** Based on data from 2 x sites*

6.5. **Table 6.2** shows the preliminary vehicle and people movements forecast to be generated by the Site. This is an indicative figure at this stage given the progressing development proposals and the current concept scheme of 338 homes.

Table 6.2: Preliminary Trip Generation (338 Homes)

Mode	Total	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Shared Living	Vehicles	2	4	5	3	3	6
	People	12	104	117	65	17	82
Affordable, LA Flats	Vehicles	11	18	29	20	15	35
	People	33	156	189	82	56	138

6.6. The preliminary people and vehicle traffic generation outlined above does not consider the existing use or traffic generation of the site. A detailed assessment of this net difference in traffic generation will be conducted once the development scale and schedule are further confirmed.

6.7. The trip generation presented in **Table 6.2** shows a variation between shared living and affordable units. It is anticipated that the true forecast trip generation will be balance between these figures depending on the finalised development schedule.

6.8. The ancillary and commercial uses associated with the redevelopment are also expected to generate trips. The exact level of this trip generation will be defined through the development process when floor areas and provision are fixed.

7. Summary

7.1. This Technical Note has set out the existing conditions of the Site such as its existing use, surrounding area, and the transport infrastructure.

7.2. The Site is well located in a highly sustainable location with direct access to pedestrian/cycle routes and public transport connections.

7.3. The principle of vehicle access and servicing from Kennet Street is currently shown by the existing operation of Sapphire Plaza and Royal Court. This will be maintained through the redevelopment proposals while improving pedestrian and cycle access to the Site.

7.4. The current concept scheme for the proposed development is for 338 homes, comprising of 216 Co-Living and 122 Build to Rent units. These figures are based on the illustrative scheme and are not yet confirmed. Vehicle access to the Site will be gained from Kennet Street, while multiple pedestrian access points are to be provided around the site boundary.

7.5. A preliminary TRICS assessment has been undertaken to obtain trip rates and in turn provide an estimated trip generation for the Site. This assessment showed that the Site has the potential to generate a maximum of 189 two-way people trips during any given peak hour. This trip generation is to be further refined through the development process.

7.6. Given the existing and previous site use, the forecast level of net traffic generation is not anticipated to impact the local highway network beyond capacity. There are no concerns regarding highway safety.

7.7. It is considered that the principle of residential development of the site meets the transport tests for developments set out in the December 2024 NPPF (Paragraphs 115–118). The site redevelopment is considered acceptable from a transport and traffic perspective.

Appendix A: TRICS Outputs

A1: Shared Living Development

A2: Affordable / Local Authority Flats

Calculation Reference: AUDIT-706701-241008-1039

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : Q - SHARED LIVING DEVELOPMENTS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Accommodation Units
Actual Range:	550 to 550 (units:)
Range Selected by User:	100 to 700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 05/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
n/a 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:
500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
4 Good 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BT-03-Q-01 CO-LIVING & WORKSPACE BRENT
OLD OAK LANE
PARK ROYAL
OLD OAK
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Accommodation Units: 550
Survey date: THURSDAY *05/03/20* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 19.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.005	1	550	0.004	1	550	0.009
08:00 - 09:00	1	550	0.005	1	550	0.011	1	550	0.016
09:00 - 10:00	1	550	0.011	1	550	0.013	1	550	0.024
10:00 - 11:00	1	550	0.007	1	550	0.007	1	550	0.014
11:00 - 12:00	1	550	0.004	1	550	0.004	1	550	0.008
12:00 - 13:00	1	550	0.004	1	550	0.004	1	550	0.008
13:00 - 14:00	1	550	0.004	1	550	0.005	1	550	0.009
14:00 - 15:00	1	550	0.002	1	550	0.004	1	550	0.006
15:00 - 16:00	1	550	0.000	1	550	0.000	1	550	0.000
16:00 - 17:00	1	550	0.000	1	550	0.000	1	550	0.000
17:00 - 18:00	1	550	0.009	1	550	0.009	1	550	0.018
18:00 - 19:00	1	550	0.004	1	550	0.002	1	550	0.006
19:00 - 20:00	1	550	0.005	1	550	0.002	1	550	0.007
20:00 - 21:00	1	550	0.000	1	550	0.000	1	550	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.065			0.125

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	550 - 550 (units:)
Survey date date range:	01/01/16 - 05/03/20
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL TAXIS

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.004	1	550	0.004	1	550	0.008
08:00 - 09:00	1	550	0.005	1	550	0.005	1	550	0.010
09:00 - 10:00	1	550	0.005	1	550	0.005	1	550	0.010
10:00 - 11:00	1	550	0.004	1	550	0.004	1	550	0.008
11:00 - 12:00	1	550	0.002	1	550	0.002	1	550	0.004
12:00 - 13:00	1	550	0.000	1	550	0.000	1	550	0.000
13:00 - 14:00	1	550	0.002	1	550	0.002	1	550	0.004
14:00 - 15:00	1	550	0.002	1	550	0.002	1	550	0.004
15:00 - 16:00	1	550	0.000	1	550	0.000	1	550	0.000
16:00 - 17:00	1	550	0.000	1	550	0.000	1	550	0.000
17:00 - 18:00	1	550	0.009	1	550	0.009	1	550	0.018
18:00 - 19:00	1	550	0.002	1	550	0.002	1	550	0.004
19:00 - 20:00	1	550	0.002	1	550	0.002	1	550	0.004
20:00 - 21:00	1	550	0.000	1	550	0.000	1	550	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL CYCLISTS

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.000	1	550	0.015	1	550	0.015
08:00 - 09:00	1	550	0.000	1	550	0.015	1	550	0.015
09:00 - 10:00	1	550	0.000	1	550	0.002	1	550	0.002
10:00 - 11:00	1	550	0.002	1	550	0.000	1	550	0.002
11:00 - 12:00	1	550	0.000	1	550	0.002	1	550	0.002
12:00 - 13:00	1	550	0.000	1	550	0.000	1	550	0.000
13:00 - 14:00	1	550	0.000	1	550	0.000	1	550	0.000
14:00 - 15:00	1	550	0.007	1	550	0.002	1	550	0.009
15:00 - 16:00	1	550	0.000	1	550	0.000	1	550	0.000
16:00 - 17:00	1	550	0.009	1	550	0.002	1	550	0.011
17:00 - 18:00	1	550	0.009	1	550	0.002	1	550	0.011
18:00 - 19:00	1	550	0.011	1	550	0.000	1	550	0.011
19:00 - 20:00	1	550	0.007	1	550	0.000	1	550	0.007
20:00 - 21:00	1	550	0.004	1	550	0.002	1	550	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.042			0.091

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.002	1	550	0.004	1	550	0.006
08:00 - 09:00	1	550	0.000	1	550	0.015	1	550	0.015
09:00 - 10:00	1	550	0.009	1	550	0.009	1	550	0.018
10:00 - 11:00	1	550	0.005	1	550	0.005	1	550	0.010
11:00 - 12:00	1	550	0.002	1	550	0.004	1	550	0.006
12:00 - 13:00	1	550	0.004	1	550	0.004	1	550	0.008
13:00 - 14:00	1	550	0.002	1	550	0.005	1	550	0.007
14:00 - 15:00	1	550	0.002	1	550	0.002	1	550	0.004
15:00 - 16:00	1	550	0.000	1	550	0.000	1	550	0.000
16:00 - 17:00	1	550	0.000	1	550	0.000	1	550	0.000
17:00 - 18:00	1	550	0.009	1	550	0.002	1	550	0.011
18:00 - 19:00	1	550	0.005	1	550	0.000	1	550	0.005
19:00 - 20:00	1	550	0.005	1	550	0.000	1	550	0.005
20:00 - 21:00	1	550	0.000	1	550	0.000	1	550	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.050			0.095

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.004	1	550	0.027	1	550	0.031
08:00 - 09:00	1	550	0.007	1	550	0.038	1	550	0.045
09:00 - 10:00	1	550	0.009	1	550	0.009	1	550	0.018
10:00 - 11:00	1	550	0.018	1	550	0.011	1	550	0.029
11:00 - 12:00	1	550	0.015	1	550	0.011	1	550	0.026
12:00 - 13:00	1	550	0.009	1	550	0.024	1	550	0.033
13:00 - 14:00	1	550	0.009	1	550	0.011	1	550	0.020
14:00 - 15:00	1	550	0.011	1	550	0.005	1	550	0.016
15:00 - 16:00	1	550	0.011	1	550	0.011	1	550	0.022
16:00 - 17:00	1	550	0.011	1	550	0.007	1	550	0.018
17:00 - 18:00	1	550	0.013	1	550	0.011	1	550	0.024
18:00 - 19:00	1	550	0.044	1	550	0.009	1	550	0.053
19:00 - 20:00	1	550	0.011	1	550	0.007	1	550	0.018
20:00 - 21:00	1	550	0.009	1	550	0.005	1	550	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.181			0.186			0.367

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.004	1	550	0.036	1	550	0.040
08:00 - 09:00	1	550	0.007	1	550	0.058	1	550	0.065
09:00 - 10:00	1	550	0.005	1	550	0.016	1	550	0.021
10:00 - 11:00	1	550	0.013	1	550	0.022	1	550	0.035
11:00 - 12:00	1	550	0.013	1	550	0.018	1	550	0.031
12:00 - 13:00	1	550	0.013	1	550	0.011	1	550	0.024
13:00 - 14:00	1	550	0.005	1	550	0.018	1	550	0.023
14:00 - 15:00	1	550	0.009	1	550	0.011	1	550	0.020
15:00 - 16:00	1	550	0.015	1	550	0.015	1	550	0.030
16:00 - 17:00	1	550	0.009	1	550	0.005	1	550	0.014
17:00 - 18:00	1	550	0.033	1	550	0.009	1	550	0.042
18:00 - 19:00	1	550	0.071	1	550	0.009	1	550	0.080
19:00 - 20:00	1	550	0.015	1	550	0.005	1	550	0.020
20:00 - 21:00	1	550	0.011	1	550	0.004	1	550	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.223			0.237			0.460

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.011	1	550	0.171	1	550	0.182
08:00 - 09:00	1	550	0.022	1	550	0.184	1	550	0.206
09:00 - 10:00	1	550	0.038	1	550	0.089	1	550	0.127
10:00 - 11:00	1	550	0.036	1	550	0.036	1	550	0.072
11:00 - 12:00	1	550	0.036	1	550	0.051	1	550	0.087
12:00 - 13:00	1	550	0.022	1	550	0.042	1	550	0.064
13:00 - 14:00	1	550	0.033	1	550	0.033	1	550	0.066
14:00 - 15:00	1	550	0.027	1	550	0.025	1	550	0.052
15:00 - 16:00	1	550	0.029	1	550	0.020	1	550	0.049
16:00 - 17:00	1	550	0.071	1	550	0.018	1	550	0.089
17:00 - 18:00	1	550	0.129	1	550	0.027	1	550	0.156
18:00 - 19:00	1	550	0.155	1	550	0.013	1	550	0.168
19:00 - 20:00	1	550	0.060	1	550	0.009	1	550	0.069
20:00 - 21:00	1	550	0.027	1	550	0.004	1	550	0.031
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.696			0.722			1.418

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.015	1	550	0.207	1	550	0.222
08:00 - 09:00	1	550	0.029	1	550	0.242	1	550	0.271
09:00 - 10:00	1	550	0.044	1	550	0.105	1	550	0.149
10:00 - 11:00	1	550	0.049	1	550	0.058	1	550	0.107
11:00 - 12:00	1	550	0.049	1	550	0.069	1	550	0.118
12:00 - 13:00	1	550	0.035	1	550	0.053	1	550	0.088
13:00 - 14:00	1	550	0.038	1	550	0.051	1	550	0.089
14:00 - 15:00	1	550	0.036	1	550	0.036	1	550	0.072
15:00 - 16:00	1	550	0.044	1	550	0.035	1	550	0.079
16:00 - 17:00	1	550	0.080	1	550	0.024	1	550	0.104
17:00 - 18:00	1	550	0.162	1	550	0.036	1	550	0.198
18:00 - 19:00	1	550	0.225	1	550	0.022	1	550	0.247
19:00 - 20:00	1	550	0.075	1	550	0.015	1	550	0.090
20:00 - 21:00	1	550	0.038	1	550	0.007	1	550	0.045
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.919			0.960			1.879

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 19.65

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.020	1	550	0.253	1	550	0.273
08:00 - 09:00	1	550	0.036	1	550	0.309	1	550	0.345
09:00 - 10:00	1	550	0.062	1	550	0.125	1	550	0.187
10:00 - 11:00	1	550	0.075	1	550	0.075	1	550	0.150
11:00 - 12:00	1	550	0.065	1	550	0.085	1	550	0.150
12:00 - 13:00	1	550	0.047	1	550	0.080	1	550	0.127
13:00 - 14:00	1	550	0.049	1	550	0.067	1	550	0.116
14:00 - 15:00	1	550	0.056	1	550	0.045	1	550	0.101
15:00 - 16:00	1	550	0.055	1	550	0.045	1	550	0.100
16:00 - 17:00	1	550	0.100	1	550	0.033	1	550	0.133
17:00 - 18:00	1	550	0.193	1	550	0.051	1	550	0.244
18:00 - 19:00	1	550	0.285	1	550	0.031	1	550	0.316
19:00 - 20:00	1	550	0.098	1	550	0.022	1	550	0.120
20:00 - 21:00	1	550	0.051	1	550	0.015	1	550	0.066
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.192			1.236			2.428

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL CARS

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.002	1	550	0.000	1	550	0.002
08:00 - 09:00	1	550	0.000	1	550	0.005	1	550	0.005
09:00 - 10:00	1	550	0.004	1	550	0.004	1	550	0.008
10:00 - 11:00	1	550	0.004	1	550	0.004	1	550	0.008
11:00 - 12:00	1	550	0.000	1	550	0.002	1	550	0.002
12:00 - 13:00	1	550	0.002	1	550	0.000	1	550	0.002
13:00 - 14:00	1	550	0.000	1	550	0.002	1	550	0.002
14:00 - 15:00	1	550	0.000	1	550	0.000	1	550	0.000
15:00 - 16:00	1	550	0.000	1	550	0.000	1	550	0.000
16:00 - 17:00	1	550	0.000	1	550	0.000	1	550	0.000
17:00 - 18:00	1	550	0.000	1	550	0.000	1	550	0.000
18:00 - 19:00	1	550	0.002	1	550	0.000	1	550	0.002
19:00 - 20:00	1	550	0.004	1	550	0.000	1	550	0.004
20:00 - 21:00	1	550	0.000	1	550	0.000	1	550	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS
MULTI-MODAL LGVS
Calculation factor: 1 Accommodation Units
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.000	1	550	0.000	1	550	0.000
08:00 - 09:00	1	550	0.000	1	550	0.000	1	550	0.000
09:00 - 10:00	1	550	0.000	1	550	0.000	1	550	0.000
10:00 - 11:00	1	550	0.000	1	550	0.000	1	550	0.000
11:00 - 12:00	1	550	0.002	1	550	0.000	1	550	0.002
12:00 - 13:00	1	550	0.002	1	550	0.002	1	550	0.004
13:00 - 14:00	1	550	0.002	1	550	0.002	1	550	0.004
14:00 - 15:00	1	550	0.000	1	550	0.002	1	550	0.002
15:00 - 16:00	1	550	0.000	1	550	0.000	1	550	0.000
16:00 - 17:00	1	550	0.000	1	550	0.000	1	550	0.000
17:00 - 18:00	1	550	0.000	1	550	0.000	1	550	0.000
18:00 - 19:00	1	550	0.000	1	550	0.000	1	550	0.000
19:00 - 20:00	1	550	0.000	1	550	0.000	1	550	0.000
20:00 - 21:00	1	550	0.000	1	550	0.000	1	550	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 Accommodation Units

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.000	1	550	0.000	1	550	0.000
08:00 - 09:00	1	550	0.000	1	550	0.000	1	550	0.000
09:00 - 10:00	1	550	0.002	1	550	0.004	1	550	0.006
10:00 - 11:00	1	550	0.000	1	550	0.000	1	550	0.000
11:00 - 12:00	1	550	0.000	1	550	0.000	1	550	0.000
12:00 - 13:00	1	550	0.000	1	550	0.002	1	550	0.002
13:00 - 14:00	1	550	0.000	1	550	0.000	1	550	0.000
14:00 - 15:00	1	550	0.000	1	550	0.000	1	550	0.000
15:00 - 16:00	1	550	0.000	1	550	0.000	1	550	0.000
16:00 - 17:00	1	550	0.000	1	550	0.000	1	550	0.000
17:00 - 18:00	1	550	0.000	1	550	0.000	1	550	0.000
18:00 - 19:00	1	550	0.000	1	550	0.000	1	550	0.000
19:00 - 20:00	1	550	0.000	1	550	0.000	1	550	0.000
20:00 - 21:00	1	550	0.000	1	550	0.000	1	550	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.006			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS
MULTI-MODAL Underground Passengers
Calculation factor: 1 Accommodation Units
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.004	1	550	0.060	1	550	0.064
08:00 - 09:00	1	550	0.004	1	550	0.067	1	550	0.071
09:00 - 10:00	1	550	0.015	1	550	0.031	1	550	0.046
10:00 - 11:00	1	550	0.016	1	550	0.009	1	550	0.025
11:00 - 12:00	1	550	0.013	1	550	0.020	1	550	0.033
12:00 - 13:00	1	550	0.005	1	550	0.020	1	550	0.025
13:00 - 14:00	1	550	0.015	1	550	0.015	1	550	0.030
14:00 - 15:00	1	550	0.007	1	550	0.013	1	550	0.020
15:00 - 16:00	1	550	0.013	1	550	0.009	1	550	0.022
16:00 - 17:00	1	550	0.025	1	550	0.005	1	550	0.030
17:00 - 18:00	1	550	0.058	1	550	0.011	1	550	0.069
18:00 - 19:00	1	550	0.049	1	550	0.005	1	550	0.054
19:00 - 20:00	1	550	0.016	1	550	0.005	1	550	0.021
20:00 - 21:00	1	550	0.013	1	550	0.000	1	550	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.253			0.270			0.523

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS
MULTI-MODAL Overground Passengers
Calculation factor: 1 Accommodation Units
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.007	1	550	0.091	1	550	0.098
08:00 - 09:00	1	550	0.018	1	550	0.104	1	550	0.122
09:00 - 10:00	1	550	0.024	1	550	0.053	1	550	0.077
10:00 - 11:00	1	550	0.016	1	550	0.022	1	550	0.038
11:00 - 12:00	1	550	0.024	1	550	0.029	1	550	0.053
12:00 - 13:00	1	550	0.011	1	550	0.022	1	550	0.033
13:00 - 14:00	1	550	0.015	1	550	0.016	1	550	0.031
14:00 - 15:00	1	550	0.018	1	550	0.013	1	550	0.031
15:00 - 16:00	1	550	0.016	1	550	0.011	1	550	0.027
16:00 - 17:00	1	550	0.040	1	550	0.011	1	550	0.051
17:00 - 18:00	1	550	0.062	1	550	0.015	1	550	0.077
18:00 - 19:00	1	550	0.095	1	550	0.007	1	550	0.102
19:00 - 20:00	1	550	0.035	1	550	0.002	1	550	0.037
20:00 - 21:00	1	550	0.011	1	550	0.004	1	550	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.392			0.400			0.792

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS
MULTI-MODAL National Rail Passengers
Calculation factor: 1 Accommodation Units
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.000	1	550	0.020	1	550	0.020
08:00 - 09:00	1	550	0.000	1	550	0.013	1	550	0.013
09:00 - 10:00	1	550	0.000	1	550	0.005	1	550	0.005
10:00 - 11:00	1	550	0.004	1	550	0.005	1	550	0.009
11:00 - 12:00	1	550	0.000	1	550	0.002	1	550	0.002
12:00 - 13:00	1	550	0.005	1	550	0.000	1	550	0.005
13:00 - 14:00	1	550	0.004	1	550	0.002	1	550	0.006
14:00 - 15:00	1	550	0.002	1	550	0.000	1	550	0.002
15:00 - 16:00	1	550	0.000	1	550	0.000	1	550	0.000
16:00 - 17:00	1	550	0.005	1	550	0.002	1	550	0.007
17:00 - 18:00	1	550	0.009	1	550	0.002	1	550	0.011
18:00 - 19:00	1	550	0.011	1	550	0.000	1	550	0.011
19:00 - 20:00	1	550	0.009	1	550	0.002	1	550	0.011
20:00 - 21:00	1	550	0.004	1	550	0.000	1	550	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.053			0.106

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/Q - SHARED LIVING DEVELOPMENTS
MULTI-MODAL Bus Passengers
Calculation factor: 1 Accommodation Units
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate	No. Days	Ave. A. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	550	0.004	1	550	0.036	1	550	0.040
08:00 - 09:00	1	550	0.007	1	550	0.058	1	550	0.065
09:00 - 10:00	1	550	0.005	1	550	0.016	1	550	0.021
10:00 - 11:00	1	550	0.013	1	550	0.022	1	550	0.035
11:00 - 12:00	1	550	0.013	1	550	0.018	1	550	0.031
12:00 - 13:00	1	550	0.013	1	550	0.011	1	550	0.024
13:00 - 14:00	1	550	0.005	1	550	0.018	1	550	0.023
14:00 - 15:00	1	550	0.009	1	550	0.011	1	550	0.020
15:00 - 16:00	1	550	0.015	1	550	0.015	1	550	0.030
16:00 - 17:00	1	550	0.009	1	550	0.005	1	550	0.014
17:00 - 18:00	1	550	0.033	1	550	0.009	1	550	0.042
18:00 - 19:00	1	550	0.071	1	550	0.009	1	550	0.080
19:00 - 20:00	1	550	0.015	1	550	0.005	1	550	0.020
20:00 - 21:00	1	550	0.011	1	550	0.004	1	550	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.223			0.237			0.460

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-706701-241008-1059

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 days
02	SOUTH EAST		
	WS	WEST SUSSEX	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 111 to 247 (units:)
Range Selected by User: 80 to 800 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/03/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Monday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Edge of Town Centre 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Residential Zone 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days
5 Very Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	IS-03-D-04 LIVERPOOL ROAD HIGHBURY	BLOCKS OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		247	
	Survey date: MONDAY		*27/06/16*	*Survey Type: MANUAL*
2	WS-03-D-01 SHELLEY ROAD WORTHING	BLOCKS OF FLATS		WEST SUSSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		111	
	Survey date: MONDAY		*16/05/22*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 5.62

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.020	2	179	0.036	2	179	0.056
08:00 - 09:00	2	179	0.034	2	179	0.053	2	179	0.087
09:00 - 10:00	2	179	0.028	2	179	0.028	2	179	0.056
10:00 - 11:00	2	179	0.025	2	179	0.028	2	179	0.053
11:00 - 12:00	2	179	0.034	2	179	0.047	2	179	0.081
12:00 - 13:00	2	179	0.031	2	179	0.050	2	179	0.081
13:00 - 14:00	2	179	0.031	2	179	0.031	2	179	0.062
14:00 - 15:00	2	179	0.020	2	179	0.022	2	179	0.042
15:00 - 16:00	2	179	0.045	2	179	0.047	2	179	0.092
16:00 - 17:00	2	179	0.053	2	179	0.036	2	179	0.089
17:00 - 18:00	2	179	0.059	2	179	0.045	2	179	0.104
18:00 - 19:00	2	179	0.061	2	179	0.034	2	179	0.095
19:00 - 20:00	1	247	0.077	1	247	0.053	1	247	0.130
20:00 - 21:00	1	247	0.040	1	247	0.020	1	247	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.558			0.530			1.088

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	111 - 247 (units:)
Survey date date range:	01/01/10 - 05/03/24
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.006	2	179	0.006	2	179	0.012
08:00 - 09:00	2	179	0.006	2	179	0.006	2	179	0.012
09:00 - 10:00	2	179	0.003	2	179	0.003	2	179	0.006
10:00 - 11:00	2	179	0.003	2	179	0.003	2	179	0.006
11:00 - 12:00	2	179	0.000	2	179	0.000	2	179	0.000
12:00 - 13:00	2	179	0.008	2	179	0.008	2	179	0.016
13:00 - 14:00	2	179	0.003	2	179	0.003	2	179	0.006
14:00 - 15:00	2	179	0.000	2	179	0.000	2	179	0.000
15:00 - 16:00	2	179	0.003	2	179	0.003	2	179	0.006
16:00 - 17:00	2	179	0.006	2	179	0.006	2	179	0.012
17:00 - 18:00	2	179	0.008	2	179	0.008	2	179	0.016
18:00 - 19:00	2	179	0.000	2	179	0.000	2	179	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.004	1	247	0.004	1	247	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.000	2	179	0.000	2	179	0.000
08:00 - 09:00	2	179	0.000	2	179	0.000	2	179	0.000
09:00 - 10:00	2	179	0.000	2	179	0.000	2	179	0.000
10:00 - 11:00	2	179	0.000	2	179	0.000	2	179	0.000
11:00 - 12:00	2	179	0.003	2	179	0.003	2	179	0.006
12:00 - 13:00	2	179	0.000	2	179	0.000	2	179	0.000
13:00 - 14:00	2	179	0.000	2	179	0.000	2	179	0.000
14:00 - 15:00	2	179	0.000	2	179	0.000	2	179	0.000
15:00 - 16:00	2	179	0.000	2	179	0.000	2	179	0.000
16:00 - 17:00	2	179	0.000	2	179	0.000	2	179	0.000
17:00 - 18:00	2	179	0.000	2	179	0.000	2	179	0.000
18:00 - 19:00	2	179	0.000	2	179	0.000	2	179	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.000	2	179	0.000	2	179	0.000
08:00 - 09:00	2	179	0.000	2	179	0.000	2	179	0.000
09:00 - 10:00	2	179	0.000	2	179	0.000	2	179	0.000
10:00 - 11:00	2	179	0.000	2	179	0.000	2	179	0.000
11:00 - 12:00	2	179	0.000	2	179	0.000	2	179	0.000
12:00 - 13:00	2	179	0.000	2	179	0.000	2	179	0.000
13:00 - 14:00	2	179	0.003	2	179	0.003	2	179	0.006
14:00 - 15:00	2	179	0.000	2	179	0.000	2	179	0.000
15:00 - 16:00	2	179	0.003	2	179	0.003	2	179	0.006
16:00 - 17:00	2	179	0.000	2	179	0.000	2	179	0.000
17:00 - 18:00	2	179	0.000	2	179	0.000	2	179	0.000
18:00 - 19:00	2	179	0.000	2	179	0.000	2	179	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.003	2	179	0.003	2	179	0.006
08:00 - 09:00	2	179	0.003	2	179	0.000	2	179	0.003
09:00 - 10:00	2	179	0.000	2	179	0.000	2	179	0.000
10:00 - 11:00	2	179	0.003	2	179	0.000	2	179	0.003
11:00 - 12:00	2	179	0.000	2	179	0.006	2	179	0.006
12:00 - 13:00	2	179	0.003	2	179	0.003	2	179	0.006
13:00 - 14:00	2	179	0.000	2	179	0.006	2	179	0.006
14:00 - 15:00	2	179	0.014	2	179	0.014	2	179	0.028
15:00 - 16:00	2	179	0.006	2	179	0.008	2	179	0.014
16:00 - 17:00	2	179	0.000	2	179	0.006	2	179	0.006
17:00 - 18:00	2	179	0.003	2	179	0.000	2	179	0.003
18:00 - 19:00	2	179	0.008	2	179	0.003	2	179	0.011
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.004	1	247	0.012	1	247	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.061			0.108

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.020	2	179	0.036	2	179	0.056
08:00 - 09:00	2	179	0.031	2	179	0.061	2	179	0.092
09:00 - 10:00	2	179	0.028	2	179	0.036	2	179	0.064
10:00 - 11:00	2	179	0.028	2	179	0.025	2	179	0.053
11:00 - 12:00	2	179	0.031	2	179	0.056	2	179	0.087
12:00 - 13:00	2	179	0.031	2	179	0.047	2	179	0.078
13:00 - 14:00	2	179	0.028	2	179	0.039	2	179	0.067
14:00 - 15:00	2	179	0.025	2	179	0.025	2	179	0.050
15:00 - 16:00	2	179	0.047	2	179	0.042	2	179	0.089
16:00 - 17:00	2	179	0.056	2	179	0.039	2	179	0.095
17:00 - 18:00	2	179	0.059	2	179	0.053	2	179	0.112
18:00 - 19:00	2	179	0.064	2	179	0.034	2	179	0.098
19:00 - 20:00	1	247	0.101	1	247	0.049	1	247	0.150
20:00 - 21:00	1	247	0.045	1	247	0.032	1	247	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.594			0.574			1.168

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.011	2	179	0.053	2	179	0.064
08:00 - 09:00	2	179	0.064	2	179	0.330	2	179	0.394
09:00 - 10:00	2	179	0.109	2	179	0.156	2	179	0.265
10:00 - 11:00	2	179	0.092	2	179	0.128	2	179	0.220
11:00 - 12:00	2	179	0.115	2	179	0.154	2	179	0.269
12:00 - 13:00	2	179	0.131	2	179	0.134	2	179	0.265
13:00 - 14:00	2	179	0.106	2	179	0.089	2	179	0.195
14:00 - 15:00	2	179	0.120	2	179	0.134	2	179	0.254
15:00 - 16:00	2	179	0.369	2	179	0.204	2	179	0.573
16:00 - 17:00	2	179	0.260	2	179	0.109	2	179	0.369
17:00 - 18:00	2	179	0.128	2	179	0.092	2	179	0.220
18:00 - 19:00	2	179	0.142	2	179	0.134	2	179	0.276
19:00 - 20:00	1	247	0.166	1	247	0.186	1	247	0.352
20:00 - 21:00	1	247	0.085	1	247	0.040	1	247	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.898			1.943			3.841

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.006	2	179	0.028	2	179	0.034
08:00 - 09:00	2	179	0.000	2	179	0.045	2	179	0.045
09:00 - 10:00	2	179	0.000	2	179	0.025	2	179	0.025
10:00 - 11:00	2	179	0.006	2	179	0.025	2	179	0.031
11:00 - 12:00	2	179	0.006	2	179	0.022	2	179	0.028
12:00 - 13:00	2	179	0.031	2	179	0.008	2	179	0.039
13:00 - 14:00	2	179	0.020	2	179	0.028	2	179	0.048
14:00 - 15:00	2	179	0.006	2	179	0.011	2	179	0.017
15:00 - 16:00	2	179	0.025	2	179	0.006	2	179	0.031
16:00 - 17:00	2	179	0.034	2	179	0.006	2	179	0.040
17:00 - 18:00	2	179	0.031	2	179	0.014	2	179	0.045
18:00 - 19:00	2	179	0.047	2	179	0.000	2	179	0.047
19:00 - 20:00	1	247	0.024	1	247	0.008	1	247	0.032
20:00 - 21:00	1	247	0.061	1	247	0.000	1	247	0.061
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.297			0.226			0.523

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.003	2	179	0.025	2	179	0.028
08:00 - 09:00	2	179	0.000	2	179	0.025	2	179	0.025
09:00 - 10:00	2	179	0.000	2	179	0.028	2	179	0.028
10:00 - 11:00	2	179	0.003	2	179	0.022	2	179	0.025
11:00 - 12:00	2	179	0.006	2	179	0.003	2	179	0.009
12:00 - 13:00	2	179	0.003	2	179	0.022	2	179	0.025
13:00 - 14:00	2	179	0.006	2	179	0.011	2	179	0.017
14:00 - 15:00	2	179	0.003	2	179	0.020	2	179	0.023
15:00 - 16:00	2	179	0.014	2	179	0.003	2	179	0.017
16:00 - 17:00	2	179	0.022	2	179	0.006	2	179	0.028
17:00 - 18:00	2	179	0.022	2	179	0.006	2	179	0.028
18:00 - 19:00	2	179	0.036	2	179	0.006	2	179	0.042
19:00 - 20:00	1	247	0.073	1	247	0.028	1	247	0.101
20:00 - 21:00	1	247	0.016	1	247	0.008	1	247	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.207			0.213			0.420

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.000	2	179	0.000	2	179	0.000
08:00 - 09:00	2	179	0.000	2	179	0.000	2	179	0.000
09:00 - 10:00	2	179	0.000	2	179	0.000	2	179	0.000
10:00 - 11:00	2	179	0.000	2	179	0.000	2	179	0.000
11:00 - 12:00	2	179	0.000	2	179	0.000	2	179	0.000
12:00 - 13:00	2	179	0.000	2	179	0.000	2	179	0.000
13:00 - 14:00	2	179	0.000	2	179	0.006	2	179	0.006
14:00 - 15:00	2	179	0.000	2	179	0.000	2	179	0.000
15:00 - 16:00	2	179	0.006	2	179	0.000	2	179	0.006
16:00 - 17:00	2	179	0.000	2	179	0.000	2	179	0.000
17:00 - 18:00	2	179	0.000	2	179	0.000	2	179	0.000
18:00 - 19:00	2	179	0.000	2	179	0.000	2	179	0.000
19:00 - 20:00	1	247	0.000	1	247	0.000	1	247	0.000
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.008	2	179	0.053	2	179	0.061
08:00 - 09:00	2	179	0.000	2	179	0.070	2	179	0.070
09:00 - 10:00	2	179	0.000	2	179	0.053	2	179	0.053
10:00 - 11:00	2	179	0.008	2	179	0.047	2	179	0.055
11:00 - 12:00	2	179	0.011	2	179	0.025	2	179	0.036
12:00 - 13:00	2	179	0.034	2	179	0.031	2	179	0.065
13:00 - 14:00	2	179	0.025	2	179	0.045	2	179	0.070
14:00 - 15:00	2	179	0.008	2	179	0.031	2	179	0.039
15:00 - 16:00	2	179	0.045	2	179	0.008	2	179	0.053
16:00 - 17:00	2	179	0.056	2	179	0.011	2	179	0.067
17:00 - 18:00	2	179	0.053	2	179	0.020	2	179	0.073
18:00 - 19:00	2	179	0.084	2	179	0.006	2	179	0.090
19:00 - 20:00	1	247	0.097	1	247	0.036	1	247	0.133
20:00 - 21:00	1	247	0.077	1	247	0.008	1	247	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.506			0.444			0.950

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 5.62

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.042	2	179	0.145	2	179	0.187
08:00 - 09:00	2	179	0.098	2	179	0.461	2	179	0.559
09:00 - 10:00	2	179	0.137	2	179	0.246	2	179	0.383
10:00 - 11:00	2	179	0.131	2	179	0.201	2	179	0.332
11:00 - 12:00	2	179	0.156	2	179	0.240	2	179	0.396
12:00 - 13:00	2	179	0.198	2	179	0.215	2	179	0.413
13:00 - 14:00	2	179	0.159	2	179	0.179	2	179	0.338
14:00 - 15:00	2	179	0.168	2	179	0.204	2	179	0.372
15:00 - 16:00	2	179	0.466	2	179	0.263	2	179	0.729
16:00 - 17:00	2	179	0.372	2	179	0.165	2	179	0.537
17:00 - 18:00	2	179	0.243	2	179	0.165	2	179	0.408
18:00 - 19:00	2	179	0.299	2	179	0.176	2	179	0.475
19:00 - 20:00	1	247	0.364	1	247	0.271	1	247	0.635
20:00 - 21:00	1	247	0.211	1	247	0.093	1	247	0.304
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.044			3.024			6.068

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.014	2	179	0.028	2	179	0.042
08:00 - 09:00	2	179	0.025	2	179	0.045	2	179	0.070
09:00 - 10:00	2	179	0.017	2	179	0.017	2	179	0.034
10:00 - 11:00	2	179	0.011	2	179	0.011	2	179	0.022
11:00 - 12:00	2	179	0.020	2	179	0.031	2	179	0.051
12:00 - 13:00	2	179	0.006	2	179	0.028	2	179	0.034
13:00 - 14:00	2	179	0.022	2	179	0.017	2	179	0.039
14:00 - 15:00	2	179	0.017	2	179	0.020	2	179	0.037
15:00 - 16:00	2	179	0.025	2	179	0.031	2	179	0.056
16:00 - 17:00	2	179	0.045	2	179	0.022	2	179	0.067
17:00 - 18:00	2	179	0.036	2	179	0.028	2	179	0.064
18:00 - 19:00	2	179	0.053	2	179	0.028	2	179	0.081
19:00 - 20:00	1	247	0.065	1	247	0.040	1	247	0.105
20:00 - 21:00	1	247	0.032	1	247	0.016	1	247	0.048
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.388			0.362			0.750

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.000	2	179	0.003	2	179	0.003
08:00 - 09:00	2	179	0.003	2	179	0.003	2	179	0.006
09:00 - 10:00	2	179	0.006	2	179	0.006	2	179	0.012
10:00 - 11:00	2	179	0.011	2	179	0.014	2	179	0.025
11:00 - 12:00	2	179	0.011	2	179	0.011	2	179	0.022
12:00 - 13:00	2	179	0.017	2	179	0.014	2	179	0.031
13:00 - 14:00	2	179	0.003	2	179	0.006	2	179	0.009
14:00 - 15:00	2	179	0.003	2	179	0.003	2	179	0.006
15:00 - 16:00	2	179	0.011	2	179	0.006	2	179	0.017
16:00 - 17:00	2	179	0.000	2	179	0.008	2	179	0.008
17:00 - 18:00	2	179	0.011	2	179	0.006	2	179	0.017
18:00 - 19:00	2	179	0.006	2	179	0.003	2	179	0.009
19:00 - 20:00	1	247	0.004	1	247	0.004	1	247	0.008
20:00 - 21:00	1	247	0.000	1	247	0.000	1	247	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.087			0.173

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	179	0.000	2	179	0.000	2	179	0.000
08:00 - 09:00	2	179	0.000	2	179	0.000	2	179	0.000
09:00 - 10:00	2	179	0.003	2	179	0.003	2	179	0.006
10:00 - 11:00	2	179	0.000	2	179	0.000	2	179	0.000
11:00 - 12:00	2	179	0.000	2	179	0.003	2	179	0.003
12:00 - 13:00	2	179	0.000	2	179	0.000	2	179	0.000
13:00 - 14:00	2	179	0.000	2	179	0.003	2	179	0.003
14:00 - 15:00	2	179	0.000	2	179	0.000	2	179	0.000
15:00 - 16:00	2	179	0.003	2	179	0.006	2	179	0.009
16:00 - 17:00	2	179	0.003	2	179	0.000	2	179	0.003
17:00 - 18:00	2	179	0.003	2	179	0.003	2	179	0.006
18:00 - 19:00	2	179	0.003	2	179	0.003	2	179	0.006
19:00 - 20:00	1	247	0.008	1	247	0.008	1	247	0.016
20:00 - 21:00	1	247	0.004	1	247	0.000	1	247	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.029			0.056

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TO
Reading Borough Council
Planning Department
Civic Offices
Bridge Street
Reading
RG1 2LU

DATE
December 2024

FROM
Montagu Evans LLP

SUBJECT
Sapphire Plaza and Royal Court, Reading
RG1 4TA

Montagu Evans have prepared this note on behalf of our client, Mapledurham Properties Limited, to submit representations to the Reading Borough Council's (the Council) Local Plan Partial Update, Consultation on the Pre-Submission Draft (Regulation 19), November 2024.

Our client is the freeholder of Sapphire Plaza and Royal Court site ('the Site') and is reviewing options to bring forward a development proposal for the Site. This document should be read in conjunction with other consultant information including Ayre Chamberlain Gaunt's Vision Statement and Opus Works supporting Planning Statement.

The Site is identified as a proposed Site Allocation within the Council's Local Plan Partial Update, Consultation on the Pre-Submission Draft (Regulation 19), November 2024 – as '*CR14z Sapphire Plaza, Watlington Street*'.

As set out in these representations, we have reservations about the evidence base and methodology for arriving at the conclusions for the indicative potential for 50-74 dwellings on the Site. For completeness, our reporting and analysis of this evidence base is discussed below.

Our client and its professional team have begun developing proposals for the comprehensive redevelopment of the Site. Our client has already engaged with the Council to discuss the scheme, and this comprises part of a supplementary pack of information in response to the feedback received.

The scheme that is being tested as the basis for the Site allocation and the initial Heritage Townscape and Visual Impact Assessment ('HTVIA') analysis includes a mix of Built to Rent and Co-living units. At ground floor there is a mix of ancillary and amenity accommodation, community uses and healthcare. Parking is provided at basement levels. The location of the taller (20 storey) element of the proposals has been carefully considered on the western side of the Site, decreasing to 14 storeys, 8 and 6 storeys.

These supplementary representations are set out against the headings presented in the Local Plan Partial Update, Consultation on the Pre-Submission Draft (Regulation 19), November 2024. In preparing these representations regard has been had to relevant accompanying evidence base documents that supported the preparation of the draft Plan.

We note that proposals for height in this location would need to be supported in due course with detailed design information and a fully illustrated Heritage Townscape and Visual Impact Assessment HTVIA. This note is the first step in the process, and it is expected that further engagement with the Council will take place as the Local Plan progresses. At this stage, our assessment has considered a significant number of views to provide the Council with certainty regarding the robustness of the review undertaken, which in turn has informed design development.

This note is accompanied by a series of supporting Appendices and includes:

- Appendix 1.0 – Townscape Character Area Plan;

- Appendix 2.0 –Reading Tall Building Strategy (2008 and 2018) Townscape 'Character Area 26 King's Road' (SIC) table description;
- Appendix 3.0 – View Location Plans (local and distant); and
- Appendix 4.0 – Heritage Asset Plan.

SCOPE OF THESE REPRESENTATIONS

The Council is aware that the Local Plan must be prepared against the current Plan-making requirements outlined in paragraph 36 of the National Planning Policy Framework ('NPPF') (December 2024), to specifically address the following matters:

a) *Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*
b) *Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*
c) *Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*
d) *Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.*

Our representations examine whether the draft Plan meets these requirements and the Questions set out in the Pre-Submission Draft Reg 19 where they pertain to historic environment, height and site capacity matters. We also draw upon other parts of the NPPF where these are relevant to the draft policies being consulted on by the Council.

These representations have been prepared with the following principal objectives:

1. To request the review and amendment of the tall building policy CR10 and tall building zone; and
2. To request a review and redraft of the proposed site allocation for the Sapphire Plaza site against the suggested quantum of 50-74 dwellings, supported by evidence for the same.

<u>REPRESENTATIONS ON THE LOCAL PLAN PARTIAL UPDATE, PRE-SUBMISSION DRAFT REG 19 – POLICY CR10: TALL BUILDINGS (STRATEGIC POLICY)</u>

We do not agree with the stated updates to the Policy CR10 and submit that the Policy should be updated on the basis of an up to date evidence base.

The 2004 Planning and Compulsory Purchase Act requires general conformity with the overarching spatial strategy, which is intended to achieve housing supply in a housing market area suffering housing stress through optimisation of site capacity in the urban area of Central Reading. The NPPF (2024)approach promotes the effective use of land in urban areas and criteria-based approach to design excellence and placemaking. We recognise this approach as being a means of achieving good place-making and increasing housing supply.

Turning to extant Policy CR10, policies that 'rule out' areas for tall buildings require a substantial, detailed, evidence base in order to be justified. The submitted evidence base recognises that this level of assessment has not been comprehensively undertaken.

Other policies proposed in the draft partial plan update appear to reinforce and extend some of the failings of this stance. It is encouraging that the Council seeks to address its policies on density, Policy H2 as drafted seeks to set the minimum density based on the average density of the town centre as a whole. This however appears at odds with the Council's actual policy approach on assessing density

as part of its consideration of a planning application, which applies a site specific dwellings per hectare assessment. Using the average density of consented schemes that have been constructed over 2013 to 2023 represents a more reasonable basis for determining an appropriate minimum density for developments to achieve in the town centre. This would respond to national policy, where the NPPF expects minimum standards to result in a "significant uplift" in the average density of residential development. This would not be achieved by simply introducing a minimum density reflecting the average density of the town centre.

The policy necessarily needs to provide a framework for positive growth where design and other placemaking criteria are applied in suitable locations.

The updates to the minimum densities policies would reasonably require other capacity based policies to be updated to ensure consistency. This would require the Council to update Policy CR10 (Tall buildings) to reflect the likely change to the pattern and scale of development through following the minimum densities approach.

RBC's Tall Building Strategy ('TBS') dates from 2008 which comprises a townscape and visual impact assessment. There was a partial update to the TBS in 2018; however, there were no relevant material differences arising from that update.

The TBS and the 2018 update taken together comprised the evidence base for the 2019 local plan and extant Policy CR10 Tall Buildings. Extant Policy CR10 identifies tall buildings as "10 storeys of commercial floorspace or 12 storeys of residential". The 2019 plan identifies a limited number of areas as suitable for tall buildings (three in all). This is binary and strictly locational. Policy CR10 limits the direct policy support for tall buildings to the three tall building zones identified in the Reading Tall Building Study (2018) and does not recognise the potential, subject to detailed testing, for tall buildings to come forward on other sites as part of wider regeneration aspirations. This approach is not consistent with the evidence base, and the policy does not optimise housing delivery as required by the NPPF.

The Regulation 19 draft has amended the wording of Policy CR10 to identify areas of 'less suitability for tall buildings', alongside the existing three tall building zones, in which tall buildings may be considered appropriate. The policy wording for the Eastern Grouping has been amended to be less restrictive on the number of tall buildings within the cluster. The policy wording has been amended to be more prescriptive on the location and appropriateness of tall buildings, with Limb v) stating that 'outside the three clusters and the 'areas of less suitability for tall buildings', tall buildings will not be permitted'. One of these areas of 'less suitability for tall buildings' has been identified to the east of the Eastern Grouping and to the north of the Site. At present, the Site falls just outside and is adjacent both the Eastern Grouping (to the north west) and this proposed area of 'less suitability for tall buildings' (to the north).

The kind of blanket prohibition in limb i) and limb v) of the draft policy require far greater detail than found in the current evidence base to the draft Local Plan review. This should be a full site appraisal alongside the consideration of design and historic environment specifics. The evidence base does not include that up to date assessment, relying instead on an evidence base that dates largely from 2008 and 2018.

The current drafting and restrictive nature of limb i) and v) risks stifling development opportunities in areas not identified as suitable for tall buildings, whilst placing greater pressure on other areas, thus undermining the Council's strategic growth objective and wider spatial strategy which seeks to focus delivery on Central Reading.

The evidence base is not sufficiently robust as a basis to conclude that the tall building zone should not be extended to include the Site or that tall buildings should not be allowed outside the tall building zones or the identified areas of 'less suitability for tall buildings'.

We identify the appropriateness of the site (RG1 4TA) as a location for a tall building (supported by the townscape, visual and heritage impact assessment included in this note) and suggest an extension to the Eastern Grouping or adjacent area of 'less suitability for tall buildings' to include what is a unique island site within the town centre.

If it is not the intention to carry out a detailed evidence-based approach to inform the amendments to Policy CR10, then we suggest that specific wording amendments are made to policy limbs i) and v) to allow greater flexibility for other sites to come forward outside of the tall building zones where these meet the criteria set out under limb vii).

REPRESENTATIONS ON THE LOCAL PLAN PARTIAL UPDATE, PRE-SUBMISSION DRAFT REG 19 – SITE ALLOCATION: CR14Z SAPPHIRE PLAZA, WATLINGTON STREET

The Site forms part of Site Allocation - CR14z Sapphire Plaza, Watlington Street. The allocation notes development on the site should be that of residential with an indicative potential for 15-74 dwellings.

We disagree with the indicative potential of dwellings suggested for the Site and provide justification why the redevelopment of the Site with a building of up to 20 storeys and would be acceptable on the Site. Montagu Evans have considered the suitability of the Site based on the townscape characteristics and the historic environment. These comments are supported by initial VuCity testing analysis, utilising 2024 data.

TOWNSCAPE CONTEXT

The Reading Tall Building Strategy ('TBS') (2008, 2018) places the Site in Townscape Character Area ('TCA') 26 'King's Road' (SIC). The boundary of this character area comprises a large area of land south of the River Kennet and predominantly north of the A329 (which is a major road and part of the strategic network created, planned and built in the post-WWII period).

The Site falls just outside of the eastern grouping of the 'preferred tall building locations,' located to the immediate south of the boundary of the area which finishes immediately to the north of the River Kennet. Due to the location, which is surrounded by roads and supplemented further by the canal and an area of open space to the north, it forms a unique island site, separate from other properties.

TCA 26 abuts TCA 21 'Forbury South' which contains tall buildings and generally larger scale development. TCA 21 has and continues (as of the 2018 update) to be identified as one of the areas with the lowest townscape sensitivity to tall buildings.

We append a series of plans showing the Townscape Character Areas (at **Appendix 1.0**) and the accompanying TCA 26 description with updates from 2018, which we do not need to set out in detail here (set out within **Appendix 2.0**).

In summary, the TBS update stipulates that there are emerging residential uses in TCA 26, with a number of new residential blocks at 9 and 10 storeys having been completed in 2008 and 2010. These heights have increased the general scale of the TCA, pushing the scale of development closer to the threshold for tall buildings.

KEY VIEWS

<u>READING LOCAL PLAN (2019)</u>

The Site is not located within any of the designated views identified in Figure 4.2 '*Significant Views with Heritage Interest'* under Policy EN5 of RBC's Local Plan (2019).

<u>READING TALL BUILDING STRATEGY (2008) AND READING TALL BUILDING STRATEGY UPDATE NOTE (2018)</u>

The Reading Tall Building Strategy (2008) and the subsequent Reading Tall Building Strategy Update Note (2018) have been reviewed. Both documents identify a number of key local, mid, and long-range views.

Of the key views identified in Central Reading, the following have been incorporated into the View Location Plan at **Appendix 3.0**.

- View 20 and 20b (identified as Viewpoint J within the Reading Tall Building Strategy 2008): view along the Kennet and Avon Canal from Duke Street eastwards; and
- View 1 (identified as Viewpoint L within the Reading Tall Building Strategy 2008): view along Wallington Street (SIC) towards the twin spires of St. John's and the Methodist Church.

Of the mid-range views, the following have been incorporated into the View Location Plan at Appendix 3.0:

- View 21 (identified as Viewpoint 6 within the Reading Tall Building Strategy 2008): from Caversham Bridge; and
- View 23 (identified as Viewpoint 19 within the Reading Tall Building Strategy 2008): from Palmer Park.

Of the long-range views, the following have been incorporated into the View Location Plan at Appendix 3.0:

- View 25 (identified as Viewpoint 8 within the Reading Tall Building Strategy 2008): from rural road north of Maple Durham;
- View 22 (identified as Viewpoint 11 within the Reading Tall Building Strategy 2008): from Dunsden Way, south of Dunsden Green;
- View 24 (identified as Viewpoint 17 within the Reading Tall Building Strategy 2008): from the A4 west of Reading; and
- View 37 (identified as Viewpoint 22 within the Reading Tall Building Strategy 2008): from the footbridge over the M4.

It is worth noting that whilst the Tall Building Strategy (2008) Appendix 1 states that there are no key views defined for the King's Road Character Area (SIC), consideration has been given to the above.

ELDON SQUARE CONSERVATION AREA APPRAISAL (2007)

Whilst the Site is not located within the CA, it is situated approximately 50m north at its closest point.

Of the important views identified within the Eldon Square Conservation Area Appraisal, the following have been incorporated into the View Location Plan at Appendix 3.0, and include that of:

- Views 10, 11, 12 and 13: (kinetic) Views looking north along Watlington Street (commencing from The Royal Berks);
- View 14: View looking north along Princes Street; and
- Views 8 and 9: Views looking west along King's Road (SIC).

A full list of the proposed views associated with the emerging proposals on the Site is provided at **Appendix 3.0**.

MATERIAL CONSIDERATIONS

Kings Point, 120 Kings Road - the 'Verto' consent (LPA Ref. 150019)

Verto is located to the north west of the Site and is included here as a material consideration owing to its close proximity to the Site as a tall building, and its interaction with the Grade II listed churches on Watlington Street (Wesley Methodist Church and Church of St John the Evangelist). The decision includes relevant considerations pertaining to the location and design of tall buildings in this location and within the setting of nearby heritage assets.

The Vertio development is a seven to 17-storey development comprising 103 residential units and 351.5 sqm GIA of commercial floorspace. The tallest element of the scheme is positioned towards the north of the site, with stepped blocks of seven, nine and 11 storeys wrapping around from the south. The scheme was originally submitted at 19 storeys and reduced after detailed design analysis post-submission identified harmful impacts to a number of key views, vistas and heritage assets. Officers

recommended that the scheme was reduced to 16 storeys; however, the applicant responded with a revised scheme of 17 storeys.

The scheme was assessed against each part of LP Policy RC13 (Tall Buildings) in Paragraphs 6.15-6.85 of the Committee Report. The policy states that buildings within the Eastern Cluster should be subservient to those in the Station Cluster. The height of Verto was found to be acceptable, being lower than the consented schemes within the Station Cluster and therefore avoiding confusion between the two clusters. The tallest element of the scheme was moved during design development from the south-east to the centre-north to improve the landmark quality of the scheme.

The landmark quality of the tall building was considered positive in the local townscape, including views east on Kings Road from central Reading. However, the Committee Report identified harm to the setting of both the Methodist Church (Grade II) and the Church of St John (Grade II) in views north on Watlington Street. Officers agreed with Historic England, who identified harm to both churches in this key view resulting from the landmark quality of the proposals (referring specifically to the 19 storey proposal), which detracted from the prominence of the Methodist Church spire in particular concern to heritage. Officers acknowledged that the harm to the setting of these buildings was improved through the reduction in height and alteration in materials which would serve to further reduce the bulk and massing.

Despite identifying harm to these two principal heritage assets, officers found that the proposals complied with LP Policy RC13 in preserving the setting of conservation areas and listed buildings stating at Paragraph 6.52 that

'*on balance on the principal issue (the effect on the settings of the two churches), whilst a degree of harm is caused to these Assets, officers consider that the height and complexion of the proposal has been altered to a sufficient extent to not cause substantial harm and this aspect of the policy and CS33 are complied with*.'

At the revised height of 17 storeys, the proposal was found to comply with LP Policy RC13 on balance, demonstrating the acceptability of a tall building on this site, albeit located within the tall building zone, in close proximity to CR14z Sapphire Plaza, in terms of heritage, townscape and visual impacts.

EMERGING CONTEXT

Queens Road A329 Watlington Gateway

The existing 11-storey Q2 building, which includes a lower-ground car park, and opposite it the emerging 9-storey Royal Heights development, are key indicators of the evolving character of the area to the north of the A329 Watlington Street and Queens Road. These developments, together with Verto(which introduces a further increase in height), contribute to the establishment of a revised urban context. The emerging proposals for the Site are designed to respond to this changing environment, contributing to a distinctive eastern gateway to the town centre.

HISTORIC ENVIRONMENT AND TOWNSCAPE CONSIDERATIONS: HEIGHT, SCALE, BULK, MASS AND SITE OPTIMISATION

We now consider the historic environment considerations which may inform the future redevelopment of the site and refer to the VuCity capacity analysis.

The Site is not located within a Conservation Area and does not include any designated or non-designated heritage assets.

The Site is located in proximity to designated and non-designated heritage assets, the significance of which will need to be assessed in full as part of a redevelopment of the Site coming forward. This note provides a summary of these assets and their sensitivities in relation to the Site to inform future testing.

The Site is located to the north of the northern boundary of the Eldon Square CA, and as mentioned earlier within this note is situated approximately 50m north at its closest point.

The Site is located approximately 60m to the northeast of the Grade II listed Wesley Methodist Church, approximately 130m to the north of the Grade II listed Church of St John the Evangelist and approximately 125m to the northeast of the Grade II* listed Watlington House.

As such, it is understood that any future redevelopment of the site must have regard to Policy EN1 of the Council's Local Plan (2019) which iterates that development proposals 'should protect and where possible enhance the significance of heritage assets and their settings'.

The locations of these designated heritage assets are identified on the Heritage Asset Plan contained in **Appendix 4.0**.

The Site is also located approximately 50m to the north of terraces which are labelled as 'unlisted buildings of merit' identified in the Eldon Square CA Appraisal (2007) as well as locally listed buildings identified by Reading Borough Council. These are marked on the heritage asset plan at **Appendix 3**. As such, it is understood that any future redevelopment of the site should have regard to Policy EN4 of RBC's Local Plan which seeks that development affecting locally important heritage assets must conserve the significance and setting of the asset.

Key views of the future redevelopment of the Site, and any setting impacts arising from the redevelopment, must be tested and understood to inform development proposals. This note is the first step in completing this assessment in support of the proposed site allocation density.

ELDON SQUARE CONSERVATION AREA ('CA') AND ASSOCIATED ASSETS

Eldon Square was RBC's first conservation area to be designated in 1972 and extended in 1982. The special interest of the CA is derived from its preservation of 19th century residential development, associated street pattern and historic churches, set alongside formally planned open spaces. The built form of the area is distinctive in its use of Bath Stone and local brick, establishing the area as an architecturally cohesive and homogenous area of Reading.

LOCAL LANDMARKS, OPEN SPACES AND KEY VIEWS WITHIN THE ELDON SQUARE CA

Local landmarks include the two churches - the Wesley Methodist Church and Church of St John the Evangelist - the spires of which are a local landmark and are the focus of Views 1, 10, 11, 12, 13, 16 and 19 in the VuCity (2024 data) initial assessment.

Eldon Square Gardens is an important green open space within the CA, which is ordered by mature trees.

The most prominent landmarks in the CA and surrounding locality are the spires of the Wesley Methodist Church (1872) and the Church of St John the Evangelist (1872), now known as the Polish Church of the Sacred Heart. Both churches have a presence in Watlington Street and the two spires, only a few hundred metres apart, are a positive feature of the CA and further afield. The spire of the Wesley Methodist Church, being located on the corner of Watlington Street and Queens Road is more publicly known and recognised.

Any future development would need to consider the visual impact on both spires and as such, their location and importance has informed the viewpoints considered in the visual analysis.

The Eldon Square Conservation Area Appraisal also identifies a key view from outside the Grade II listed Oval, looking northwards along St John's Street. Proposed View 14 demonstrates how the development would be seen in this context, with the taller west and central volumes being seen prominently from the CA above existing interposing development. These sorts of visual experiences and interactions are frequent throughout the CA.

In the proposed views, the taller tower volumes would be understood as part of the existing, varied context outside of and particularly to the north of the CA. This context includes buildings of varying age, scale and architectural styles and includes tall and large development including the Q2 building on Kennet Street.

The following designated heritage assets are located within the Eldon Square CA and are in proximity to the Site.

- *Wesley Methodist Church - Grade II (60m to the southwest of the Site);*
- *Walls at 44 Watlington Street – Grade II (120m to the southwest of the Site);*
- *Watlington House – Grade II* (125m to the southwest of the Site); and*
- *Church of St John the Evangelist – Grade II (130m to the south of the Site.*

Watlington House was listed Grade II* on the 22nd March 1957. It was built in the late 17th to early 18th century, in two parts, for Samuel Watlington, former Mayor of Reading. It is constructed in red brick and is Georgian in architectural style. It derives significance from its attractive external architectural appearance and domestic vernacular, with a well-preserved plan form and original fixtures, it derives further historic interest as one of the earliest houses in the area.

The setting of Watlington House comprises later Victorian development along Watlington Street, South Street and The Grove. The properties in the immediate are are of a later date but contribute to an appreciation of the architectural and historic interest of Watlington House, in their architectural style, scale and appearance. In the wider area, beyond the CA, there is visual evidence of the density of development associated with the development of Reading town centre. The special architectural and historic interest is best appreciated from the east, looking at the main elevation, orientated away from the Site. Views towards the Site are glancing and oblique, afforded only when looking north from the forecourt in front of the listed building. There is some separation between the two, with the Site being situated approximately 125m from the designated heritage asset and the Site in its present condition makes no contribution, positive or negative, to our ability to appreciate the heritage value of the building.

Views 10 and 11 illustrate the setting relationship between Watlington House and the proposed development. Within these views, the western tower can be seen to the right hand of the frame, to the north east of the listed building. In the proposed view, the tower would contribute to the creation of a gateway experience alongside the Verto development, in an area of Reading that is changing as a result of dense and tall residential and commercial development to the northern side of Kings Road and the Kennet River. The Site is located within an areaof the asset's setting which does not contribute to an understanding of its significance. The separation between the Site and the Watlington House is reinforced by the physical infrastructure and busy nature of the Kings Road.

The Wesley Methodist Church was Grade II listed on the 14th December 1978. It dates to 1872 and is constructed of red brick with stone and white brick dressings. It derives historic and architectural interest as a well-preserved, late 19th century Methodist church of the Neo-Gothic style and for its association with John Wesley and the growing influence of non-conformism in the mid to late 19th centuries.

The Wesley Church is on the junction of Watlington Street and Queens Road. Queens Road is a busy vehicular thoroughfare leading west towards the town centre.

The spire of the Wesley Methodist Church forms a prominent landmark in the CA and surrounding locality. The principal entrance of the church faces the north side of Queens Road, directly opposite a range of modern commercial and residential buildings, including the existing and emerging Royal Heights development, Kennet Street Apartments and the Q2 building. Consequently, the context on this side has undergone significant transformation. There is a prominent view of the spire of the Wesley Methodist Church, looking north on Watlington Street. As one moves north on Watlington Street, the Verto development is visible behind the spire of the church such that the silhouette of the building is obscured. The kinetic experience of this interaction is shown in Views 11, 12 and 13,

The Church of St John the Evangelist was Grade II listed on the 23rd of July 1974. It was constructed in 1872, in the early French Gothic style of Kentish rag with Bath and red sandstone dressings. The church derives historic and architectural interest as the only Anglican Church by Mr W.A. Dixon.

The Church of St John the Evangelist orients E-W in the manner of Church of England (as it was originally) churches, and there are attractive views of its tower looking north from within the CA. As one travels north from the southern end of Watlington Street, views of the Q2 building can be appreciated alongside the church tower. While surrounding development is visible in the background, the church tower remains the focal feature within these views, maintaining its visual prominence.

The Site forms part of an area of modern residential and commercial development to the north of the two churches, separated from them by the busy throughfare of Queens Road. The Site bears no historic or functional relationship to these assets and thus does not contribute to an understanding of their significance.

The potential for intervisibility with these heritage assets as a result of redevelopment on the Site is demonstrated in Views 1, 10, 11, 12, 13, 16 and 19.

The Reading Tall Building Strategy (2008) identifies View 1 as a key view within Central Reading, specifically as part of 'Viewpoint L: view along Wallington Street (SIC) to the twin spires of St. John's and the Methodist Church'. The view notes that the key feature of the view to be protected is that of the channelled view of the two spires. Specifically, the supporting text for the view states:

"The focus of the view is the twin spires of the Polish catholic church and the Methodist church. Although intervening buildings interrupt views of the spires, they remain the tallest element of the view. Although designated features form an element of the view, they are background features. The wide road and road signage dominate the foreground of the view and creates a degraded character"

From this viewing location, looking south towards the churches, the emerging proposals do not interact with the churches and the spires would remain the focal point of the views.

Views 16 and 19 are located along Chestnut Walk and Forbury Road and demonstrate views looking south towards the Site. From these locations, the change in townscape character is readily apparent in the existing and emerging context, which includes tall and large developments. The two church spires are visible from these locations and the proposed views demonstrate that the emerging proposals would not obscure the landmark silhouettes of the spires. In these views, the spires would remain fully discernible within the views.

Views 10 to 13 form part of the visual kinetic experience along Watlington Street. In the proposed views, the western element of the emerging proposals would introduce a new and distinct feature in the middle ground and background of the visual experience within this part of the CA. The emerging proposals would form a new feature in these views but would be understood as being part of TCA 26 (King's Road), which has a character of taller and larger development and is distinct from the lower scale, fine grain development of the Eldon CA.

When viewed from the south, the taller element of the emerging proposals appear in the wider setting of St John the Evangelist and the Wesley Methodist Church. This sort of intervisibility would be experienced as one element of a wider, kinetic visual experience along Watlington Street in which both churches remain as prominent and dominant features in the foreground of these views.

Considering the visual and setting experience with the Wesley Methodist Church in detail, Views 10, 11 and 12 depict the visual impact of the western tower where the spire of the church is seen prominently in the townscape setting. On Watlington Street the east elevation of the church can be readily appreciated. When viewed from the south on Watlington Street, the tallest element of the proposed development (located in the west of the Site) would be visible in the setting of the church and may draw the eye to the other side of the street where the height of the building will meet the height of the Church spire. Owing to the separating distance between the church and the Site and the orientation of the buildings, the two would not be viewed in conjunction from the north or south.

Views 11, 12 and 13 illustrate the visual and setting interactions between the proposed development and spire of St John's church. These are part of a kinetic sequence. The western tower of the proposed development is prominent when viewed from further south on Watlington Street. View 13 is the furthest south located at the junction with London Road. From this location, the western tower would be prominent, with the middle and top of the tower seen behind the tower and spire of the church. Whilst

there is an increased visual interaction with the spire, the form and composition of it would remain legible, with the tower appearing below the tip of the spire and as mentioned above interaction is kinetic along Watlington Street as demonstrated in views provided from London Road to the junction with Queens Road. Furthermore, the materials proposed would contrast with that used in the spires, helping to retain the spires' dominance along Watlington Street.

The Verto development resulted in a material change to the setting of both the Wesley Methodist Church and St John the Evangelist through an introduction of a tall building to the north. It is important to note that on balance, the Council considered the Verto development to avoid an unacceptable level of harm to the setting of the churches despite these material changes to setting. The proposed views demonstrate that there would be a similar setting interaction between the proposed development and the churches when looking north on Watlington Street. It will be open to the Council to consider the scheme and its merits as a whole, in coming to a balanced judgement on the level of harm and how that may be offset by planning benefits.

The assessment provided here demonstrates how the Site may accommodate a greater density of development than is proposed in the draft Site Allocation and outside the proposed Tall Building Zones in an acceptable manner on the site.

Relevant Case Law and Decisions

Weight to Listed Buildings

This assessment has been mindful of the considerable weight attached to the preservation or enhancement of the setting of heritage assets, which was clarified by the Court of Appeal judgement in *Barnwell* (2014)[1].

The Court held that, in enacting Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Parliament intended that the desirability of preserving the settings of listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm but should be given *"considerable importance and weight"* when the decision-maker carries out the balancing exercise.

Substantial Harm

The *Bedford* (2013)[2] judgement clarified how the decision-maker should consider whether a development would lead to 'substantial' or 'less than substantial harm' according to the categories set out in the NPPF. Of particular relevance to the approach to determining this application are the below paragraphs from the judgment which states at paragraph 25:

"Plainly in the context of physical harm, this would apply in the case of demolition or destruction, being a case of total loss. It would also apply to a case of serious damage to the structure of the building. In the context of non-physical or indirect harm, the yardstick was effectively the same. One was looking for an impact which would have such a serious impact on the significance of the asset that its significance was either vitiated altogether or very much reduced."

Therefore, the Courts have made clear that substantial harm is a very high test, such that the significance of an asset would have to be vitiated altogether or very much reduced.

Less than substantial harm is therefore any harm ranging from a very limited effect to one just beneath the threshold of substantial harm.

Clear and Convincing Justification

The *Bedford* (2013) judgement confirmed that 'clear and convincing justification' which is now at paragraph 213 of the NPPF is not a freestanding test. *Pugh* (2015)[3] clarified that clear and convincing justification is no more than the tests set out at now paragraphs 214 and 215 of the NPPF as relevant,

[1] *Barnwell v East Northamptonshire District Council* [2014] EWCA Civ 137

[2] *Bedford BC v SSCLG* [2013] EWHC 2847 (Admin)

[3] *Pugh v Secretary of State for Communities and Local Government* [2015] EWHC 3 (Admin)

and thus effectively the balance of benefits. In other words, if the heritage harm is outweighed by planning benefits, then the requirement in the NPPF for clear and convincing justification is achieved.

Discharging the Statutory Duties

The *Mordue* (2015)[4] judgement confirmed that a decision-maker who works through the relevant NPPF policies on heritage will generally have discharged the relevant statutory duties (see paragraph 28).

Internal Heritage Balance

The 'internal heritage balance' is derived from an interpretation of a Court of Appeal judgment in *Palmer* (2016)[5] that considered Section 66(1) .

Practically this has meant that paragraphs 207 and 208 on 'substantial' and 'less than substantial harm' respectively would only be engaged if there was 'net' harm after the internal heritage balance has been struck, i.e. weighing heritage harms and heritage benefits against each other.

The Court of Appeal judgement known as *Bramshill* (2021)[6] found that the Palmer judgement does not lead to an 'internal heritage balance' as a matter of course (paragraph 71). There are different ways that a decision maker can apply the balance of harm versus benefits (paragraph 74) and some of these are summarised in that judgment (paragraph 78).

The Secretary of State (agreeing with the inspector) considered this issue of applying the internal heritage balance in *Whitechapel Bell Foundry* (2021)[7]. That decision confirmed that the *Palmer* approach of an 'internal heritage balance' is a legitimate one to follow in undertaking the balancing act as long as the great weight analysis, if applicable is applied.

The other approach would be to engage paragraph 214 and 215 whenever harm to a heritage asset is identified, and any heritage benefits would then be considered as part of the public benefits to outweigh the harm. In either approach, therefore, the outcome on the acceptability of the proposals in the planning balance should ultimately be the same, and provided heritage benefits are not double-counted in the planning balance then the approach is robust.

Harm from Setting Effects

The Inspector in *Edith Summerskill House* (2022)[8] considered the issue of harm arising from a setting impact on the significance of a highly graded church in the Royal Borough f Kensington & Chelsea, London.

Most relevantly, at paragraphs 12.48-12.50 the Inspector wrote:

"I accept that the threshold between less than substantial and substantial harm as referred to in the Framework has recently been considered by the High Court in relation to the decision of the Minister of State for Housing to grant permission for the Holocaust Memorial and Learning Centre in Victoria Tower Gardens, Millbank, and that the result of that is awaited. My analysis is therefore based on the position at the time of writing.

"The point was not made in these terms at the Inquiry but for my part I see little between the decision of the High Court in Bedford, the Court of Appeal in Bramshill, and the PPG. Essentially, substantial harm is set at a high bar, such that a good deal (or all) of the significance of a designated heritage asset would have to be removed for it to be reached. That means that the range for a finding of less than substantial harm is very wide indeed, from a harmful impact that is hardly material, to something just below that high bar.

[4] *Jones v Mordue* [2015] EWCA Civ 1243; [2016] 1 WLR 2682
[5] *Palmer v Herefordshire Council & ANOR* [2016] EWCA Civ 1061
[6] *Bramshill v SSHCLG* [2021] EWCA Civ 320
[7] APP/E5900/V/20/3245430 and APP/E5900/V/20/3245432 (31 May 2021)
[8] RBKC application ref. 20/01283/FUL; Appeal ref. APP/H.5390/V/21/3277137

"In cases where the impact is on the setting of a designated heritage asset, it is only the significance that asset derives from its setting that is affected. All the significance embodied in the asset itself would remain intact. In such a case, unless the asset concerned derives a major proportion of its significance from its setting, then it is very difficult to see how an impact on its setting can advance a long way along the scale towards substantial harm to significance."

Effects on other heritage assets in the vicinity

Future development scenarios should consider the following heritage assets that are within the wider area:

1. *Reading Gaol* - Reading Gaol was Grade II listed on the 14th of December 1978. The prison was built between 1842-44 by George Gilbert Scott and William Boynthon Moffatt, according to advanced principles of organisation. The heritage value of the Gaol lies in its historical and architectural significance, characterised by its impressive, fortress-like design as an early work by one of England's leading 19th-century architects. It holds planning importance as a pioneering example of a radial-plan prison designed for the 'separate system' of surveillance and solitary confinement. Historically, it is closely associated with Oscar Wilde, who spent eighteen months of his sentence there and later immortalised the institution in *The Ballad of Reading Gaol*.

   The wider setting comprises the urban environs of Reading town centre, including the main ring road with modern development to the north, as well as a series of retail and industrial parks to the east, including Forbury Retail Park and Bakers Yard. Given the extent of interposing development and separation distance, there is a limited visual or setting interaction between the asset and the Site. The Site does not contribute to an understanding of the significance of the gaol.

   View 16 and 19 are located adjacent to the east and south of the Gaol complex, outside of the prison walls. It is clear from the Zone of Theoretical Visibility ('ZTV') that there will be very limited intervisibility from the Gaol group. Based on this, it is unlikely that there would be any material change to the setting resulting from the Proposed Development and the special interest of the group would be preserved. This should be tested in due course with additional VuCIty testing and verified view analysis.

2. *Reading Abbey Group* - This group of assets comprise the following: Reading Abbey Ruins – Grade I, Abbey Gate – Grade I, Reading Abbey – Scheduled Monument.

   Reading Abbey was first scheduled on 19th April 1915 and amended 29th January 1993. It is also a Grade I listed structure, designated on 22 March 1957. The Abbey Complex as a designated scheduled monument includes Forbury Gardens to the west and Reading Gaol to the east. Reading Abbey derives historic and architectural interest as an excellent example of a medieval monastic complex, and as one of the ten richest abbeys in Britain.

   The Site forms part of an area of modern commercial and emerging residential development to the southeast of this group of assets. Given the extent of separation distance and interposing development, there is a limited visual or setting interaction between the assets and the Site. The Site does not contribute to an understanding of their significance. The ZTV illustrates that there will be limited intervisibility from within the gardens. It is therefore unlikely there would be any material change to the setting resulting from the Proposed Development and the special interest of the group would be preserved.

3. *The group at Blakes Lock Sewage Pumping Station* should also be considered. The Engine House – Grade II, The Screens House – Grade II ,47-48 Kenavon Drive – Grade II The Pump and Turbine House – Grade II

   The association of the listed buildings at Blake's Lock with the River Kennet which comprises an important element of the setting of the listed building. The river was part of the industrial

process at the sewage works. The wider setting includes later development which has changed the historic character of the area, first from open land (King's Mead) to industrial uses (Huntley and Palmers factory), and now there is a mix of large retail units and modern residential blocks of flats. To the east along the River Kennet, the listed buildings are experienced in the context of the later residential development along the riverbank, which is visible in views out and across from the group of listed buildings. The later elements of the setting do not contribute to the special interest of the listed buildings.

The Site forms part of an area of commercial and emerging residential development to the west of this group of receptors, on the opposing side of the River Kennet. It does not have a historic or functional relationship with the group of assets and thus does not contribute to an understanding of their significance. While constituting a change in their setting, the proposed development would not affect one's ability to appreciate the special interest of the assets in this group, and therefore their special interest would be preserved.

4. To the northeast of the Site there are a group of locally listed buildings located on Gas Works Road which were formerly associated with the former Gas Works that stood to the north, as well as the *Huntley and Palmers Biscuit Factory*. These comprise: King's Road Gardens (the boundary of which at its closest point is located 25m to the north), Huntley and Palmers Social Club (80m to the northwest) and the Former Gas Works Social Club (140m to the northwest)

   King's Road Gardens, formerly the Huntley & Palmers Garden, comprises an enclosed public garden with impressive iron gates. The Huntley and Palmers Social Club is what survives of the former factory of the biscuit makers, Huntley and Palmers, who were originally based in Reading. This building was converted into the Factory Social Club in 1938, after it became vacant when new offices were constructed next door on the King's Road frontage. The former Gas Works social club dates to the late 19th century and was built as a social club for the workers of the Reading Gas Company on a Watlington Street purchased from the famous Huntley & Palmers biscuit company in 1880. It derives historic interest as a remnant of Reading's industrial past, particularly of the gas works which used to stand in close proximity.

   King's Road Gardens and the Huntley and Palmers Social Club are located on opposing sides of Kings Road, close to the busy junction of the Inner Distribution Road. The Former Gas Works Social Club is slightly set back from the Inner Distribution Road, on Gas Works Road. This area was historically the centre of industry in Reading and included the Reading Gas Works. Some remnants of the town's industrial past remain, including the buildings associated with Blake's Lock. However, the receptors no longer relate to their immediate setting which comprises modern, office and residential development of up to 17 storeys. The receptors are experienced in a busy, urban environment characterised by tall buildings. Their historic setting has been completely eroded and they stand as isolated remnants of the historic industrial use of the area. The Site forms part of this modern commercial and residential development to the north, bearing no historic or functional relationship to this group of assets and therefore does not contribute to an understanding of their significance.

   Views 1, 2, 3 and 15 illustrate the experience of the redevelopment of the Site within the setting of these non-designated heritage assets. The views demonstrate that new built form of scale will be introduced to the south of this group of assets. This will be visible as part of an element of their setting which is not considered to contribute to an understanding of their significance, and one already characterised by tall, modern buildings. It is therefore expected that the proposed development would therefore preserve the special interest of these non-designated heritage assets.

CONCLUSIONS

Further to our assessment of the emerging proposals at Sapphire Plaza and Watlington Street, it is strongly contended that Policy CR10: Tall Buildings should be amended to include the Site within the 'Areas less suitable for Tall Buildings'. We make our case for height in context of our assessment of built form undertaken in respect of a significant number of views from around the site.

In making the case for height, which would extend across the whole site and is made in relation to the built form identified in ACG's Vision Statement, our assessment robustly identifies that the site can accommodate further development than that currently identified in the Reg 19 Local Plan, this being more akin to that previously allocated at Regulation 18 stage.

From the initial HTVIA analysis undertaken it is clear that a scheme of up to 20 storeys could be appropriate and brought forward in an acceptable manner on site. This would include both Sapphire Plaza and Royal Court and would respond positively to the emerging residential character of this part of Reading.

17 SLINGSBY PLACE
LONDON | WC2E 9AB

TECHNICAL NOTE

Project: Sapphire Plaza, Reading
Date: 18 December 2024
Subject: Daylight Assessment

To: Reading Borough Council LPA
From: Nicholas Ealey – Point 2
CC: Jonathan Walton – Opus Works

Point 2 Surveyors have been asked to consider the daylight implications as a result of the October 2024 scheme for the redevelopment of Sapphire Plaza, Reading (Site/Proposal). This letter will consider the impact to the daylight amenity of surrounding residential properties.

Daylight

The BRE document Site Layout Planning for Daylight and Sunlight provides guidance on daylight and sunlight. The principal measure of daylight for assessing the impact on properties neighbouring a site is Vertical Sky Component (VSC). The guidelines state that if the VSC is less than 27%, and VSC is reduced to less than 0.8 times its former value (i.e. the proportional reduction is greater than 20%), then the reduction in skylight will be noticeable.

The BRE daylight and sunlight guidance was established in relation to a sub-urban environment. As such, the default nationwide BRE numerical criteria are based on 25-degree development angles, which are frequently inappropriate, and indeed unachievable, in urban areas.

This is openly acknowledged by the BRE, and in its introduction, the BRE guide itself urges that the guidelines be interpreted flexibly:

"The advice given here is not mandatory……Although it gives numerical guidelines these should be interpreted flexibly……For example in an historic city centre, or in an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable…."

This is also acknowledged in the National Planning Policy 2024 ("NPPF") states at para 130 c):

"local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, ***when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight*** [emphasis added]*, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)."*

It was held at Appeal (8 December 2023) for the development of **31-37 East Street, Epsom, Surrey** (Appeal Ref: APP/P3610/W/23/3324830 para 24) that "*A noticeable change need not however be considered unacceptable*."

In the case of **Woking Football Club** appeal APP/A3655/W/20/3265969 (14 December 2021), it was held that despite noticeable alterations of daylight, that the proposed development would not have a significantly harmful effect on the living conditions of nearby residents, through overbearing impact, loss of privacy or loss of daylight.

It was noted that a flexible approach should be taken in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). Some windows were left with residual daylight levels of less than 15% VSC (mid-teens).

Indeed, with reference to **The Whitechapel Estate** appeal decision (21 February 2018 PP/E5900/W/17/3171437), planning permission was granted where living room and bedroom windows retained VSC levels in the mid-teens, providing further guidance on what is deemed acceptable within an urban environment.

Appendix F of the BRE guidelines provides advice on setting alternative targets for access to daylight and sunlight. In relation to the default targets, it says; *"These values are purely advisory and different targets may be used… a hypothetical example of a mews in a historic city centre, where the obstruction angle from ground floor window level might be close to 40°."*

In relation to considering alternative targets, Appendix F of the BRE guidelines states that:

"*In assessing the loss of light to an existing building, the VSC is generally recommended as the appropriate parameter to use. This is because VSC depends only on obstruction and is therefore a measure of the daylit environment as a whole."*

In accordance with this, in assessing the proposal, primary consideration is given to the VSC figures.

In recent years the need to make best use of available land means that the redevelopment of previously comparatively low-rise, low-density sites has required an increase in density, with corresponding increases in typical development angles and reductions in daylight.

In many urban areas it has therefore been established that a generalised target of 15% residual VSC is acceptable where reductions of daylight are noticeable.

When reviewing the existing context surrounding Sapphire Plaza, circa a fifth of windows currently enjoy daylight levels of less than 15% VSC in the existing scenario. Whilst some rooms are served by a mixture of high and low performing windows, where residual daylight to all the windows serving a room are less than 15% VSC, the figures range from as low as 5% up to 15%. This demonstrates some of the lower existing levels of daylight currently experienced by residents.

Therefore, taking into consideration the intention of the NPPF, flexibility of the default BRE Guidance and the above referenced decisions in relation other Major Developments, **we consider a general VSC target of 15% is appropriate, with a smaller proportion in bands below 15%.**

Proposal

Our understanding of the proposal is set out in Figure 01 below in context next to the River Kennet canal. The site is located in a dense urban environment within a confluence of main artery roads. The context is a mix of commercial and residential apartments blocks. The proposal surrounded by medium and tall existing buildings. This scenario has been established over several decades.

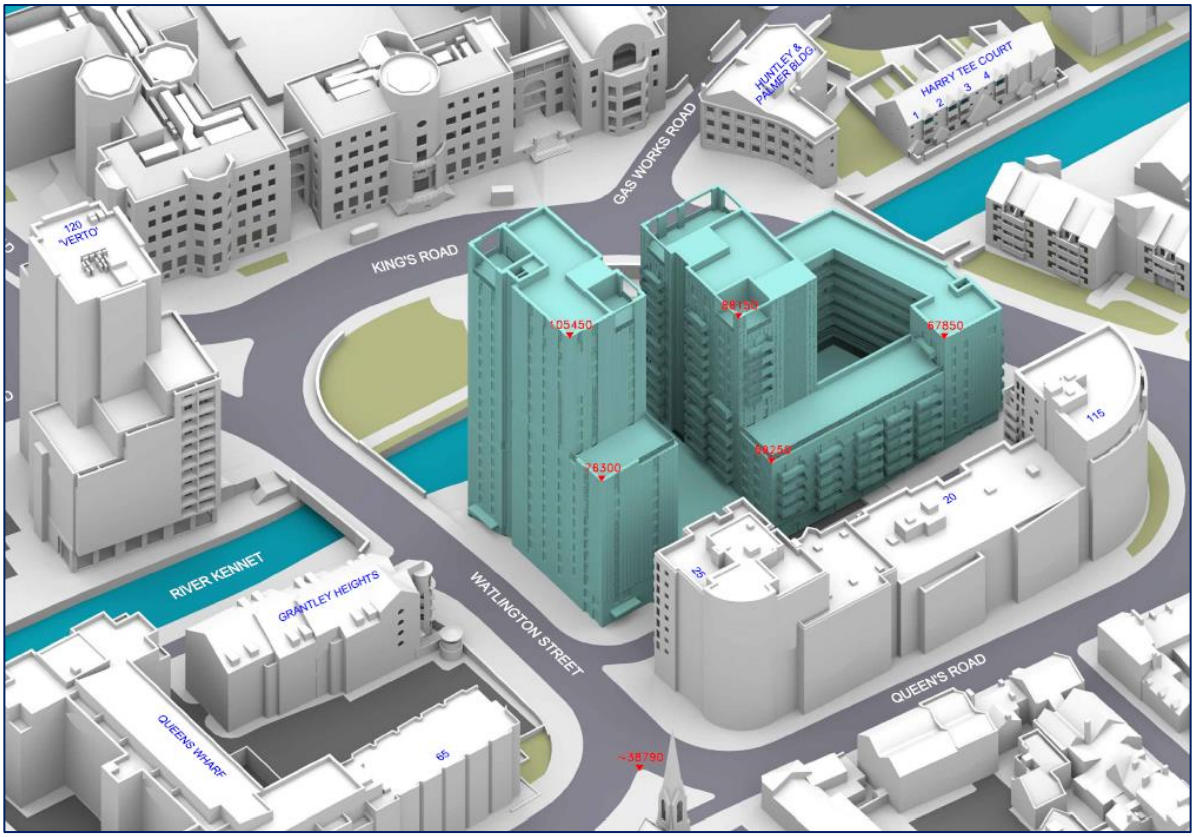

Figure 01 – proposal (green) in context

Surrounding Properties Considered

The following properties contain residential accommodation and due to their proximity to the site have been considered for daylight assessment. The locations of these properties are set out in the map below (figure 02) and are numbered accordingly.

1. Huntley & Palmer Building
2. 1, 2, 3, & 4 Harry Tee Court
3. 1-38 Patriot Place
4. 115 Queen's Road
5. 20 Kennet Street
6. 25 Watlington Street
7. 65 Queens Road
8. Queens Wharf
9. Grantley Heights
10. 120 King's Road (Verto)

POINT 2

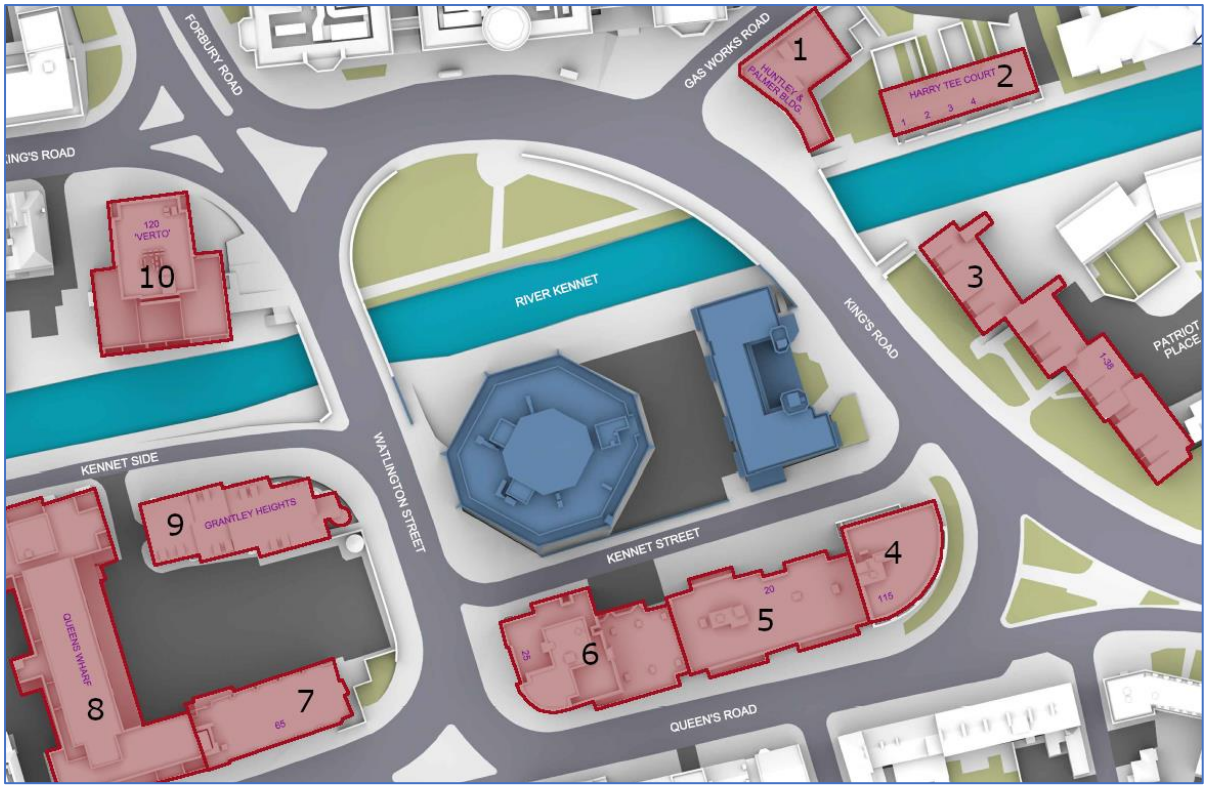

Figure 02 – Existing site in context

Daylight Assessment

Where rooms are served by multiple windows, we have conducted an average weighted VSC assessment to ascertain the overall VSC impact which takes into account the total glazed area serving the room (in accordance with BRE para 2.2.8).

The properties listed below are not impacted by the proposal or they experience unnoticeable alterations of daylight (VSC):

- Huntley & Palmer Building (1)
- 1, 2, 3, & 4 Harry Tee Court (2)
- Queens Wharf (8)

The remaining properties, which are considered in further detail below, will experience noticeable alterations of daylight (VSC) to some site facing windows and are discussed in greater detail.

The noticeable impacts to neighbouring properties are predominantly modest and can be categorised into two typologies. The first type of impact concerns five properties: 1-38 Patriot Place, 115 Queens Road, 65 Queen's Road, Grantley Heights, 120 King's Road.

These buildings experience only minor noticeable reductions which are coupled with residual VSC of mid-teens or greater. Noticeable impacts occur predominantly due to self-obstruction from balconies. Existing windows with balconies above them typically receive less daylight because the balcony cuts out light from the top part of the sky, thus even a modest obstruction opposite may result in a large

relative impact on the VSC, and on the area receiving direct skylight. Although the presence of balconies places a heavy burden on the scheme, impacts to these properties is considered very small.

The remaining category concerns 20 Kennet Street and 25 Watling Street. Despite noticeable alterations to these properties, it is considered that the windows serving primary habitable rooms (living/kitchen/dining rooms) are left with adequate residual daylight.

Bedrooms are left with less residual daylight primarily due to self-obstruction from side returns. The BRE provides that a larger relative reduction in VSC may be unavoidable if the existing window has projecting wings on one or both sides, as these windows do. This will also have an impact on the residual VSC levels enjoyed by these windows due to a tunnel effect. Regardless, these rooms are of secondary importance due to their use (as bedrooms) and light levels are considered acceptable for the locale.

To ensure that the development matches the height and proportions of existing buildings, daylight targets for these windows could be set to those for a 'mirror-image' building of the same height and size, an equal distance away on the other side of the boundary. When this assessment is conducted for 25 Watling Street, daylight levels are considered to perform well compared to the mirror assessment.

Conclusion

The site currently contains relatively low density massing, as a result windows within site facing properties are impacted by few obstructions. Any uplift of massing will inevitably result in noticeable daylight impacts to some residential properties, however it is important to consider the residual daylight levels these properties will subsequently enjoy.

This approach is common in an urban environment, and it has been held at appeal that noticeable reductions of daylight are not to be equated with "unacceptable impacts" and the use of alternative target values have frequently been considered acceptable across the country – noting various appeal decisions. The proposal has been designed to ensure that daylight impacts on neighbouring properties are commensurate with the locale. As a result, the reductions of daylight are generally modest and site facing properties are left with residual daylight levels which are commensurate or better than one would expect in the locale. It is considered that the proposal responds very well to its location.

The scheme is considered acceptable given its location (and use of appropriate alternative target values) and would conform to planning guidance. Should you have any queries about this review, please contact me at your convenience.

Yours sincerely,

Nicholas Ealey
Associate Director
For and on behalf of Point 2 Surveyors Ltd.

Mapletree Investments

(Response from webform)

Title:

First name:

Last name:

Would you like to include the contact details of an agent(s)?: Yes

Agent's Title (if applicable): Miss

Agent's First Name (if applicable): Ellie

Agent's Last Name (if applicable): Roe

Agent's Job Title (if applicable): Planner

Agent's Organisation (if applicable): Lichfieds

Agent's Address Line 1 (if applicable): Apex Plaza

Agent's Address Line 2 (if applicable): Forbury Road

Agent's Address Line 3 (if applicable): Reading

Agent's Address Line 4 (if applicable):

Agent's Telephone Number (if applicable): 7776696737

Agent's Post Code (if applicable): RG1 1AX

Agent's E-mail Address (if applicable): ellie.roe@lichfields.uk

To which part of the Local Plan does this representation relate?: Policy OU2: Hazardous Installations (Strategic Policies)

Do you consider the Local Plan is legally compliant?:

Do you consider the Local Plan is sound?: No

Do you consider the Local Plan complies with the Duty to co-operate?:

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Mapletree (the owner of Green Park) is familiar with the detailed provisions associated with current Policy OU2 as Green Park Business Park is located in the Detailed Emergency Planning Zone (DEPZ) for AWE Burghfield. The Green Park Management have worked proactively with the relevant authorities, including Reading Borough Council, to address and respond to the requirements for new development within the DEPZ.

They have no comments on the majority of emerging Policy OU2 (much of which is consistent with the current policy) but consider that part of the provisions of the additional text, relating to DEPZ being “subsequently amended” within the draft policy is not appropriate and inconsistent for the reasons amplified below.

As drafted Policy OU2 contradicts a very recent appeal decision issued by the Planning Inspectorate (PINS) after the Regulation 19 consultation process began. The appeal decision, issued on 18th November 2024 permitted a residential proposal for 32 homes in West Berkshire (PINS Ref: APP/W0340/W/22/3312261) (the ‘West Berkshire appeal’) following the earlier refusal of planning permission by West Berkshire Council on a site within the DEPZ of AWE Burghfield.

In their report the Inspector identified adopted West Berkshire Core Strategy Policy CS8 and noted West Berkshires suggestion that the subsequent change to the DEPZ (in 2020) required a change to the way that Policy CS8 applied. He rejected the Councils view stating (paragraph 21):

"I consider the suggested substitution of the DEPZ for the ICZ would alter the wording of that development plan policy to such an extent that it would fundamentally change its meaning and intent. It would greatly expand the area within which development proposals are likely to be refused and would result in a far more restrictive development plan policy than that which was intended at the time of adoption. It would also result in considerable uncertainty as to the approach the Council is likely to take to development within the DEPZ."

Importantly the appeal discussed highlights that the DEPZ restrictions on this site are in the form of a planning 'material considerations' rather than an 'embargo'.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording or any policy or text. Please be as precise as possible.

The West Berkshire appeal decision indicates that any changes to the DEPZ should not effectively be automatically imported into adopted Local Plan policies given the adverse reasons identified in the recent West Berkshire appeal.

Mapletree consider that the wording of draft Policy OU2 should be amended to delete the reference that the scope and content of the policy is directly "or as subsequently amended" between Local Plan cycles.

Please upload any supporting information (if necessary).

Do you wish to make further comments concerning another paragraph, policy or area of the policies map?: Yes

To which part of the Local Plan does this representation relate?: Policy CC2: Sustainable Design and Construction (Strategic Policy)

Do you consider the Local Plan is legally compliant?:

Do you consider the Local Plan is sound?: No

Do you consider the Local Plan complies with the Duty to co-operate?:

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Mapletree support the strategic objectives of Policies CC2 (and CC3 – as expanded upon in their subsequent response). These require, inter alia, the development of building(s) and site layouts and the appropriate, efficient, and careful use of energy, water, minerals, materials, and other natural resources to account for the effects of climate change.

At a corporate level, Mapletree have adopted proactive sustainability strategies that will result in reductions in Greenhouse Gas emissions and more sustainable commercial operations.

Amongst other measures Green Park hosts quarterly Environmental Forums that educate tenants on crucial environmental topics such as the Carbon Cost of Going Digital, Wind Energy and Sustainable Travel. In 2023 the park launched its inaugural 'Green Group' meeting, marking a significant milestone, promoting collaboration on sustainability initiatives and fostering productive engagement between tenants and management.

Mapletree have a strong track record, and have accumulated significant knowledge, in the development of sustainable, low carbon buildings and as such, are well placed to provide comments to these specific policies.

Whilst supportive of the ambitions of the Regulation 19 draft, their experience of development schemes means that they are aware that there will be some types of development proposals where not all criteria will be achievable under the current requirements identified.

They therefore consider that the following amendments to the policy are appropriate to ensure the NPPF soundness tests are met.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording or any policy or text. Please be as precise as possible.

As a formatting point and for ease of reference, it is suggested that the multiple requirements set out under policy CC2 are allocated to a specified criteria (i.e. number or letter), as has been done for other policies in the plan (such as Policy H5: Standards for New Housing). For now, these representations refer to the main 'items' set out in Policy CC2.

They generally support Policy CC2's 'Exceptional basis clause' which states that "where the above points cannot be met for technical, viability or other policy reasons (such as heritage), the highest possible standards are required. In these cases, an applicant must demonstrate the extent to which the requirements can be met."

However, they consider that (i) the word "feasibility" should be added to this clause to recognise the wider circumstances and for consistency with the wording of draft Policy CC3.

Finally, as drafted Policy CC2 requires the demolition of existing buildings to be "accompanied by a full justification for demolition and demonstrate how 95% of all construction waste will be diverted away from landfill…" This requirement is very high, and it is not clear where this percentage has been sourced, as no technical standards have been referred to in the policy.

For technical and good practice standards, the EU Taxonomy is often used as a classification framework designed to determine whether an economic activity is environmentally sustainable. Specifically, when examining the climate change mitigation objective within the Technical Screening Criteria for the economic activities 'Construction of new buildings' and 'Renovation of existing building,' it sets the following requirement for waste:

"At least 70% (by weight) of the non-hazardous construction and demolition waste (excluding naturally occurring material) generated on site is prepared for reuse, recycling and other material recovery, including backfilling operations using waste to substitute other materials."

Although the UK has now left the EU the EU Taxonomy still sets a mechanism for assessing good practice in a context where the LPPU does not identify a technical source for the 95 % figure.

To ensure the policy is more aligned and consistent with industry standards, Mapletree suggest that the percentage is reduced from 95% to at least 70%.

Please upload any supporting information (if necessary).

Do you wish to make further comments concerning another paragraph, policy or area of the policies map?: Yes

To which part of the Local Plan does this representation relate?: Policy CC3: Adaptation to Climate Change (Strategic Policy)

Do you consider the Local Plan is legally compliant?:

Do you consider the Local Plan is sound?: No

Do you consider the Local Plan complies with the Duty to co-operate?:

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Our comments in response to this question are consistent with those discussed in Policy CC2 set out above.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording or any policy or text. Please be as precise as possible.

As with draft Policy CC2, Mapletree support the overall aims of the policy. In gaining the expertise and experience in developing high-quality sustainable buildings, they also recognise the need for flexibility in the emerging policy where such criteria cannot be met for a number of reasons.

They therefore support the flexibility within the policy stating allowing divergence from the policy where “it can be demonstrated that requirements are not suitable, feasible or viable.”

Mapletree is also concerned that, in assessing detailed proposals, the provisions of Policy CC3 may on occasion be internally inconsistent or conflict with emerging Policy CC2.

One example is where the requirements of draft Policy CC3 to prioritise sustainable design measures (including green and brown roofs) could compromise the requirements of draft Policy CC2 to “meet remaining residual energy demands by producing, storing and using renewable energy on-site.” Effectively both these elements may be competing for finite roof space. They consider that in these circumstances on site energy generation should be prioritised given wider sustainability objectives.

Whilst there is some recognition that these requirements may not always be “suitable, feasible or viable”, Mapletree consider some acknowledgement of the limitations arising from site characteristics and development types is inserted into draft Policy CC3.

This would increase the flexibility in how the policy is applied by the Council to allow scope to address such contradictions at the planning application stage and through development management processes.

Please upload any supporting information (if necessary).

Do you wish to make further comments concerning another paragraph, policy or area of the policies map?: No

If you wish to participate in the hearing session(s) please outline why you consider this to be necessary: Mapletree requests the opportunity to be represented at any future hearing session(s). This is necessary to amplify their position on the elements of the LPPU19 which are unsound and participate in discussions as necessary.

If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?: Yes, I wish to participate in hearing session(s)

Author name: Ellie Roe

Green Park Business Park, Reading

Representations to the Regulation 19 consultation Reading Local Plan Partial Update

Mapletree Investments Pte Limited

18 December 2024

LICHFIELDS

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1.0 Policy OU2: Hazardous Installations (Strategic Policy)

Do you consider the Local Plan is legally compliant? (optional)

1.1 Leave blank – N/A

Do you consider the Local Plan is sound? (optional)

1.2 No

Do you consider the Local Plan complies with the Duty to co-operate? (optional)

1.3 Leave blank – N/A

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments. (optional)

1.4 Mapletree (the owners of Green Park) are familiar with the detailed provisions associated with current Policy OU2 as Green Park Business Park is located in the Detailed Emergency Planning Zone (DEPZ) for AWE Burghfield. The Green Park Management have worked proactively with the relevant authorities, including Reading Borough Council, to address and respond to the requirements for new development within the DEPZ.

1.5 They have no comments on the majority of emerging Policy OU2 (much of which is consistent with the current policy) but consider that part of the provisions of the additional text, relating to DEPZ being *"subsequently amended"* within the draft policy is not appropriate and inconsistent for the reasons amplified below.

1.6 As drafted Policy OU2 contradicts a very recent appeal decision issued by the Planning Inspectorate (PINS) after the Regulation 19 consultation process began. The appeal decision, issued on 18th November 2024 permitted a residential proposal for 32 homes in West Berkshire (PINS Ref: APP/W0340/W/22/3312261) (the 'West Berkshire appeal') following the earlier refusal of planning permission by West Berkshire Council on a site within the DEPZ of AWE Burghfield.

1.7 In their report the Inspector identified adopted West Berkshire Core Strategy Policy CS8 and noted West Berkshires suggestion that the subsequent change to the DEPZ (in 2020) required a change to the way that Policy CS8 applied. He rejected the Councils view stating (paragraph 21):

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1.8 Importantly the appeal discussed highlights that the DEPZ restrictions on this site are in the form of a planning *'material considerations'* rather than an *'embargo'*.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording or any policy or text. Please be as precise as possible. (optional)

Please note: *In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modifications (s). You should not assume that you will have a further opportunity to make submissions.* ***At this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.***

1.9 The West Berkshire appeal decision indicates that any changes to the DEPZ should not effectively be automatically imported into adopted Local Plan policies given the adverse reasons identified in the recent West Berkshire appeal.

1.10 Mapletree consider that the **wording of draft Policy OU2 should be amended to delete the reference that the scope and content of the policy is directly *"or as subsequently amended"* between Local Plan cycles.**

2.0 Policy CC2: Sustainable Design and Construction (Strategic Policy)

Do you consider the Local Plan is legally compliant? (optional)

2.1 Leave blank – N/A

Do you consider the Local Plan is sound? (optional)

2.2 No

Do you consider the Local Plan complies with the Duty to co-operate? (optional)

2.3 Leave blank – N/A

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2.4 Mapletree support the strategic objectives of Policies CC2 (and CC3 – as expanded upon in their subsequent response). These require, inter alia, the development of the design of building(s) and site layouts and energy, water, minerals, materials and other natural resources to be used appropriately, efficiently and with care and take account of the effects of climate change.

2.5 At a corporate level, Mapletree have adopted proactive sustainability strategies that will result in reductions in Greenhouse Gas emissions and more sustainable commercial operations.

2.6 Amongst other measures Green Park hosts quarterly Environmental Forums that educate tenants on crucial environmental topics such as the Carbon Cost of Going Digital, Wind Energy and Sustainable Travel. In 2023 the park launched its inaugural 'Green Group' meeting, marking a significant milestone, promoting collaboration on sustainability initiatives and fostering productive engagement between tenants and management.

2.7 Mapletree have a strong track record, and have accumulated significant knowledge, in the development of sustainable, low carbon buildings and as such, are well placed to provide comments to these specific policies.

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2.10 As a formatting point and for ease of reference, it is suggested that the multiple requirements set out under policy CC2 are allocated to a specified criteria (i.e. number or letter), as has been done for other policies in the plan (such as Policy H5: Standards for New Housing). For now, these representations refer to the main 'items' set out in Policy CC2.

2.11 They generally support Policy CC2's 'Exceptional basis clause' which states that *"where the above points cannot be met for technical, viability or other policy reasons (such as heritage), the highest possible standards are required. In these cases, an applicant must demonstrate the extent to which the requirements can be met."*

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2.16 To ensure the policy is more aligned and consistent with industry standards, Mapletree suggest that the percentage is reduced from 95% to at least 70%.

3.0 Policy CC3: Adaptation to Climate Change (Strategic Policy)

Do you consider the Local Plan is legally compliant? (optional)

3.1 Leave blank – N/A

Do you consider the Local Plan is sound? (optional)

3.2 No

Do you consider the Local Plan complies with the Duty to co-operate? (optional)

3.3 Leave blank – N/A

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments. (optional)

3.4 Our comments in response to this question are consistent with those discussed in Policy CC2 set out above.

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Please note: *In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modifications (s). You should not assume that you will have a further opportunity to make submissions.* ***At this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.***

3.5 As with draft Policy CC2 Mapletree support the overall aims of the policy. In gaining the expertise and experience in developing high-quality sustainable buildings, they also recognise the need for flexibility in the emerging policy where such criteria cannot be met for a number of reasons.

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Ministry of Defence

Christopher Waldron

Ministry of Defence

Safeguarding Department
DIO Head Office
St George's House
DMS Whittington
Lichfield
Staffordshire WS14 9PY

Defence Infrastructure Organisation

Your reference:
Reading Borough Local Plan Pre-Submission Draft Partial Update, November 2024 (Regulation 19)
Our reference:
10060864

Mobile: +44 (0) 7800 505824

E-mail: DIO-Safeguarding-Statutory@mod.gov.uk

Planning Policy Team
Growth and Neighbourhood Services
Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

18th December 2024

Dear Sir/Madam

I write to confirm the statutory safeguarding position of the Ministry of Defence (MOD) in relation to Reading Borough Local Plan Pre-Submission Draft Partial Update, November 2024 (Regulation 19).

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the MOD as a statutory consultee in the UK planning system to ensure designated zones around key operational defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites are not adversely affected by development outside the MOD estate. For clarity, this response relates to MOD Safeguarding concerns only and should be read in conjunction with any other submissions that might be provided by other MOD sites or departments.

Paragraph 101 of the National Planning Policy Framework (December 2023) requires that planning policies and decisions take into account defence requirements by '*ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.*' Statutory consultation of the MOD occurs as a result of the provisions of the Town and Country Planning (Safeguarded aerodromes, technical sites and military explosives storage areas) Direction 2002 (DfT/ODPM Circular 01/2003) and the location data and criteria set out on safeguarding maps issued to Local Planning Authorities by the Ministry of Housing, Communities & Local Government (MHCLG) in accordance with the provisions of that Direction.

Copies of these relevant plans, in both GIS shapefile and .pdf format are issued to Local Planning Authorities by MHCLG. An assurance review was conducted by the MOD in 2023 which confirmed that, at that time, Local Planning Authorities held the most recent relevant safeguarding data. Any subsequent updates to those plans were then issued by MHCLG. If there is a requirement for replacement data, a request can be made through the above email address.

The review or drafting of planning policy provides an opportunity to better inform developers of the statutory requirement that MOD is consulted on development that triggers the criteria set out on Safeguarding Plans, and the constraints that might be applied to development as a result of the requirement to ensure defence capability and operations are not adversely affected.

The MOD have an interest within the Reading Borough Council's Local Plan Partial Update on Scope and Content authority area in a new technical asset known as the Central Wide Area Multilateration (WAM) Network, which contributes to aviation safety by feeding into the air traffic management system in the Central areas of England. There is the potential for development to impact on the operation and/or capability of this new technical asset which consists of nodes and connecting pathways, each of which have their own consultation criteria. Elements of this asset pass through the Reading Borough Council's Local Plan area of interest.

To provide an illustration of the various issues that might be fundamental to MOD assessment carried out in response to statutory consultation, a brief summary of the technical safeguarding zone is provided below. Depending on the statutory safeguarding zone within which a site allocation or proposed development falls, different considerations will apply.

- Technical assets that facilitate air traffic management, primarily radar, navigation, and communications systems are safeguarded to limit the impact of development on their capability and operation. The height, massing and materials used to finish a development may all be factors in assessing the impact of a given scheme. Developments that incorporate renewable energy systems may be of particular concern given their potential to provide large expanses of metal at height, for example in the case of a wind turbine or a solar PV system mounted on a roof.

The Safeguarding map associated with the Central WAM Network has been submitted to DLUHC for issue. As is typical, the map provides both the geographic extent of consultation zones and the criteria associated with them. Within the statutory consultation areas identified on the map are zones where the key concerns are the presence and height of development, and where introduction of sources of electro-magnetic fields (such as power lines or solar photo voltaic panels and their associated infrastructure) are of particular concern. Wherever the criteria are triggered, the MOD should be consulted in order that appropriate assessments can be carried out and, where necessary, requests for required conditions or objections be communicated.

In addition to the safeguarding zone identified, the MOD may also have an interest where development is of a type likely to have any impact on operational capability. Usually this will be by virtue of the scale, height, or other physical property of a development. Examples these types of development include, but are not limited to:

- Solar PV development which can impact on the operation and capability of communications and other technical assets by introducing substantial areas of metal or sources of electromagnetic interference. Depending on the location of development, solar panels may also produce glint and glare which can affect aircrew or air traffic controllers.

- Wind turbines may impact on the operation of surveillance systems such as radar where the rotating motion of their blades can degrade and cause interference to the effective operation of these types of installations, potentially resulting in detriment to aviation safety and operational capability. This potential is recognised in the Government's online Planning Practice Guidance which contains, within the Renewable and Low Carbon Energy section, specific guidance that both developers and Local Planning Authorities should consult the MOD where a proposed turbine has a tip height of, or exceeding 11m, and/or has a rotor diameter of 2m or more; and,

- Any development that would exceed a height of 50m above ground level. Both tall (of or exceeding a height of 50m above ground level) structures and wind turbine development introduce physical obstacles to low flying aircraft.

- Development, regardless of height, outside MOD safeguarding zones but in the vicinity of military training estate or property.

A number of the sites allocated in the Reading Borough Local Plan Pre-Submission Draft Partial Update; November 2024 (Regulation 19) falls within statutory safeguarding zones.

For your convenience, please find a table at Appendix A which provides a summary of the safeguarding criteria that would apply to those potential development sites identified. MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets. The table below provides a summary of those sites and the triggers for statutory safeguarding consultation that would apply.

I trust this clearly explains our position on this update. Please do not hesitate to contact me should you wish to consider these points further.

Yours sincerely

C Waldron

Chris Waldron
DIO Assistant Safeguarding Manager

Appendix A

ER1b DINGLEY HOUSE, 3-5 CRAVEN ROAD	Central Wide Area Network (technical safeguarding zone)	• Central WAM Network safeguarding criteria trigger – any development or change of use will trigger statutory consultation requirement
ER1m LAND ADJACENT TO 17 CRAVEN ROAD	Central Wide Area Network (technical safeguarding zone)	• Central WAM Network safeguarding criteria trigger – any development or change of use will trigger statutory consultation requirement

National Highways

From: Patrick Blake
To: Planning Policy
Cc: Planning SE; Joseph Colclough; Doyle, Simon/LON; Beata Ginn
Subject: NH/24/08675 Reading Borough Local Plan Pre-Submission Draft Partial Update, November 2024 (Regulation 19)
Date: 17 December 2024 10:02:07

Warning!
For the attention of RBC, BFC Staff and Councillors
This mail is from an external sender - please do not click any links or open any attachments unless you trust this sender, and know the content is safe

Dear Planning Policy Team

Thank you for inviting National Highways to comment on the Local Plan Pre-Submission Draft Partial Update in your email dated 6th November 2024. We have reviewed the documentation available.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the M4. We would be particularly interested in any significant amount of traffic being added to M4 Junctions 10, 11 and 12.

Overall, in accordance with national policy, we look to your Local Plan to promote strategies, policies and land allocations that will support alternatives to the car and the operation of a safe and reliable transport network. We welcome the Council's vision to provide sustainable development with a focus on reducing carbon emissions whilst promoting active travel and public transport use to limit car journeys and congestion locally, and on the wider network.

We would be concerned if any material increase in traffic were to occur on the SRN or at its junctions because of planned growth within the Reading area, without careful consideration of mitigation measures. It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure being in place. When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support a local authority proposal that considers sustainable measures, which manage down demand and reduce the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the SRN.

National Highways are happy to engage collaboratively with Reading Borough Council to ensure the Council's transport evidence provides a robust and proportionate assessment of the impacts of the emerging development strategy in the Local Plan on the SRN. We will offer more detailed comments on receipt of the forthcoming modelling evidence. Our Regulation 18 response specifically referred to this.

To ensure that the Local Plan is deliverable, a transport evidence base should be developed and demonstrate the Local Plan impact on the SRN and as necessary identify suitable mitigation. This work will form a key piece of evidence to demonstrate the Local Plan is sound, therefore it is important that any identified mitigation has a reasonable prospect of delivery within the timescales of when the identified growth is planned. Once the transport impacts of the Local Plan sites are understood, the IDP document should set out any SRN mitigation required to deliver the Local Plan development.

Section			Text (pertinent text in blue)		Comments
1. READING BOROUGH LOCAL PLAN PARTIAL UPDATE, CONSULTATION ON SCOPE AND CONTENT, STATEMENT OF CONSULTATION, November 2024					
Appendix 12: Consultation Responses	*Chapter 3: Vision, objectives and spatial strategy*	*Q.3 Do you have any comments on the suggested changes to the vision, objectives and spatial strategy?* [Table] *Additional representations submitted via email regarding the vision, objectives and spatial strategy*	[Against National Highways response:] *Answer is noted. No changes proposed. Transport modelling will detail any significant increases of traffic on the highway network.*	1	National Highways would like to receive a copy of the modelling assessment documentation.
	Chapter 12: Area-specific policies and site allocations	*Q.55 Do you agree that we should update the area-specific and site allocation policies listed? (CR2, CR5, CR6, CR7, CR11, CR12, CR13, CR14, CR15, SR1, SR4, SR5, WR3, CA1, ER1, ER2, and ER3)* [Table] *Additional representations submitted via email regarding the site allocation policies listed*	[Against National Highways response:] *Answer is noted. No changes needed.* *The Transport modelling work assesses the impact of planned growth on the strategic road networks or at its junctions and will set out relevant mitigation measures.*	2	National Highways would like to receive a copy of the modelling assessment documentation.
	Chapter 13: Infrastructure delivery	*Q.83 Do you have any comments on the draft IDP schedule?* [Table] *Additional representations submitted via email regarding IDP*	[Against National Highways response:] *Noted. Detailed transport modelling will accompany draft in the next stage of consultation.*	3	National Highways would like to receive a copy of the modelling assessment documentation.
Appendix 1: List of Those Consulted on Scope and Content			*Highways England*	4	*"Highways England"* should be replaced with *'National Highways'*.
2. Local Plan Partial Update, Consultation on the Pre-Submission Draft (Regulation 19), November 2024					
4. GENERAL POLICIES	*4.3 Employment*	*Location of Employment Development*	*EM2: LOCATION OF NEW EMPLOYMENT DEVELOPMENT (Strategic policy)* *Major office development will take place in the centre of Reading and along the A33 corridor. Office development will also take place in the other centres in the network set out in Policy RL1, but should be of an appropriate scale to those centres.* *Other major employment uses, including industrial and storage and distribution will be located in the A33 corridor or in the Core Employment Areas. Non-employment uses that would support the area's economic function may be located in the Core Employment Areas where they do not result in a loss of employment land.* *The Core Employment Areas are shown on the Proposals Map and set out below:* *• EM2a: Green Park* *• EM2b: North of the M4* *• EM2c: South of Basingstoke Road* *• EM2d: Bennet Road* *• EM2e: North of Basingstoke Road* *• EM2f: Elgar Road* *• EM2g: Richfield Avenue* *• EM2h: Portman Road* *• EM2i: Wilmore Lane* *• EM2j: Bridgewater Close* *• EM2k: Sterling Way* *• EM2l: Marcus Close* *• EM2m: Paddock Road*	5	M4 Junction 11 has limited capacity to accommodate increasing amounts of vehicular travel. National Highways can only comment on the proposed new employment development after modelling including M4 Junction 11 has been undertaken. Flow, and potentially delay and queuing changes, through M4 Junctions 10 and 12 should also be supplied.
		4.3.9	*Employment development which attracts significant numbers of trips should be in highly accessible locations which are or will be well served by a choice of means of transport. Major office development (over 2,500 sqm) will therefore be directed to the centre of Reading and along a high-accessibility corridor focused on the A33, a new station at Green Park and forthcoming bus rapid transit links to the south. This A33 corridor is shown on the map for South Reading, figure 6.1 in Section 6, and this includes a number of Core Employment Areas. Some more limited office development will also be appropriate in district and local centres, in line with the levels of scale for retail and leisure development set out in the policy on the hierarchy of centres (RL2). These locations will be the first locations to consider for the respective scale of development when operating the sequential test under paragraph 91 of the NPPF.*		
		4.3.10	*Major employment development for industrial, storage and distribution or similar uses (over 2,500 sqm) will be directed primarily to the Core Employment Areas, or to areas along the high-accessibility A33 corridor to the south. These areas are currently relatively successful industrial and warehousing areas which are likely to continue to be needed in employment use. There is some scope for intensification of employment sites within Core Employment Areas, such as development on surplus parking or servicing space, which will be acceptable subject to other material considerations. Smaller-scale industrial and warehouse uses may be appropriate in other areas, but this will be dependent on other considerations such as amenity of residents and the suitability of transport connections, and in practice will not therefore usually be acceptable in residential areas.*		
	4.5 Transport *Major Transport Projects* *TR2: MAJOR TRANSPORT PROJECTS (Strategic policy)*	*4.5.8*	*• Cross-Thames Travel: The River Thames is a major barrier to movement, meaning that the existing bridges in the immediate Reading area (Reading, Caversham and Sonning Bridges) are under pressure at peak times. Reading is currently working with Wokingham Borough Council, Oxfordshire County Council, South Oxfordshire District Council, National Highways, the Department for Transport, Transport for the South East, and Local Parish and Town Councils to identify measures to improve the situation. This may involve an additional crossing. The most likely route for such a crossing would be within Wokingham and South Oxfordshire, but if the work identifies a need for use of land within Reading, this should be taken into account. Mitigation on the road network on either side of a bridge may be required.*	6	An additional crossing over the Thames can only help LRN and potentially the SRN too.
	4.7 Other Uses *Advertisements* *OU4: ADVERTISEMENTS*	*4.7.26*	*... Highways England, ...*	7	*"Highways England"* should be replaced with *'National Highways'*.
6. SOUTH READING	*6.3 South Reading Site-Specific Policies*	*Other Sites for Development in South Reading* *SR4: OTHER SITES FOR DEVELOPMENT IN SOUTH READING*	*SR4e PART OF FORMER BERKSHIRE BREWERY SITE* *Development for employment uses. The site has an existing permission for 33,910 sqm of offices, but would also be suitable for industrial, warehouse and/or research and development use. Related commercial uses as part of the mix may also be appropriate, although proposals that would involve main town centre uses (excluding offices) will only be appropriate where there is no significant adverse impact on existing centres.* *Development should:* *• Enhance the setting of the listed Little Lea Farmhouse;* *• Provide for a green link and planting as part of a treed corridor along the A33 frontage;* *• Include a landscaped buffer to the watercourses around the site, with development set back at least 10m from the top of the bank of the river wherever possible;* *• Address any contamination on site;* *• Take account of the potential impact on water and wastewater infrastructure in conjunction with Thames Water, and make provision for upgrades where required;* *• Safeguard land which is required for Bus Rapid Transit routes and stops; and* *• Provide measures to mitigate any impact on the Off-Site Emergency Plan for AWE Burghfield.* *Site size: 3.7 ha* *12,000-18,000sqm of industrial/warehouse/R&D*	8	This site is close to M4 Junction 11. M4 Junction 11 has limited capacity to accommodate increasing amounts of vehicular travel. National Highways can only comment on this proposed re-development site after modelling including M4 Junction 11 has been undertaken. Flow, and potentially delay and queuing changes, through M4 Junctions 10 and 12 should also be supplied.
10. IMPLEMENTATION	*10.2 Delivery Timescales*	*Figure 10.1: Overall timescales for site proposals*	*SR4e, Park of Former Berkshire Brewery Site - Short (2023-28) and Medium (2028-33)*		
4. SUSTAINABILITY APPRAISAL OF THE LOCAL PLAN PRESUBMISSION DRAFT PARTIAL UPDATE (REGULATION 19), November 2024					
3. BASELINE INFORMATION	*Sustainability Appraisal baseline information*	*3.4*	*• Transport modelling has been carried out and the assessment report is due to be produced on behalf of RBC. This will have implications on transport-related issues.*	9	National Highways would like to receive a copy of the modelling assessment documentation.
5. DRAFT INFRASTRUCTURE DELIVERY PLAN, Local Plan Pre-Submission Draft Partial Update (Regulation 19 Consultation), November 2024					
3. Policy Background, Guidance and Studies		*3.1*	*The production of this IDP and the accompanying Infrastructure Delivery Schedule has been prepared within the framework of national guidance and policy, along with relevant approved cross-boundary work and local policy. Work is being undertaken to establish the scale of different types of development over the plan period. Commissioning of specific evidence to inform infrastructure needs (for instance, transport modelling) is forthcoming. The relevant key findings of these studies will be used to inform this Plan.*	10	National Highways would like to receive a copy of the modelling assessment documentation.
5. Overview of Infrastructure Requirements		*Table 1: Transport Infrastructure Needs*	*Strategy* *The Local Plan includes the following Core Transport Infrastructure projects as central to the Council's long-term vision:* *• Cycle and e-Scooter hire* *• Low Emission Zone or other demand management scheme* *• Major repair and improvement projects* *• Mass Rapid Transit (MRT) schemes* *• Network management, junction improvements and road safety* *• New and enhanced Park and Ride sites (also called 'mobility hubs')* *• Public transport enhancements* *• Third Thames Crossing* *• Town Centre access and public realm enhancements* *• Walking and cycling infrastructure* *The Borough's fourth Local Transport Plan (LTP)20, focusses on developing long term transport measures and initiatives which promote an integrated and balanced transport environment capable of supporting Reading's role as a regional transport hub. This document sets the policy framework up to 2040. More frequent rolling improvement plans every few years will detail current priority schemes.*	11	An additional crossing over the Thames can only help LRN and potentially the SRN too.
			Impact of Future Growth *The Local Plan highlights that the scale of development envisaged during the Plan period will have significant impacts on the transport system and that this would require major investment in all modes of transport. The Core projects form an integral part of the Spatial Strategy and future development depends on the implementation of a range of projects, schemes and programmes. However, Reading's Transport Strategy does not rely solely on the delivery of these core projects to deliver the required outcomes. As part of the Local Plan process, consultants are being commissioned on behalf of RBC to model the level of development envisaged by the Local Plan to assess the impact of the sites identified in the Plan upon the Strategic Road Network. Because the majority of housing development will be in the form of flats with little to no parking, it is anticipated that impacts on car journeys will be limited.*	12	National Highways would like to receive a copy of the modelling assessment documentation.
6. READING BOROUGH LOCAL PLAN PARTIAL UPDATE – DUTY TO CO-OPERATE STATEMENT, November 2024					
Appendix 1: Summary of strategic matters and relevant duty to co-operate bodies		*Table 2: List of strategic matters and relevant duty to co-operate bodies*	*Strategic transport infrastructure needs and provision* *Main bodies: ... Highways England, ...*	13	*"Highways England"* should be replaced with *'National Highways'*.

As pointed out above, we look forward to reviewing the forthcoming supporting transport evidence which will inform our view if the Local Plan and supporting IDP raises any concerns of soundness. It will be essential for National Highways and Reading Borough Council to agree a statement of common ground following our review of the modelling. setting out any potential concerns and agreed next steps in advance of an Examination in Public. We look forward to constructive engagement with Reading Borough Council, including the preparation of a Statement of Common Ground between both parties prior to the submission of the Plan.

If you have any questions with regards to the comments made in this response, please do not hesitate to contact us via planningse@nationalhighways.co.uk

Kind Regards

Patrick Blake, Area 3 Spatial Planner
National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Tel: +44 (0) 300 4701043 | **Mobile**: + 44 (0) 7825 024024
Web: http://www.highways.gov.uk
GTN: 0300 470 1043

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National Highways Limited* | *General enquiries: 0300 123 5000* |*National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | https://nationalhighways.co.uk | info@nationalhighways.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.

Natural England

Date: 4th December 2024
Our ref: 493139
Your ref: Local Plan submission draft REG 19

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

Planning Policy Team
Reading Borough Council
Civic Offices
Bridge Street
RG1 2LU

BY EMAIL: planningpolicy@reading.gov.uk

Dear Sir or Madam

Local Plan REG 19 pre-submission draft for the Reading Local Plan

Thank you for your consultation request on the above dated and received by Natural England on 6th November 2024.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in Local and Neighbourhood planning and must be consulted on draft Local and Neighbourhood development plans and associated documents by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Natural England has no further comments to make on the REG 19 Local Plan.

After commenting on specific matters at the Regulation 18 stage, Natural England are satisfied that these comments have been addressed in this version of the local plan.

For any further consultations on your plan, please contact: consultations@naturalengland.org.uk

Yours faithfully

Sharon Jenkins
Assistant Officer
Consultation Team
Natural England

Network Rail

Network Rail
1st Floor
Bristol Temple Point
Bristol
BS1 6NL

Date: 16th December 2024

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)
PROPOSAL: Reading Borough Local Plan Pre-Submission Draft Partial Update

Dear Sir/Madam,

Thank you for consulting us on the **Reading Borough Local Plan Pre-Submission Draft Partial Update**. This email forms for the basis of our response.

Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.

Network Rail support the LPAs objectives in para 4.5.4 for transport and the need to consider the impact upon the rail Network and the need to maintain access to our assets both during and post construction.

Para 4.5.5 makes reference to CIL contributions towards transport improvements. Under this objective we would look to seek contributions to stations impacted by commercial development such as increases in passenger footfall.

As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.

CR11d - Brunel Arcade and Apex Plaza

Whilst the majority of the wording for the allocation is similar to what was previously suggested for the local plan, it is noted this now includes a primary healthcare facility as part of the development site. We are supportive of this allocation albeit with the healthcare facility being located on land not within Network Rail's ownership.

We trust these comments will be useful in the preparation of the forthcoming plan documents.

Yours Sincerely,

Grace Lewis
Town Planning Technician Wales and Western
Network Rail
Temple Point, Redcliffe Way, Bristol, BS1 6NL
www.networkrail.co.uk/property

Newnham, Dave

Rejwerska, Marcelina

From: Dave Newnham
Sent: 17 December 2024 17:35
To: Planning Policy
Subject: Development plan - Keep Kentwood Green

Warning!
For the attention of
RBC, BFfC Staff and Councillors

This mail is from an external sender - please do not click any links or open any attachments unless you trust this sender, and know the content is safe

Dear Sir/Madam

I am writing express my views on the areas Kentwood Hill and Armour Hill (WR3s and WR3t) should be designate as local green space and not just the 0.46 HA that has been added since the last version of the plan.
I don't believe the plan in its current form reflects views of the local residents.

The local green space designation should be applied to all this land as it meets the criterion for this. It has been demonstrated also that there is an abundance of wildlife.
It is unfair to recognize this for development in any way as TPLC and their agents refuse to allow for an indepent wildlife survey and continur to ignore completely the views and of evidence of wildlife submitted by the local residents and exper opinions of CPRE England and BBONT the Badgers trust and Rural England.
All of the land is a vital habitat for a diverse range and wildlife for hunting, breeding and refuge, and planning consideration is completely flawed and unjustifiable. This is also a wildlife corridor which would suggest also that other nearby areas would be impacted also.
Please help to preserve these spaces for generations of us and also wildlife.

Regards

Dave Newnham

Newnham, Jennie

Rejwerska, Marcelina

From: Jennie Newnham
Sent: 17 December 2024 17:57
To: Planning Policy
Subject: Local Green Space - Armour Hill & Kentwood Hill

Warning ! For the attention of RBC, BFfC Staff and Councillors

This mail is from an external sender - please do not click any links or open any attachments unless you trust this sender, and know the content is safe

I am wring with regards to the the future of the land at Kentwood Hill and Armour Hill in Tilehurst. I believe all of the land at Kentwood Hill and Armour Hill (WR3s and WR3t) should be designated as local green space - and not just the 0.46ha that has been added since the last version of the plan. I don't believe this is sound and goes against the views of the local residents.
All of the space meets the criteria for Local Green Space not just some parts of it. There is plenty of evidence to show wildlife in and around the entire space which makes it therefore unsuitable for development. TPLC and their agents are underhand by refusing an independent wildlife survey and ignore the views and evidence submitted by local residents and experts.
I am an allotment holder on this site and personally love the fact that whenever I go to my allotment I see wildlife, whether it's foxes, deer, slow worms, beautiful birds. I don't even mind when the badgers eat my sweetcorn and dig holes on my plot!
ALL of the land should be classed as Local Green Space for this reason. We need to protect the wildlife around us and not destroy their homes just to make more homes for us.
Regards
Jennie Newnham

Oben, Cynthia

(Response from webform)

Title: Mrs

First name: Cynthia

Last name: Oben

Would you like to include the contact details of an agent(s)?: Yes

Agent's Title (if applicable):

Agent's First Name (if applicable):

Agent's Last Name (if applicable):

Agent's Job Title (if applicable):

Agent's Organisation (if applicable):

Agent's Address Line 1 (if applicable):

Agent's Address Line 2 (if applicable):

Agent's Address Line 3 (if applicable):

Agent's Address Line 4 (if applicable):

Agent's Telephone Number (if applicable):

Agent's Post Code (if applicable):

Agent's E-mail Address (if applicable):

To which part of the Local Plan does this representation relate?: Pages 15 ,75

Do you consider the Local Plan is legally compliant?:

Do you consider the Local Plan is sound?: No

Do you consider the Local Plan complies with the Duty to co-operate?: No

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

The LGS ,needs to be left as it is ,it is an area that has existed for years, the local community benefits from it ,eg alloments, which also has wildlife that we see daily as we walk through the spaces, please save the area for the kentwood area.

The alloment to me has been therapeutic and help with wellbeing for all of people in the area.

Am a strong supporter of KKG

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording or any policy or text. Please be as precise as possible.

Please upload any supporting information (if necessary).

Do you wish to make further comments concerning another paragraph, policy or area of the policies map?: Yes

To which part of the Local Plan does this representation relate?: 15page,75page

Do you consider the Local Plan is legally compliant?: No

Do you consider the Local Plan is sound?: No

Do you consider the Local Plan complies with the Duty to co-operate?:

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording or any policy or text. Please be as precise as possible.

Please upload any supporting information (if necessary).

Do you wish to make further comments concerning another paragraph, policy or area of the policies map?: No

If you wish to participate in the hearing session(s) please outline why you consider this to be necessary:

If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?: No, I do not wish to participate in hearing session(s)

Author name: Cynthia Oben

Office for Nuclear Regulation (ONR)

Model Representation Form for Local Plans

	Local Plan Publication Stage Representation Form	**Ref:** **(For official use only)**

Name of the Local Plan to which this representation relates:	Reading Borough Council Local Plan Pre-Submission Draft Partial Update Regulation 19

Please return to Reading Borough Council by 18th December 2024 at 5:00 p.m.

Personal data is collected according to the Council's Data Protection Policy. The Council will hold the personal information provided for the purpose of planning policy consultations and may be published at the end of the consultation.

This form has two parts –
Part A – Personal Details: need only be completed once.
Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

	1. Personal Details*	2. Agent's Details (if applicable)
Title	Mrs	
First Name	Angela	
Last Name	Wright	
Job Title (where relevant)	Nuclear Inspector	
Organisation (where relevant)	Office for Nuclear Regulation	
Address Line 1	Redgrave Court	
Line 2	Merton Road	
Line 3	Liverpool	
Line 4		
Post Code	L20 7HS	

**If an agent is appointed, please complete only the Title, Name and Organisation (if applicable) boxes below but complete the full contact details of the agent in 2.*

Telephone Number		
E-mail Address (where relevant)	angela.wright@onr.gov.uk	

Part B – Please use a separate sheet for each representation

Name or Organisation: Office for Nuclear Regulation

3. To which part of the Local Plan does this representation relate?
Overall plan and policies map

Paragraph		Policy		Policies Map	

4. Do you consider the Local Plan is :

4.(1) Legally compliant	Yes	✓	No	
4.(2) Sound	Yes	✓	No	
4 (3) Complies with the Duty to co-operate	Yes	✓	No	

Please tick as appropriate

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.
If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Overview Status of the Off-Site Emergency Plan

1. ONR supports the **soundness** of overall plan and policies as it relates to its approach towards not allocating residential sites in the Detailed Emergency Planning Zone ("**DEPZ**") of AWE Burghfield ("**AWE(B)**").

2. In addition to the information provided in response to Policy OU2, which should be read in conjunction with this response, the section below is provided to justify our support.

Status of the Off-Site Emergency Plan

3. ONR currently judges the OSEP for AWE(B)'s DEPZ to be stretched, which poses challenges for accommodating new development in the area covered by the OSEP.

4. If a site were to be allocated in the DEPZ, it may come into conflict with Policy OU2. Your approach gives due cognisance to the currently stretched nature of the OSEP, and the challenge this currently poses for

accommodating allocations or development proposals in the OSEP. It further creates certainty for all parties.

West Berkshire District Council – Local Plan Review

5. Your neighbouring local authority, West Berkshire District Council ("**WBDC**"), hosts the nuclear sites of AWE Aldermaston and AWE Burghfield. The West Berkshire Local Plan Review 2022-2039 (Submission Draft January 2023) (LPR) was submitted for Examination on 31 March 2023. WBDC has not allocated any sites in the DEPZ for residential development and did not carry forward an existing allocation in the DEPZ (HSA16).

6. The examining Inspector published some interim findings and further action points on the 19 July 2024, In these interim findings, the examining inspector recognised that the AWE sites represent a constraint on development. The Inspector wrote,

> "The AONB, areas of flood risk and the two Atomic Weapon Establishments, along with other constraints, mean that opportunities to identify further sites that are suitable for housing development are limited having regard to national policy and the Plan's spatial strategy."

Your approach to residential site allocation ensures that there is a consistent development management approach across the entirety of the AWE(B) DEPZ.

(Continue on a separate sheet /expand box if necessary)

6. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

(Continue on a separate sheet /expand box if necessary)

Please note *In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.*
After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

7. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

	No, I do not wish to participate in hearing session(s)	✓	**Yes**, I wish to participate in hearing session(s)

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

8. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

ONR would respectfully like to request an invitation to any hearing on any proposed allocations in the DEPZ, so that we are available to assist the Planning Inspector on any matters that may arise relevant to ONR's statutory purposes.

Please note *the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.*

Model Representation Form for Local Plans

	Local Plan Publication Stage Representation Form	**Ref:** **(For official use only)**

Name of the Local Plan to which this representation relates:	Reading Borough Council Local Plan Pre-Submission Draft Partial Update Regulation 19

Please return to Reading Borough Council by 18th December 2024 at 5:00 p.m.

Personal data is collected according to the Council's Data Protection Policy. The Council will hold the personal information provided for the purpose of planning policy consultations and may be published at the end of the consultation.

This form has two parts –
Part A – Personal Details: need only be completed once.
Part B – Your representation(s). Please fill in a separate sheet for each representation you wish to make.

Part A

	1. Personal Details*	2. Agent's Details (if applicable)
Title	Mrs	
First Name	Angela	
Last Name	Wright	
Job Title (where relevant)	Nuclear Inspector	
Organisation (where relevant)	Office for Nuclear Regulation	
Address Line 1	Redgrave Court	
Line 2	Merton Road	
Line 3	Liverpool	
Line 4		
Post Code	L20 7HS	

**If an agent is appointed, please complete only the Title, Name and Organisation (if applicable) boxes below but complete the full contact details of the agent in 2.*

Telephone Number		
E-mail Address (where relevant)	angela.wright@onr.gov.uk	

Part B – Please use a separate sheet for each representation

Name or Organisation: Office for Nuclear Regulation

3. To which part of the Local Plan does this representation relate?

Paragraph		Policy	OU2	Policies Map	

4. Do you consider the Local Plan is :

4.(1) Legally compliant	Yes	✓	No	
4.(2) Sound	Yes	✓	No	
4 (3) Complies with the Duty to co-operate	Yes	✓	No	

Please tick as appropriate

5. Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.
If you wish to support the legal compliance or soundness of the Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

Overview

1. ONR supports Policy OU2 as **consistent** with national policy and **compliant** with relevant legislation as it applies to the following:

   - Implementing the National Planning Policy Framework ("**NPPF**") requirement to consult ONR;

   - Identifying the legislative regimes that ONR will consider when generating its advice; and

   - Implementing the consultation arrangements found in ONR's land use planning policy.

2. The sections that follow are provided to justify our support.

Land-Use Planning Decisions – Impact

3. Land-use planning decisions can have an impact on the safety of nuclear sites through their potential effects on the following:

- Emergency planning, which concerns mitigation of radiation emergencies on proposed development and existing developments from hazards arising at the nuclear site; and/or

- External hazards, which are risks to the nuclear site from hazards arising at or affected by the proposed development (e.g. a proposed development introduces a flooding risk for the nuclear site).

4. ONR is the regulator for GB Nuclear sites and is required to ensure the nuclear safety of such sites. ONR has a direct regulatory interest in land-use planning decisions that may impact on nuclear safety.

ONR's Land Use Planning Policy

5. ONR has established a Land Use Planning Policy for the purposes of enabling us to provide advice to local planning authorities on proposed developments on and around nuclear sites. The advice provided seeks to limit both the potential for developments to pose external hazards to nuclear sites and the radiological consequences to members of the public in the event of a radiation emergency occurring on such sites. ONR's advice on proposed developments is informed by the views of local authority emergency planners and the nuclear site's planning function.

6. Our planning policy establishes the Detailed Emergency Planning Zone ("**DEPZ**"), Outer Consultation Zone, and 12 km zone as ONR land use planning consultation zones. These are the consultation zones set by ONR in accordance with the NPPF.

7. ONR's land use planning policy is available on our website (https://www.onr.org.uk/land-use-planning.htm).

Relevant Legislation

1. The relevant legislation is as follows:

   - The duty for the local authority that hosts a nuclear site to protect the public in a DEPZ by means of producing an adequate Off-Site Emergency Plan ("**OSEP**") arises from Radiation (Emergency Preparedness and Public Information) Regulations 2019 ("**REPPIR19**"); and

   - The duty for the site operator to account for new external hazards arises from ONR's Nuclear Installations Act 1965 nuclear site licensing regime.

2. Proposed development must be accommodated in either the OSEP (if located in the DEPZ and/or site operator's safety case (for external hazards). If the proposed development cannot be accommodated in one or both of these, but is built nonetheless, it may place either the hosting local authority and/or site operator in statutory non-compliance.

3. If either the site operator or the hosting local authority become non-compliant, then the public living in the vicinity of the AWE sites would not be afforded the level of protection that the law requires.

Application to Reading Borough Council

1. Although Reading Borough Council does not itself host a nuclear site, ONR has an interest in your Local Plan Partial Update and development control arrangements because of the following:

   - The presence of the AWE Burghfield ("**AWE(B)**") DEPZ in your local authority area; and

   - The presence of other nuclear site consultation zones, which originate from AWE Aldermaston and AWE(B), in your local authority area.

National Planning Policy Framework

2. ONR has a role which is set out in the "NPPF" Paragraph 45, which states that:

   "Local planning authorities should consult the appropriate bodies when considering applications for the siting of, or changes to, major hazard sites, installations or pipelines, or for development around them".

3. The NPPF Glossary defines major hazard sites, installations and pipelines as:

   "Sites and infrastructure, including licensed explosive sites and nuclear installations, around which Health and Safety Executive (HSE) (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply".

Planning Practice Guidance

4. Planning Practice Guidance sets out the role of both ONR and local authority emergency planners on advising on proposed developments in the vicinity of licensed nuclear installations. The guidance (Paragraph: 075 Reference ID: 39-075-20140306) states that:

   "Consultation requirements can vary between sites for proposed developments in the vicinity of licensed nuclear installations. The Office for Nuclear Regulation specifies consultation distances and the type of developments on which it should be consulted. Where the local planning authority is in any doubt about whether the Office for Nuclear Regulation should be consulted in a particular case, it should contact them at the earliest opportunity.

   Policy on public safety from major accidents – including those at nuclear installations – is set out at paragraph 95 and paragraph 45 of the National Planning Policy Framework. Given their statutory role in public safety, local authority emergency planners will have a key role to play in advising local planning authorities on developments around nuclear installations. Early engagement can help to address issues which may otherwise affect development proposals at a later stage."

5. Planning Practice Guidance further recognises local emergency planner input and the REPPIR regulations as relevant considerations (086 Reference ID: 39-086-20161209):

   "For potential developments around nuclear establishments the emergency planners within the local authority responsible for the off-site plan produced

under the Radiation (Emergency Preparedness and Public Information) Regulations 2001 should be consulted for pre-planning advice."

(Continue on a separate sheet /expand box if necessary)

6. Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at 5 above. (Please note that non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why each modification will make the Local Plan legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Overview

1. ONR supports the **soundness** of Policy OU2 with relation to its policy intent and the approach taken.

2. In addition to the information provided in response to question 5, the section that follows is provided to further justify our support.

Suggested modification

3. To provide clarity in making planning decisions for applications within the DEPZ and consistency with neighbouring local authorities, it would be helpful to include a paragraph similar to that discussed below in Policy SP4 of the West Berkshire District Council – Local Plan Review stating that '*Development within the DEPZ is likely to be refused planning permission where the ONR, as regulator of the nuclear licensed sites, advises against the proposed development.*'

West Berkshire District Council – Local Plan Review

4. Your neighbouring local authority, West Berkshire District Council ("**WBDC**"), hosts the nuclear sites of AWE Aldermaston and AWE Burghfield. The West Berkshire Local Plan Review 2022-2039 (Submission Draft January 2023) (LPR) was submitted for Examination on 31 March 2023. WBDC has similarly produced a policy for the management of development in the vicinity of AWE Aldermaston and AWE Burghfield, known as Policy SP4.

5. Policy SP4 was considered at the examination on the morning of Day Two (9 May 2024) under the heading M3 Spatial Strategy (3.2 AWE Aldermaston and AWE Burghfield, policies SP4 and DM33 and APP3). The discussion focussed on the clarity of the policy not the principle of it. This is evident from note IN14 ('Action Points from week one hearing sessions') dated 14 May 2024. WBDC's revisions to the policy were discussed at the hearing session on 12 June 2024, where the focus was again on the clarity of the policy wording.

6. Policy SP4 now reads as follows,

Policy SP4 Atomic Weapons Establishment (AWE) Aldermaston and Atomic Weapons Establishment (AWE) Burghfield

Within the Office for Nuclear Regulation (ONR) land use planning consultation zones surrounding AWE Aldermaston and AWE Burghfield development will be managed in the interests of public safety, and to ensure that any proposed developments do not adversely affect the defence related operation or capability of the AWE sites.

Development proposals within the land use planning consultation zones that pose an unacceptable risk to the operation of the AWE Off-Site Emergency Plan (OSEP) and/or adversely affect the defence related operation or capability of the AWE sites will be refused planning permission.

In determining applications, the ONR and AWE/MOD will be consulted on development proposals in the Detailed Emergency Planning Zone (DEPZ), Outer Consultation Zone (OCZ) and 12km consultation zone which meets the ONR consultation criteria as detailed on the ONR website. Development within the DEPZ is likely to be refused planning permission where the ONR, as regulator of the nuclear licensed sites, advise against the proposed development.

7. The examining Inspector published some interim findings and further action points on the 19 July 2024, neither of which related to policy SP4. In these interim findings, the examining inspector recognised that the AWE sites represent a constraint on development.

8. The intent of and approach taken in SP4 and OU2 are broadly similar, and so if the former is sound then this is evidence of the soundness of the latter.

Reference

https://www.localplanservices.co.uk/westberkshirelpr

(Continue on a separate sheet /expand box if necessary)

Please note *In your representation you should provide succinctly all the evidence and supporting information necessary to support your representation and your suggested modification(s). You should not assume that you will have a further opportunity to make submissions.*
After this stage, further submissions may only be made if invited by the Inspector, based on the matters and issues he or she identifies for examination.

7. If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s)?

	No, I do not wish to participate in hearing session(s)	✓	**Yes**, I wish to participate in hearing session(s)

Please note that while this will provide an initial indication of your wish to participate in hearing session(s), you may be asked at a later point to confirm your request to participate.

8. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

ONR would respectfully like to request an invitation to any hearing on any proposed allocations in the DEPZ, so that we are available to assist the Planning Inspector on any matters that may arise relevant to ONR's statutory purposes.

Please note *the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate in hearing session(s). You may be asked to confirm your wish to participate when the Inspector has identified the matters and issues for examination.*

Oxfordshire County Council

OXFORDSHIRE COUNTY COUNCIL

County Hall
New Road
Oxford
OX1 1ND

Director: Robin Rogers
Economy and Place

Planning Policy Team
Reading Borough Council

Via email
planningpolicy@reading.gov.uk

18 December 2024

Dear Planning Policy Team,

Reading Local Plan Partial Update
Regulation 19 Proposed Submission Local Plan – Closing date 18th December

Oxfordshire County Council officers have taken this opportunity to review the Regulation 19 Reading Local Plan Partial Update. The comments below follow those provided on 30th January 2024 on the Regulation 18 consultation.

This Reading Borough Reg 19 Local Plan is a partial update of the existing Local Plan adopted in 2019. The proposed changes are clearly shown in 'track changes' format. The review is to cover the period 2023 to 2041 (18 years).

These comments are relevant for any updates of Reading Borough Council's statements of consultation and duty to cooperate, the last versions of which are available online at: https://www.reading.gov.uk/planning-and-building-control/planning-policy/new-local-plan/local-plan-partial-update/.

Policy TR2

Oxfordshire County Council has made a number of comments about mentions of a future third Thames crossing near Reading over recent years, for example on the Regulation 19 Wokingham Local Plan, the Reading Transport Strategy 2040 and the Reading Regulation 18 Local Plan consultations. The majority of any such river crossing and associated proposals would be within Oxfordshire, and such is not included in Oxfordshire County Council's transport policy documents.

Reading Borough Council's Reg 18 statement of consultation report records the concerns we have raised and notes: 'RBC is aware of OCC's preferences and is currently undertaking joint working on this matter'. However, no changes to Reading Borough Council's Local Plan were made in response to our comments on the Regulation 18 consultation. The Regulation 19 Local Plan refers to 'Cross-Thames Travel' in Policy TR2 and shows an indicative crossing location (outside of Reading) on figure 4.6. The supporting text to Policy TR2 says:

> ‘Cross Thames Travel: The River Thames is a major barrier to movement, meaning that the existing bridges in the immediate Reading area (Reading, Caversham and Sonning Bridges) are under pressure at peak times. Reading is currently working with Wokingham Borough Council, Oxfordshire County Council, South Oxfordshire District Council, National Highways, the Department for Transport, Transport for the South East, and Local Parish and Town Councils to identify measures to improve the situation. This may involve an additional crossing. The most likely route for such a crossing would be within Wokingham and South Oxfordshire, but if the work identifies a need for use of land within Reading, this should be taken into account. Mitigation on the road network on either side of a bridge may be required.’

Oxfordshire County Council’s Local Transport and Connectivity Plan (LTCP), adopted in July 2022, outlines our vision to deliver a net-zero transport system, reduce car trips and make walking, cycling, public and shared transport the natural first choice. These principles will guide our partnership working on cross-boundary transport matters moving forward. We also note that there was an approved motion by Oxfordshire County Council on 10th September 2019 in respect of a third Reading Thames crossing saying:

- Should a new bridge be built, it should be restricted to public transport, cyclists and pedestrians.
- The bridge and necessary mitigation measures must not be considered as two separate projects, but as one project.

For further detail about our views on the objectives and major transport projects identified in the Reading Transport Strategy 2040, please see our response to the Reading Transport Strategy 2040 consultation.

We are aware that Reading Borough Council responded on the Regulation 19 South & Vale JLP as responses were made public when that JLP was submitted on 9th December 2024. The Regulation 19 South & Vale JLP does not safeguard any land for Cross-Thames Travel. Reading Borough Council has not sought a change to the South & Vale JLP on this point, but has said:

> ‘The Cross-Thames Travel Group has been formed to develop options to improve travel across the River Thames, including reviewing opportunities to improve existing routes and to review the need for a new river crossing to the east of Reading and associated mitigation measures. It is disappointing that this work has not been included nor mentioned within this policy or any land safeguarded for a potential crossing.’

Oxfordshire County Council has not sought safeguarding for Cross-Thames Travel in the Regulation 19 South & Vale Joint Local Plan, and therefore supports there being no such safeguarding.

Oxfordshire County Council’s response on the Regulation 19 Wokingham Borough Local Plan, which proposes to safeguard some land within Wokingham Borough for Cross-Thames Travel, noted that Wokingham Borough had recorded our concerns over the proposal and had indicated that their spatial strategy is not reliant on the delivery of such a crossing. Supporting text to Policy SS16 in that Plan says:

> ‘It is acknowledged that the achievement of the Third Thames Crossing project would involve land outside of the borough within the administrative boundary of South Oxfordshire District where a potential bridge would be required to land. Safeguarding the route reflects the project being identified by Transport for South

East. It is acknowledged that at present there is no deliverable proposal, and that further business case and assessment of impacts would need to be completed before any proposal could be considered.'

We encourage a holistic approach to the issue and a review of options. We expect that Oxfordshire County Council will continue to be engaged on the Cross-Thames Travel Group and any future work.

Given that this matter can be addressed outside of the Local Plan, and we continue to have a working relationship with Reading Borough and the other councils to address this, we do not think the text of the Reading Local Plan will have any material effect on what happens in Oxfordshire. However, if the Planning Inspectorate considers that there is a need for modifications in respect of any of the transport provisions in Policy TR2 which may affect Oxfordshire, we may make comments at the modifications consultation stage and seek to be heard on them

Policy H1 – Provision of Housing

The proposed housing requirement is 825 dwellings per annum (dpa). This number is in excess of the need that Reading Borough Council and its consultants, ORS, have assessed of 735 dpa. The 825 number is also within 200 dpa of the previously proposed revised Standard Method calculation of 1,023 dpa contained in the National Planning Policy Framework (NPPF) consultation this year and is more than 80% of the revised Standard Method calculation of 1,028 dpa contained in the finalised spreadsheet available online 12th December 2024 (80% is 822.4). The NPPF consultation earlier this year indicated that Local Plans which reach Regulation 19 stage within a month of a newly published NPPF would benefit from a transitional provision if within that 200 dpa limit, and the final NPPF on 12th December 2024 now indicates that Local Plans which reach Regulation 19 stage within three months and are proposing a requirement of more than 80% of the new Standard Method figure will benefit from transitional provisions.

The proposal is for a Reading housing requirement that is higher than the need assessed by ORS. However, there is another factor: the 825 dpa figure is less than the old Standard Method calculation of 878 dpa. We understand that Reading Borough Council has been making an argument that there are exceptional circumstances to support their 825 dpa figure.

We note that the old Standard Method included a 35% uplift added for some urban areas in England including Reading. Without that, the Standard Method calculation would have been lower than the proposed requirement of 825 dpa. Reading is the smallest of the authorities affected by the urban uplift outside of London. The new Standard Method calculations do not include 35% uplifts.

It is our understanding that the 825 dpa figure is based on capacity within the Reading boundary. If the requirement was higher than 825 dpa, we expect that Reading Borough Council might be unable to meet that, and there would be unmet housing need. There is no agreement with any adjoining local planning authority, including those within Oxfordshire, to provide for any unmet housing need from Reading. The duty to cooperate statement which accompanies this Regulation 19 consultation includes recent responses from eight local planning authorities close to Reading, including South Oxfordshire and the Vale of White Horse, on the potential to accommodate unmet housing need. The

responses are summarised at para 2.3.3 of that statement and none of them offered to meet any unmet needs.

Reading Borough Council's Regulation 19 Local Plan position on housing numbers is different from that in the South and Vale Regulation 19 Joint Local Plan (JLP) and the Wokingham Regulation 19 Local Plan which propose a requirement equal to the old Standard Method calculation.

Oxford City Council's Regulation 19 Local Plan, submitted in March 2024, proposed a higher housing requirement than the old Standard Method calculation. Oxford City Council received a letter from the Planning Inspectorate in September 2024 recommending withdrawing their Regulation 19 Local Plan. The letter followed examination hearings, attended by Oxfordshire County Council and others, which discussed concerns about their assessment of housing need and the resulting housing requirement and level of additional unmet need for which there was no agreement with other local authorities to address.

This letter does not comment on whether Reading Borough Council's housing need assessment of 735 dpa and its proposed requirement of 825 dpa are soundly based, as it would require a level of interrogation into the evidence that we do not have the resource for. However, Oxfordshire County Council remains interested in the issue of housing numbers in accordance with the duty to cooperate. The fact this Regulation 19 Local Plan does not give rise to unmet need, means we do not need to consider proposals for addressing that unmet need and whether that results in additional infrastructure implications. We note that the proposed level of housing at 825 dpa contained within Reading does not give rise to new strategic infrastructure implications that we need to address.

If the Planning Inspectorate when examining this Local Plan requires modifications which could affect the county of Oxfordshire, we may make comments at the modifications consultation stage and seek to be heard on them.

Yours sincerely

L Hughes

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Principal Strategic Planner
Economy and Place

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