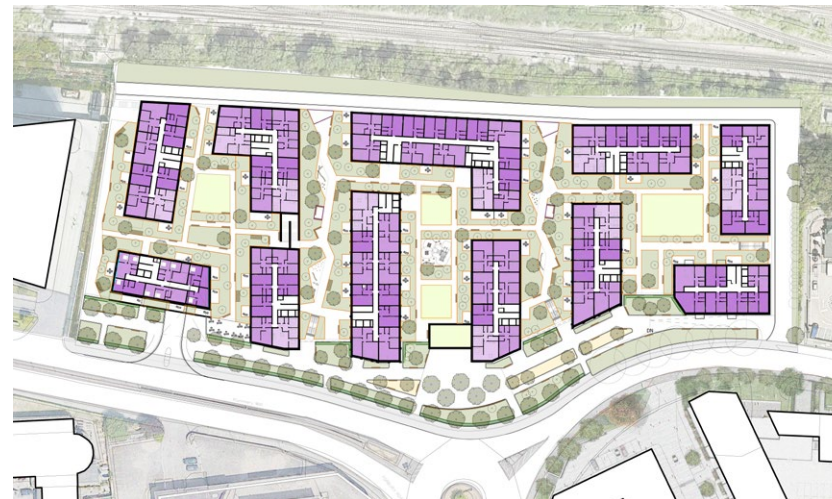


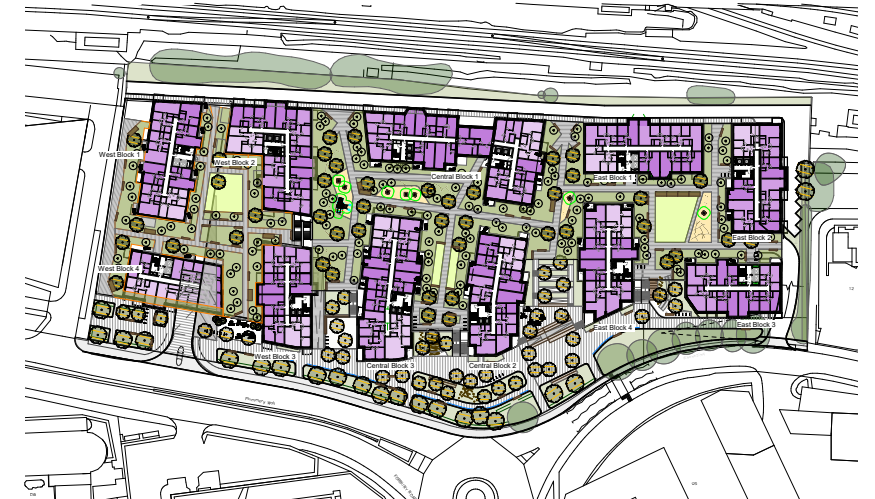
4.2.2 Key Pre Application Schemes



February 2021 - Pre Application 2



June 2021 - Pre Application 4



November 2021 - Pre Application 5



June 2022 - Pre Application 6



April 2023 - Pre Application 7

4.3 Urban Form & Building Layout

4.3.1 Underlying Principles

Main connections

East to West

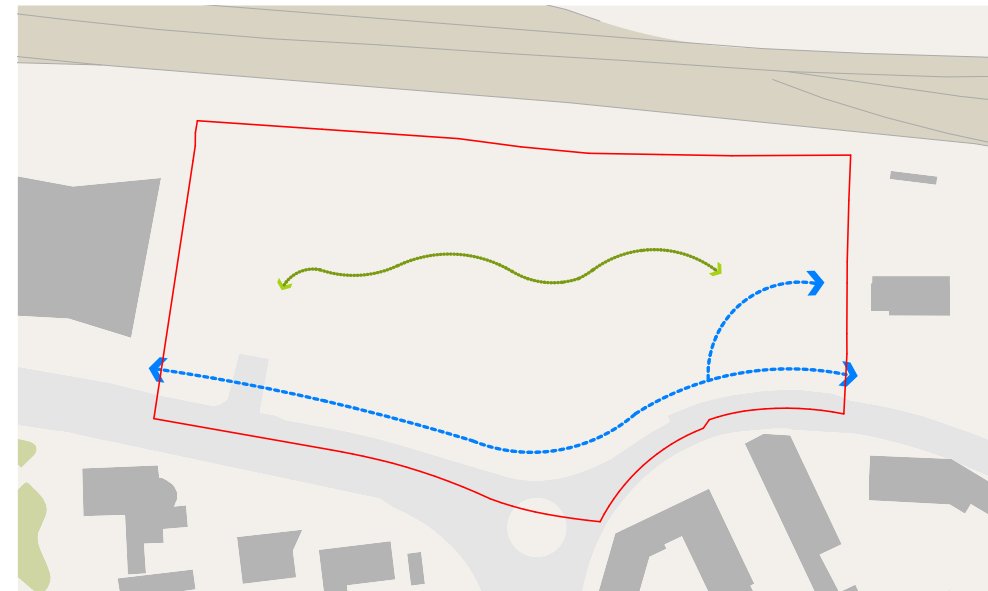
The Reading Central Action Plan 2019 outlines proposals to improve connectivity on the site by emphasising the east to west axial route located at the southern end of the site. These proposals aim to provide additional site line routes to emerging contextual areas on the adjacent development site towards the east, with the potential for future connections with the existing biscuit tunnel.

To support these objectives, internal east to west routes are being introduced to create secondary connections between public realm spaces and the future biscuit tunnel connection. These pathways will facilitate more efficient movement throughout the site and will be linked by green routes, creating a well-connected and dynamic environment.

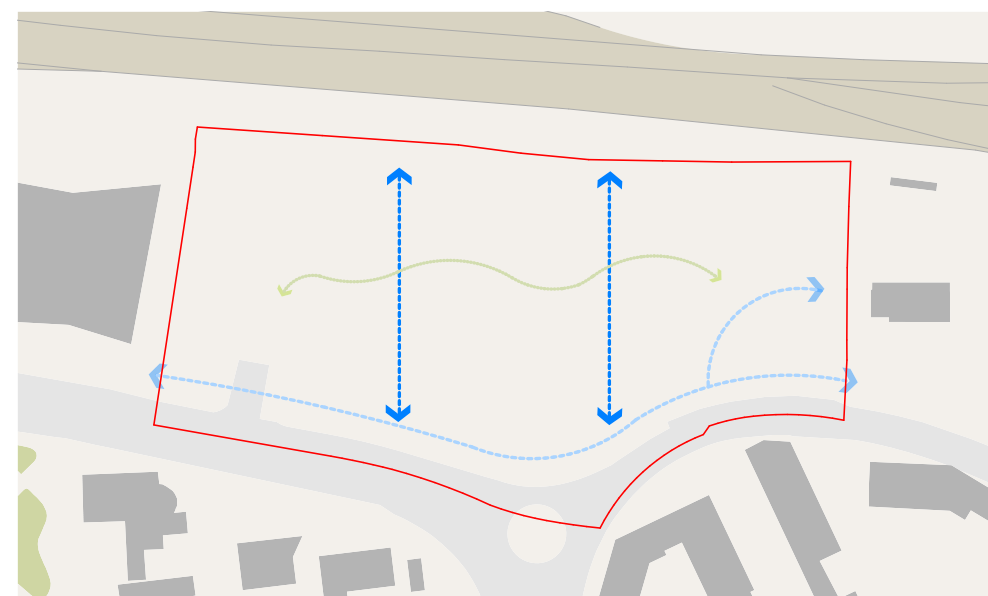
North to South

In pursuit of a more holistic approach to site connectivity, north to south routes have been proposed, designed to incorporate verdant streets and dynamic landscaped thresholds. These pathways aim to tackle the level change between Forbury Road and Kenavon Drive, drawing visitors seamlessly into the heart of the site.

As part of this approach, additional diagonal crossings and vistas have been designed to integrate with Forbury Gardens and Huntley Wharf. Proposed crossing connections across the main road will further serve to integrate these features into the north to south routes creating interlinked pathways within the site



Main Connections - East to West Diagram



Main Connections - North to South Diagram

Main perimeter servicing route

To enable servicing access to buildings in the masterplan, a perimeter service route is proposed to allow delivery and maintenance access, with only emergency access being allowed across the site in order to limit disruption within the new public realm areas of the site. This route runs in an east-west direction around the perimeter of the site. While the service route is essential for utilitarian purposes, it is not intended to be a primary destination for shopping or dining and is purely for servicing access only.



Perimeter Servicing Route Diagram

Refining of Footprints

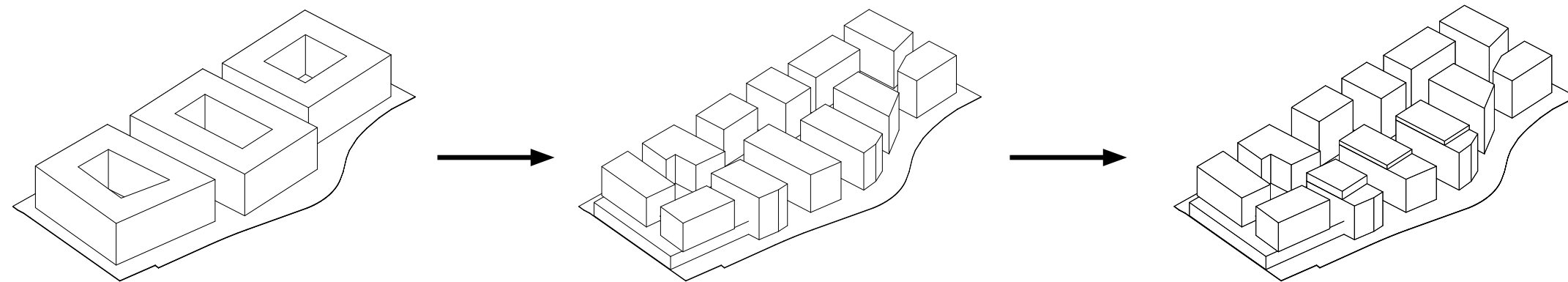
Illustrative Scheme footprints have been adjusted to achieve optimal footprint sizes that ensure efficiency (and thus viability) and mitigate against overlooking and daylight & sunlight issues. Building separation distances have been carefully considered along with building orientations and relationship to context. These footprints are illustrative only, but fit within the maximum parameters as outlined in the Parameter Plans.



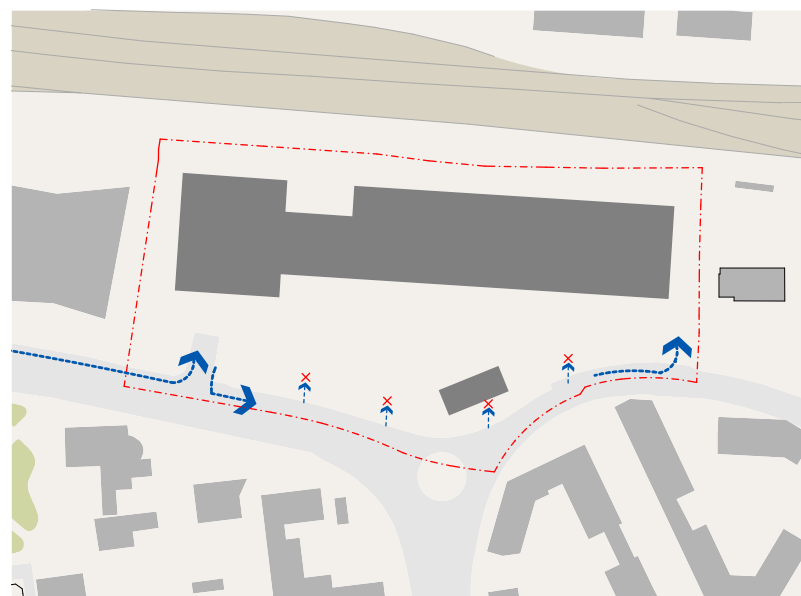
Refining Footprints Diagram

4.3 Urban Form & Building Layout

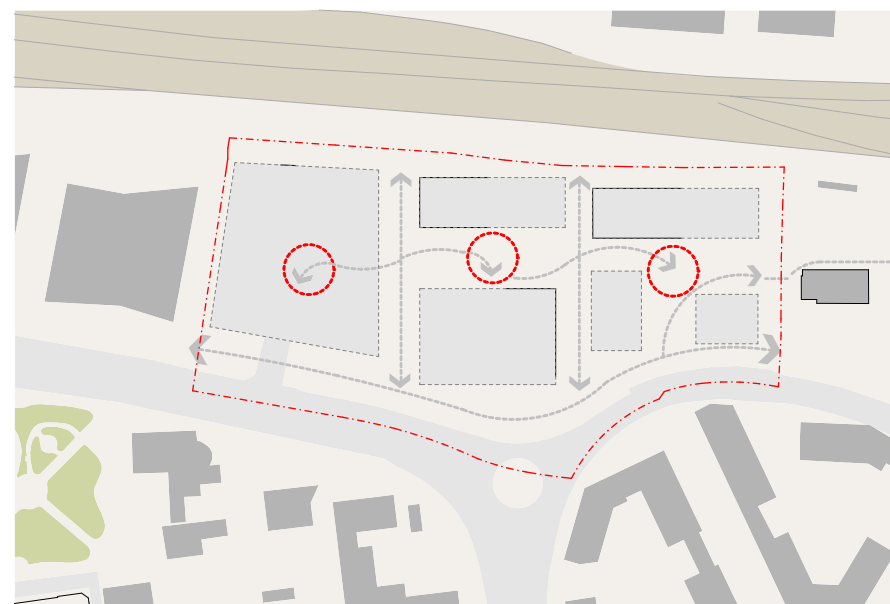
4.3.2 Underlying Principles Continued



Axonometric Development Study - Refining of Development Plots



Existing Site Plan - Illustrating Lack of Permeability

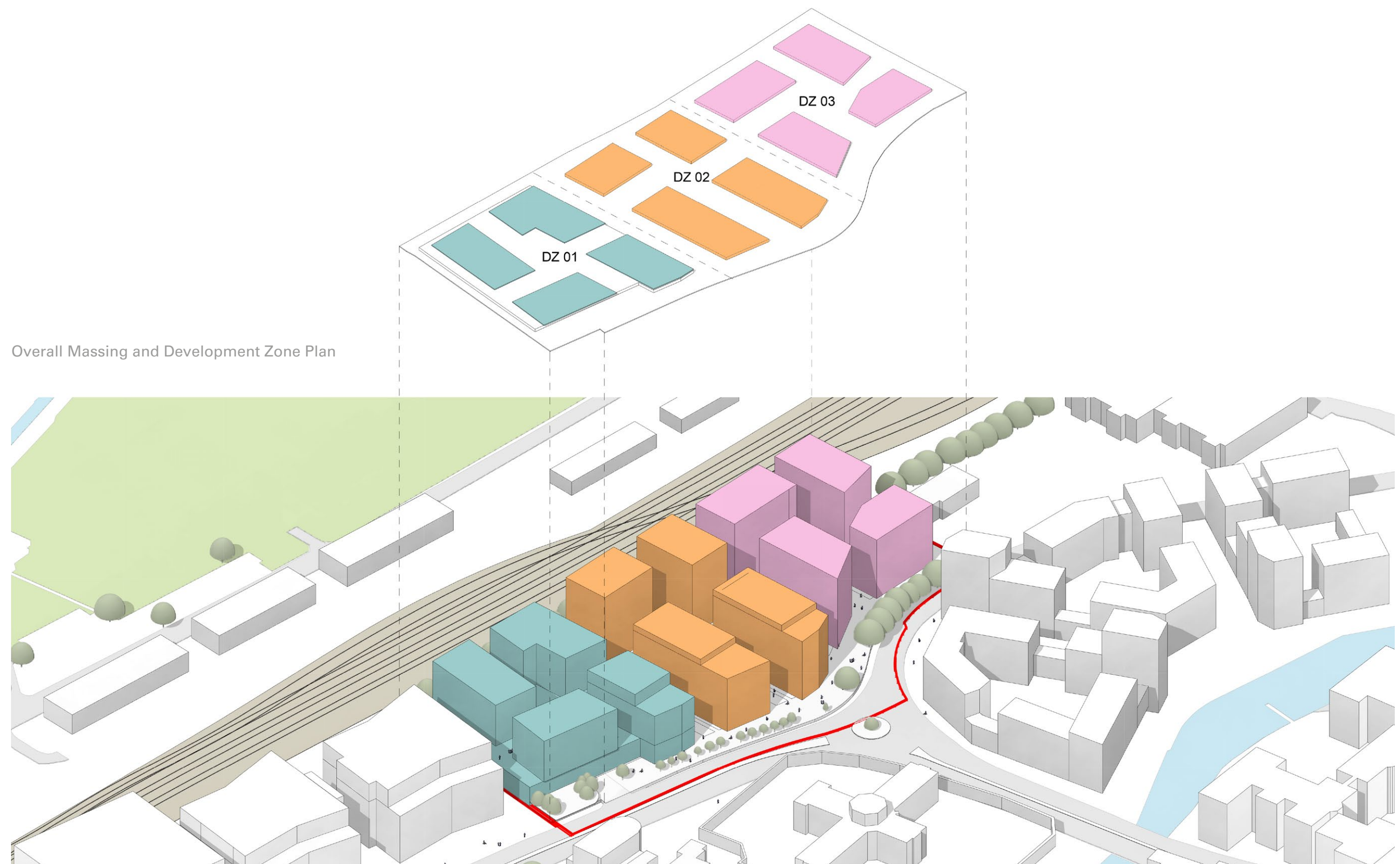


Diagrammatic Study 1 - Key site lines and movement diagram



Diagrammatic Study 2 - Refined site massing and establishing key public realm spaces

Refinements to footprints to optimise plot sizes, establish appropriate building separation distances, variety of public realm and optimise environmental performance (inc. images overleaf)



Overall Massing and Development Zone Plan

4.3 Urban Form & Building Layout

4.3.3 Refining Routes, Connections and Public Realm Spaces

Having initially derived the KMV OPA masterplan layout on the basis of the criteria as outlined in section 4, the Illustrative Scheme layout has been further refined to improve connections, experience and definition of public realm spaces and to address daylight, sunlight and overshadowing issues.

The route connecting the site to the station and configuration with adjacent properties has been carefully considered to optimise the connectivity and spatial experience.

The green street layout has also been configured to reveal glimpses of important features of adjacent properties with future connection opportunities for emerging developments. This will enhance orientation and create a strong sense of place.

East/West routes have been refined (adjustments to route angles and positions) to better connect to potential future developments on Eastern edge of the site, whilst amplifying existing connection to the West. The width of streets have been carefully considered to provide a clear legibility of the hierarchy of routes and to ensure adequate space for design of vehicle and pedestrian routes.



Proposed Ground Floor Movement Diagram



Proposed Ground Floor Movement Diagram - Ground Floor Entrances



4.3 Urban Form & Building Layout

4.3.4 Residential Block Depth & Indicative Layouts

Residential buildings footprints within the Illustrative Scheme have been designed to work with optimal residential layouts that would meet and/or exceed the Technical Housing Standards (Nationally Described Space Standards) which are a national obligatory planning requirement that must be met.

Standard layouts were considered and established at an optimal apartment depth of approximately 18m that allows for a double loaded corridor configuration and flexibility for future co-ordination of services and structure.

Indicative layouts have been provided opposite and overleaf to demonstrate how a range of apartment types (including 1B2P, 2B3P, 2B4P, 3B4P, 3B5P and 3B6P units) would work within this block depth.

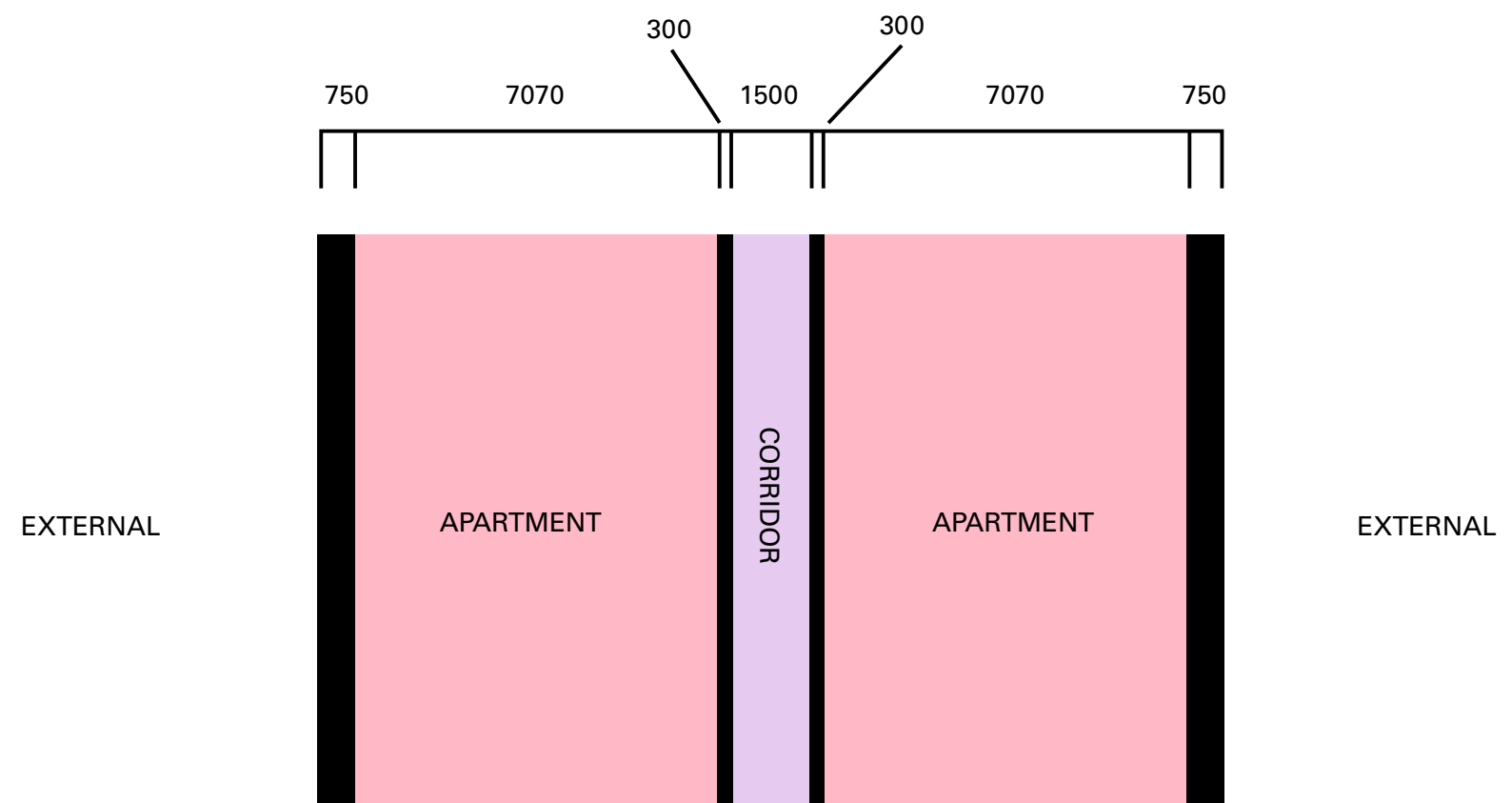
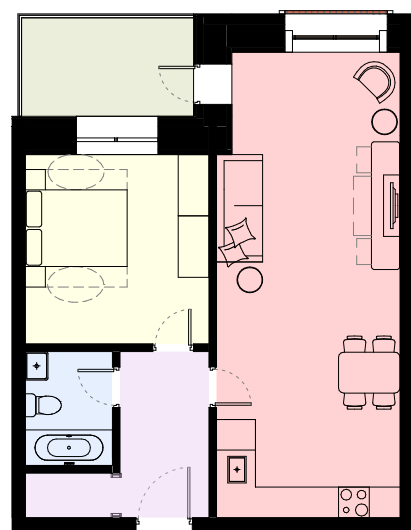
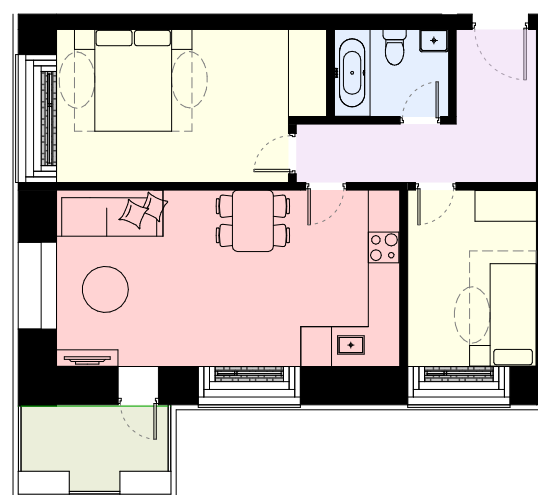


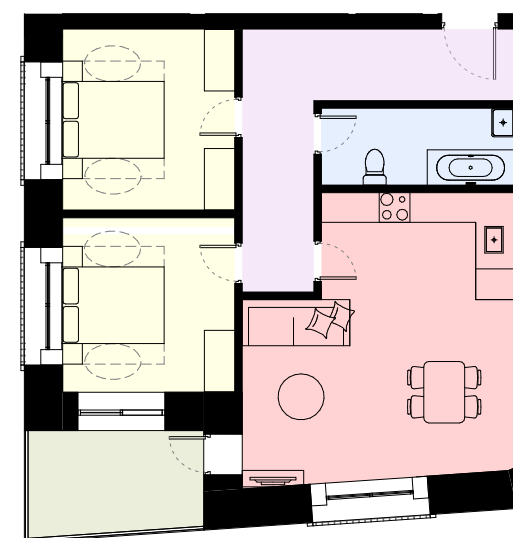
Diagram explaining block depths included in illustrative scheme



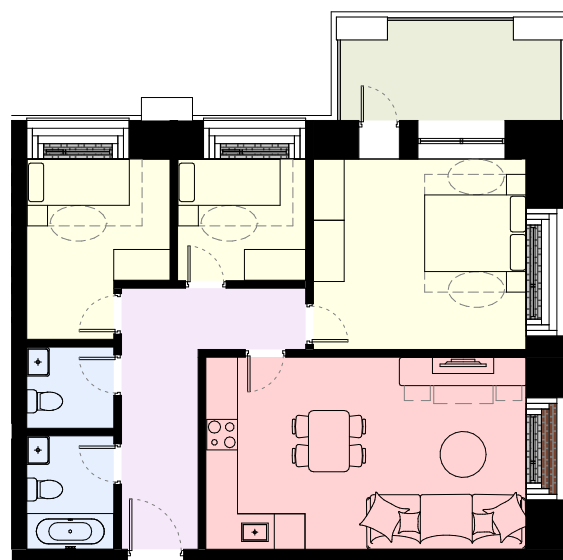
1B2P Layout



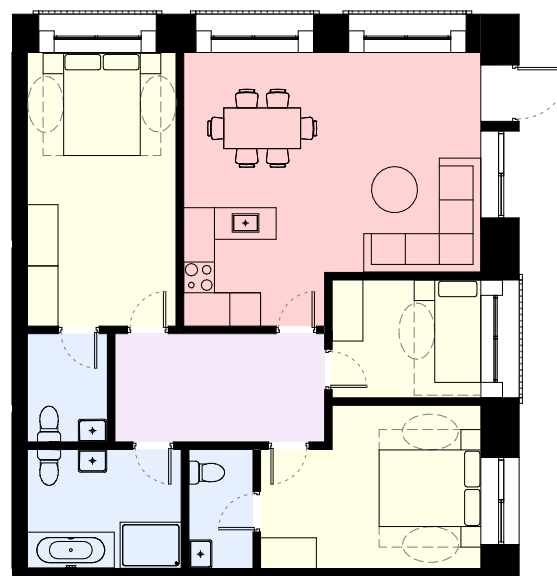
2B3P Layout



2B/4P Layout



3B4P Layout



3B5P Layout



3B6P Layout

Indicative Illustrative Scheme apartment layouts