

Kings Meadow View Outline Planning Application

Design Codes

May 2023

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1

Introduction

Project Summary

The Kings Meadow View Outline Planning Application (KMV OPA) is being brought forward by Abridn Property Income Trust Limited (the Applicant).

Located on the site of the existing Forbury Retail Park site in Reading, the development sits at a pivotal part of the regeneration area to the east of the train station.

This Design Codes document has been prepared by Squire and Partners and is submitted in support of the KMV OPA.

Outline Planning Application Structure

1.1

Context of wider planning application documents

The Design Code forms part of suite of documents that have been submitted as part of this outline planning application and as such should be read in conjunction with the Design and Access Statement that provides explanatory text outlining the underlying principles for the development or proposals.

The chart opposite outlines the documents that control design and future quantum of development, and how they sit within the structure of the planning application submission and approval process.

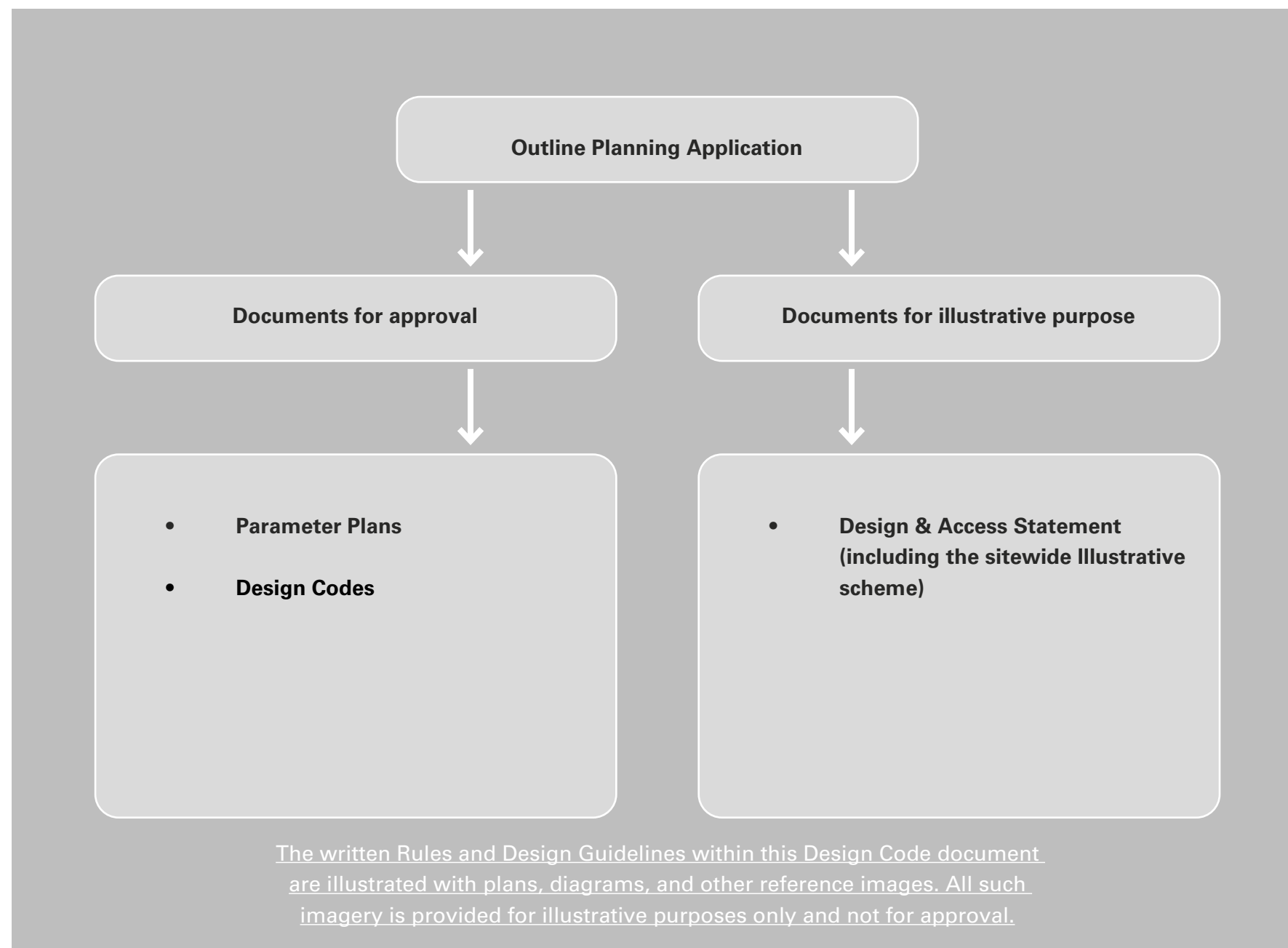


Diagram explaining structure of planning application documents

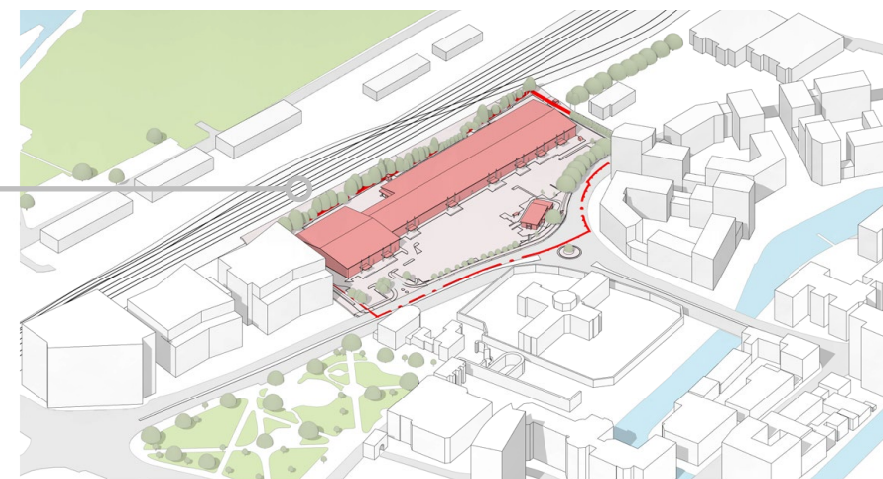
1.2 Elements & Terminology

Range and hierarchy of KMV OPA elements

The information opposite describes and illustrates the variety, hierarchy and purpose of the elements of the Kings Meadow View Outline Planning Application (KMV OPA).

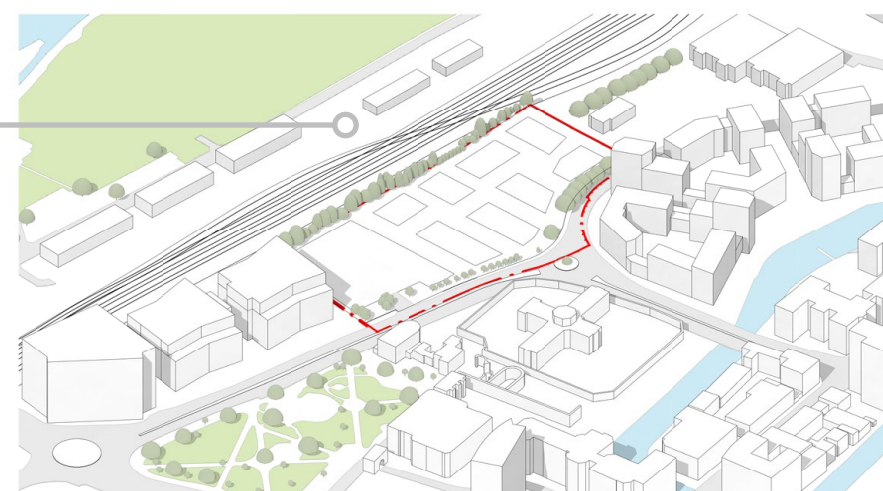
Kings Meadow View outline planning application site boundary

The KMV OPA covers the site occupied by the existing Forbury Retail Park and adjacent areas of highway and pavements.



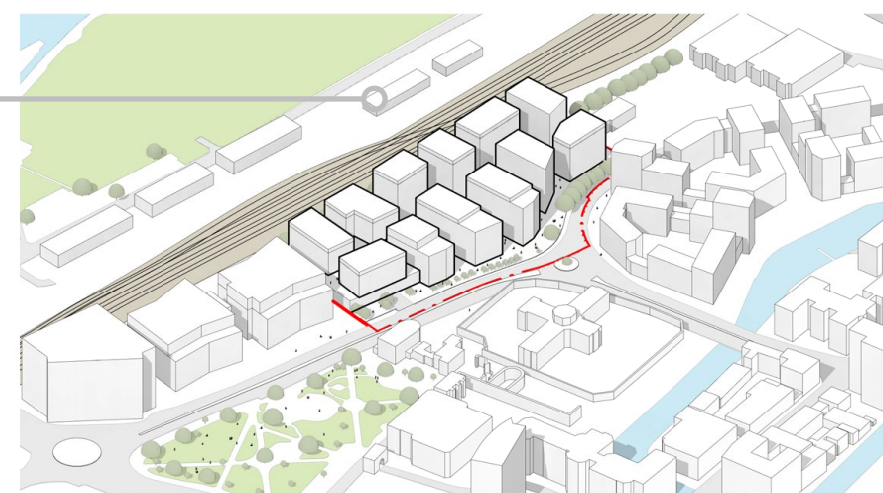
Existing site ownership boundary

The ownership boundary covers the sites occupied by the existing Forbury Retail Park. The main terrace of retail warehouses and the KFC restaurant will be demolished to make way for the redevelopment that would be allowed by the KMV OPA and subsequent RMAs.

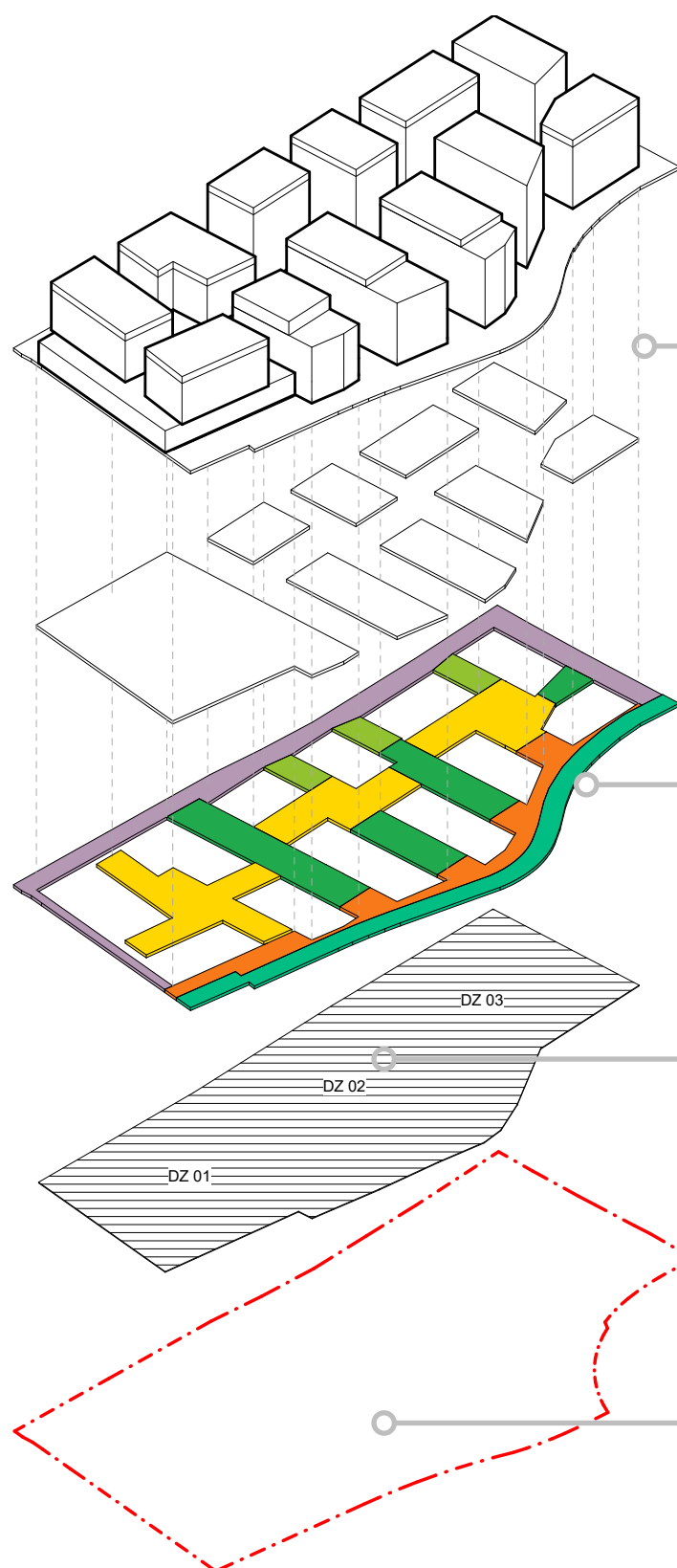


KMV OPA Illustrative Scheme

The KMV OPA Illustrative Scheme that is provided within the DAS provides an indication of how the KMV OPA might be designed within future reserved matters applications (RMAs), however the KMV OPA Design Code and Parameter Plans offer scope for variation from the Illustrative Scheme proposal which serves as one example of how the scheme could be evolved.



Axonometric Studies Identifying Key Components



Building blocks & elements

The KMV OPA does not apply for consent for specific massing forms and detailed elements, but the Design Code suggests how the parameters could be developed within future RMAs to generate building blocks and elements and Design Codes will control fundamental matters only.

Street Spaces & Movement Parameter Plans

The individual Street Spaces & Movement Parameter Plans are submitted for approval and identify the principal routes that must be provided within the KMV OPA. Access to the Site is submitted as part of this application for approval.

Parameter Plans (for individual Development Zones)

The individual Development Zone Parameter Plans are submitted for approval and set out the Mandatory rules for the maximum extents of built form that any future Reserved Matters Application (RMA) must conform with. These parameter plans are provided for every development zone within the KMV OPA.

Site Boundary

Exploded Axonometric Study Identifying Key Components

1.3 Purpose & How to use the Design Codes

1.3.1 Mandatory Rules & Design Guidelines and structure of Design Codes

Mandatory Rules

This Design Code document provides a series of Mandatory Rules which set out design requirements that shape the application of the Parameter Plans and, as such, are intended to be for design approval as part of the KMV OPA. They must be adhered to in the submission of future reserved matters applications (“RMAs”).

Design Guidelines

In addition, this document also sets out for illustrative purposes Design Guidelines, which provide an approach that will influence aspects of design in future reserved matters applications, but these may be deviated from if there is an appropriate justification and explanation to adopting a different design approach in a future application. Consequently, Design Guidelines are provided for illustrative purposes only and are not for approval.

Examples of Mandatory Rules & Design Guidelines

Mandatory Rules will be denoted within this document through the use of a mandatory code and the sentence or paragraph will be contained within a box:

‘The applicant must’

Design Guidelines will be denoted within this document through the use of a guideline code and the word ‘should’ contained within a sentence:

The applicant should endeavour to’

The written Mandatory Rules and Design Guidelines within this document are illustrated with plans, diagrams, and other reference images. All such imagery is provided for illustrative purposes only and not for approval.

Structure of Design Codes

The code follows the 'National Model Design Code – June 2021' as published by the Ministry of Housing, Communities & Local Government (MHCLG) and uses the main headings of that document as following:

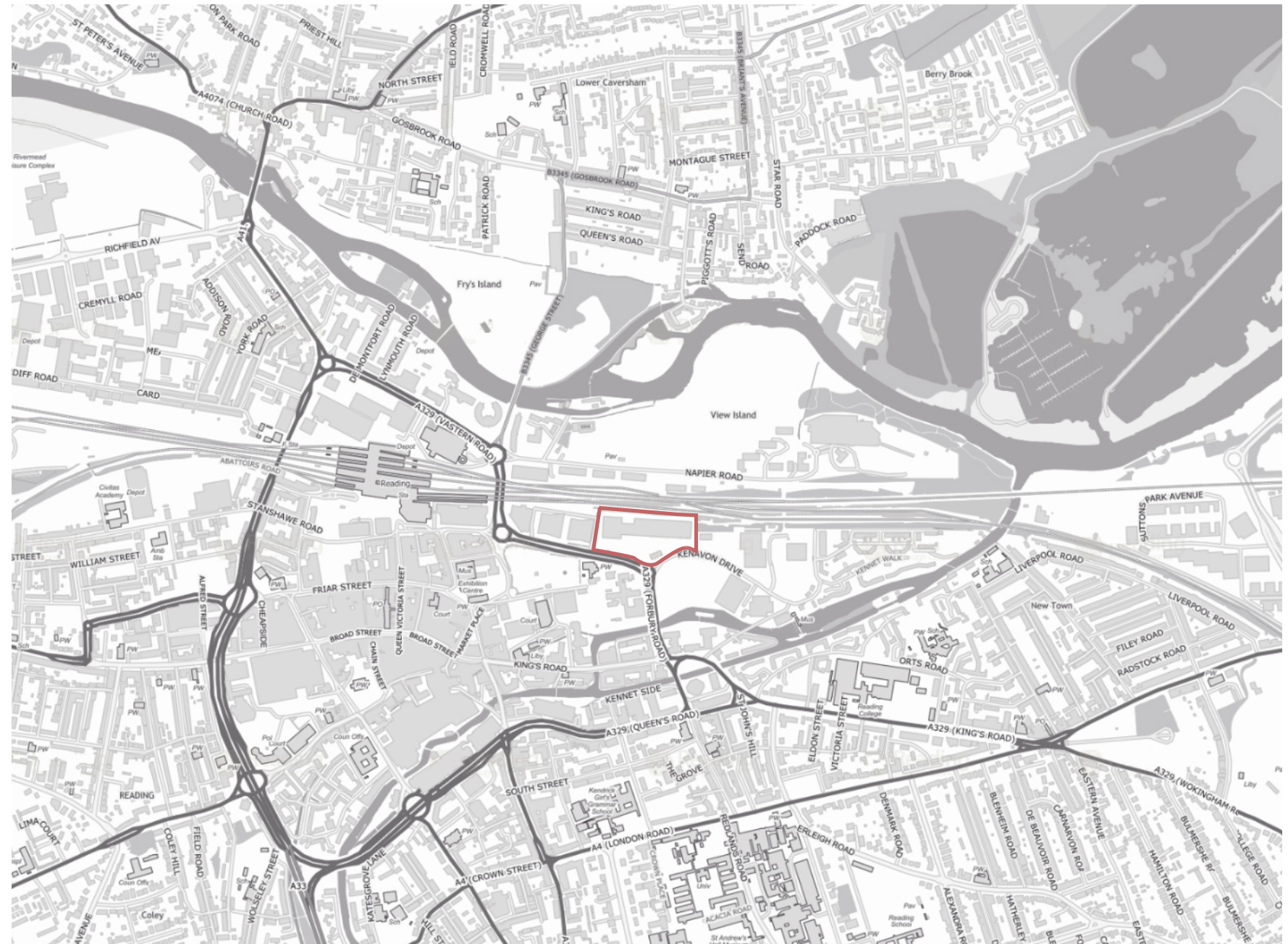
2. Context

3. Identity

4. Movement

5. Public realm & nature

6. Built form



Existing Site Location Plan

1.3 Purpose & how to use the Design Codes

1.3.2 Illustrative Scheme & Development Zones

KMV OPA Illustrative Scheme

The KMV OPA Illustrative Scheme that is described within the Design & Access Statement that accompanies this planning application has been evolved to respond to townscape, heritage, environmental (including sunlight / daylight, overshadowing and wind) and socio-economic considerations forming underlying principles for the rules and Design Guidelines within the following chapters of this Design Code document.

A Schedule of Floorspace within the Development Specification Document sets out a site wide maximum limit for each of the land uses proposed in the KMV OPA. The maximum parameters of all plots, and the maximum amounts of floorspace set out for each plot, could not all be built out in full due to the site wide limitation of floor area, for which approval is sought.

The document is comprised of a series of individual plots, each of which is subject to maximum parameters identified on associated Parameter Plans. The Design Codes have been established to support the vision of the Illustrative Scheme which the KMV OPA Illustrative Scheme describes.

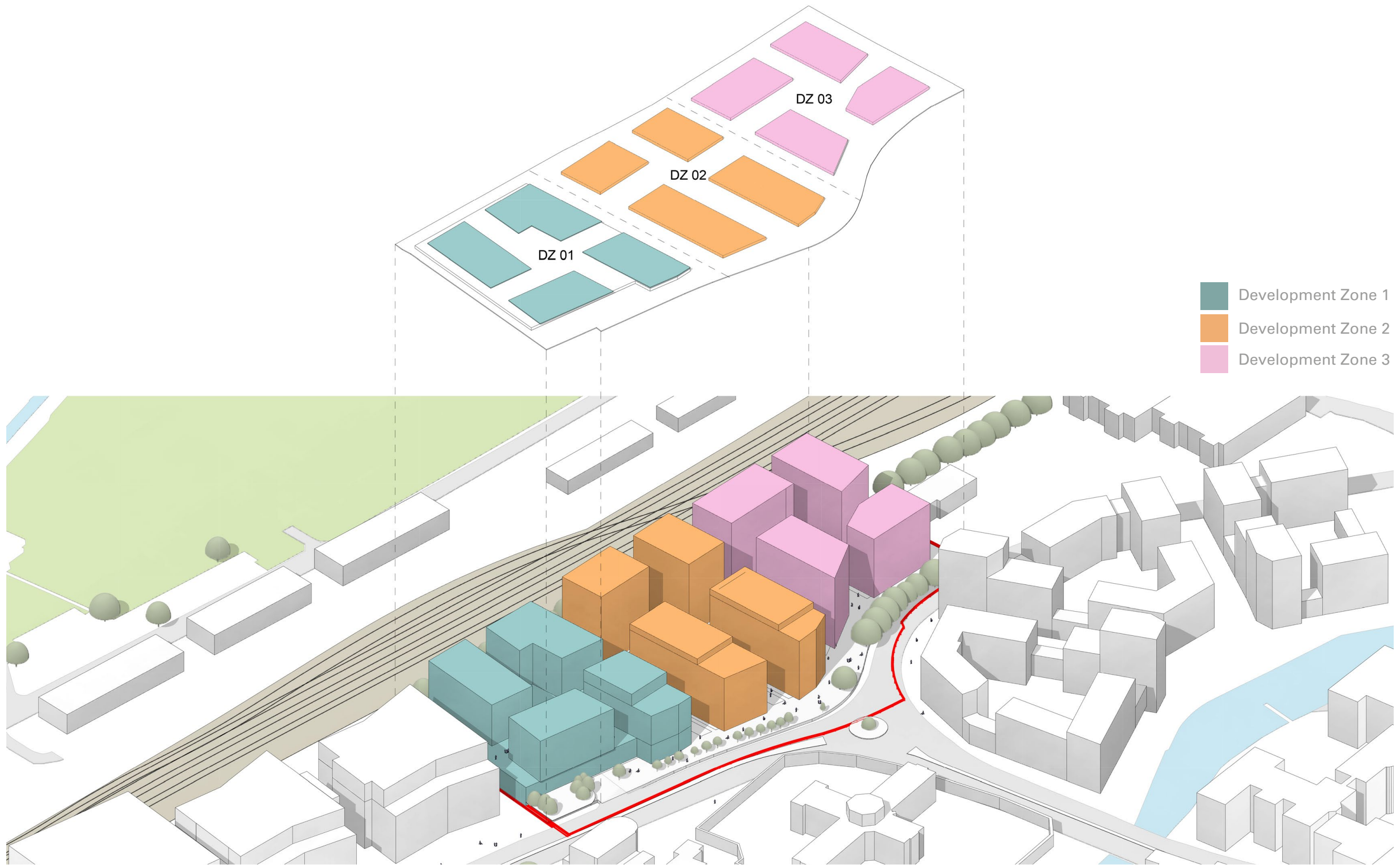
The Design and Access Statement shows one way in which the development floorspace could be built out in accordance with the Parameter Plans and the Design Codes, but that is not submitted for approval.

Community Engagement

The design team have engaged with the community on the plans and aspirations for the KMV OPA. The consultation and stakeholder feedback on key masterplanning principles such as provision of public realm spaces has also shaped this Design Code document as required by the NPPF. More detail on consultation and Stakeholder engagement is set out in the Statement of Community Involvement document accompanying the KMV OPA.

Development Zones

The KMV OPA site has been divided into several development zones (DZs) as identified on the adjacent diagram. These plots are anticipated to contain both building elements and public realm elements. The boundaries of these Development Zones have been considered in terms of phasing implications to facilitate commencement of construction at different times from one another and to enable delivery of appropriate areas of public realm at the same time as relevant buildings and/or groups of buildings.



KMV OPA development zones

2

Context

Project Summary

The Kings Meadow View Outline Planning Application (KMV OPA) is being brought forward by Abrdn Property Income Trust Limited (the Applicant).

Located on the site of the existing Forbury Retail Park site in Reading, the development sits at a pivotal town centre location within Reading, east of the train station.

This Design Codes document has been prepared by Squire and Partners and is submitted in support of the KMV OPA.

2.0 Context

2.1 Context Overview

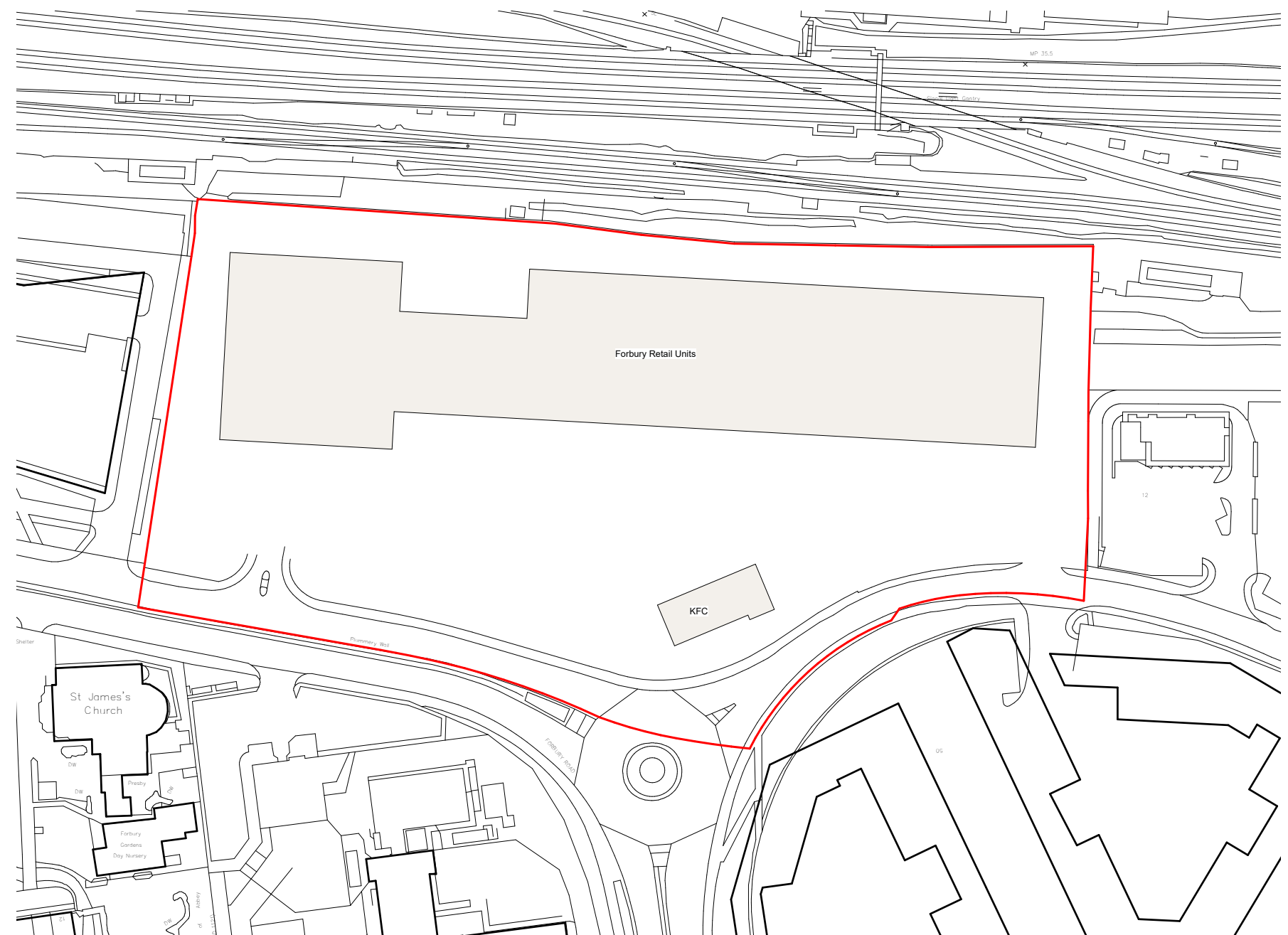
The Kings Meadow View Outline Planning Application (KMV OPA) site is located centrally within Reading, between Forbury Road and major rail infrastructure, adjacent to Reading Railway Station.

Kings Meadow View sits at a key junction between new commercial properties, residential developments and listed buildings. The KMV OPA will form a key connection between the old and the new as well as providing links to the existing green infrastructure surrounding the site.

The town itself has a rich and varied history, but the current retail park that occupies the site does little to enhance the character of the existing town centre and provides a significant opportunity to redevelop a key site within Reading, a short walk from the town centre.

The KMV OPA site consists of Forbury Retail Park, including the KFC drive through and its associated car parking areas and service yards with large amount of hard landscaping and limited green space.

The area is currently an obstacle to the natural desire lines to connect with adjacent developments and existing infrastructure.



Existing Site Plan

2.2 Areas

The total number of residential units will not exceed 820 Units. Residential accommodation may range between studio apartments to 3 bed apartments. Please see the illustrative scheme within the Design and Access Statement for further details.

Floorspace within Class E will be no greater than 5,500 sqm GEA.

This floorspace excludes the basement parking area.

Development footprints are as outlined within the parameter plans and must be followed and read in conjunction with the submitted parameter plans.

Footprints and open space areas enable a wide range of development from buildings to landscape measures to take place within the site.



Existing Aerial View

2.0 Overview

2.3 Development Layout Principles

Through analysis of existing vehicular connections and routes, the existing site currently offer very little permeability due to differences in site levels between Forbury Road and Kenavon Drive and the surface level parking in front of the terrace, as well as offering no ecological value due to sheer amount of hard landscaping currently occupied by car parking which is needed for the retail park.

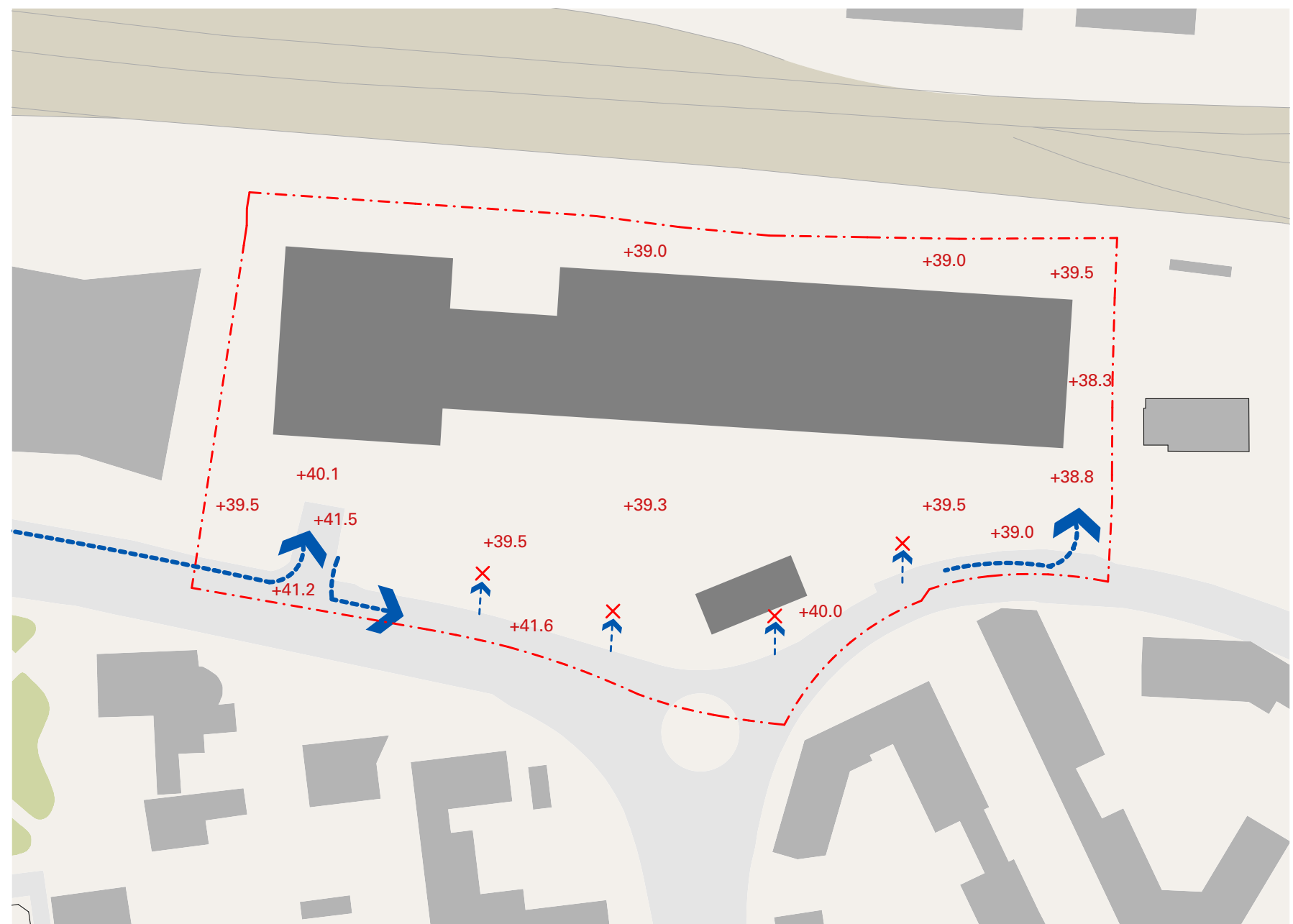
Through further analysis of adjacent developments, additional pedestrian and visual connections have been considered with a view of being able to stitch the proposals into the wider development infrastructure within Reading.

Drawing from these site lines and proposed routes across the site, resulting development zones and building plots are formed around key locations for proposed public realm activity and green streets; stitching together with adjacent green networks and important existing infrastructure.

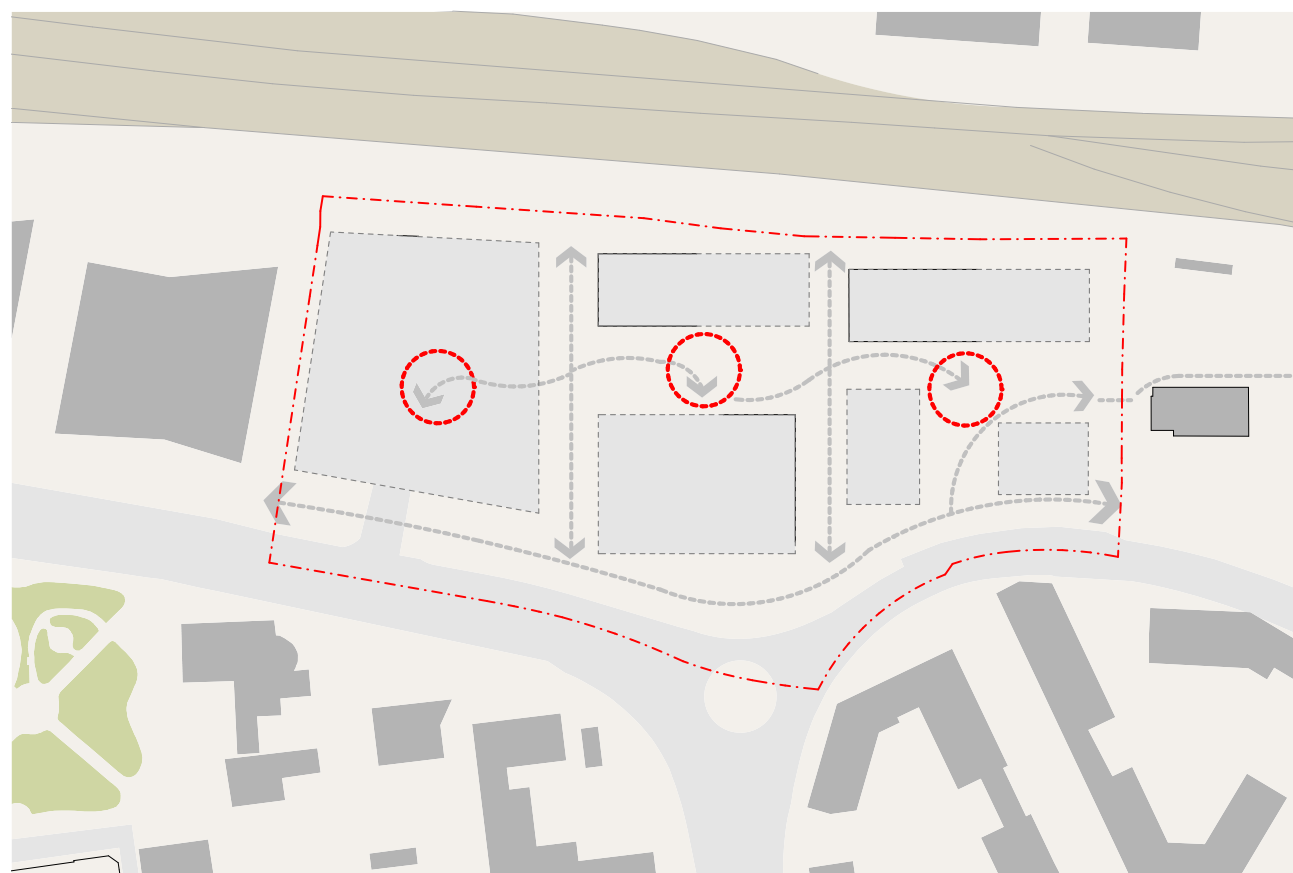
The development parameters outlined within this document have been prepared to allow for a development to be delivered in response to RBC policy and market conditions.

The parameters will appropriately restrict what can come forward through a reserved matters application (RMA), ensuring a level of design quality whilst also providing flexibility for future development.

For further information on design Intent of the proposals, please refer to the Design and Access Statement that accompanies the submission.



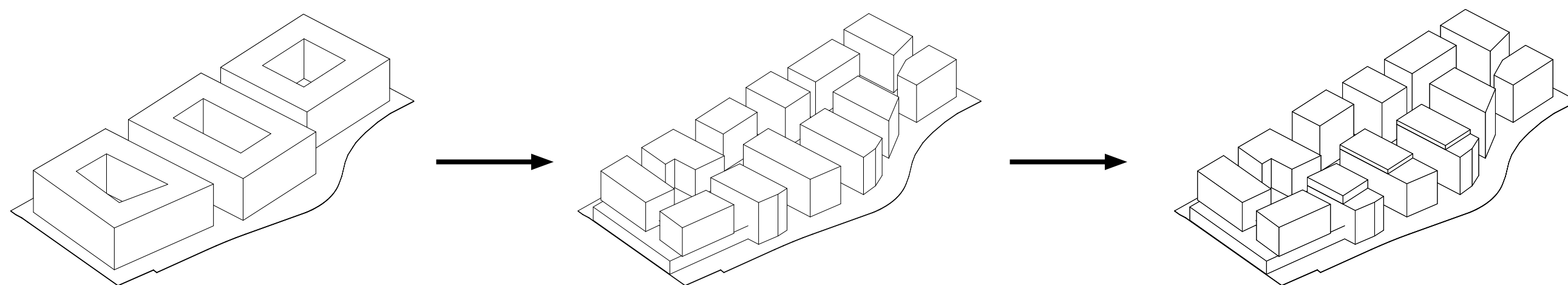
Existing Site Plan - Illustrating Lack of Permeability



Diagrammatic Study 1 - Key site lines and movement diagram



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



Axonometric Development Study - Refining of Development Plots

3

Identity

Introduction

This chapter of the design codes provides Design Guidelines & Mandatory Rules for the design of proposed routes within the KMV OPA.

3.0 Identity

3.1 Scheme Identity

The KMV OPA aims at enhancing, responding to, and stitching into the historic, cultural and physical context of Reading to create a new residential development with a distinct sense of place.

Underlying principles for the vision of the development include the following:

Provide a smartly sustainable residential development that encourages sustainable modes of transport and incorporates sustainable features.

Adopt a flexible and resilient approach so that future RMAs can adapt to future needs & demand.

The masterplan proposes 3 distinct development zones with differing character areas that must be provided to respond to the specific site context and create varied identity within the development, as identified within the Parameter Plans.

These distinct character areas are supported by and must be read in conjunction with Design Codes relating to Public Realm (Chapter 5), and Built Form (Chapter 6)

The residential neighbourhood must be designed in all instances to provide engaging areas of public realm and ground floor level uses to animate the ground floor plane.

The range of uses must be interspersed, complementary to upper floor uses and benefit the new residents as well as existing neighbouring communities.

Upper-level balconies must be provided to all residential buildings to further enhance the animation of the masterplan within the parameters set by the Parameter Plans.

Ground floor level uses must be provided as required by the Parameter Plans to activate the streetscape along Kenavon Drive and Forbury Road.

The demolition of the existing buildings on site offers the opportunity to review the current East-West route and provide a more permeable public realm and aid in activating the pedestrian route, which feeds into the wider redevelopment strategy of Reading.

A Wayfinding and Signage Strategy must be developed at early stages of RMAs to develop a comprehensive approach.

Legibility must be implemented through methods including provision of new markers, wayfinding and by opening up views of townscape features



Existing Site Plan Analysis

4

Movement

Introduction

This chapter of the design codes provides Design Guidelines & Mandatory Rules for the design of proposed routes within the KMV OPA.

4.0 Movement

4.1 Street hierarchy, junctions and crossings

The proposed hierarchy of streets, junctions and crossings have been guided by the existing surrounding routes and natural desire lines through the largely impenetrable existing site.

The design codes for movement and access have been formulated to ensure a legible, safe, permeable, and vibrant development.

The delivery of a successful scheme relies on these well-connected routes with different roles and characters which will be essential in creating legible and cohesive spaces.

Streets, routes and crossings must be designed to strengthen connections to adjacent key locations such as the train station, church, prison and neighbouring development Huntley Wharf and to future areas of development to the east on the remainder of the retail park.

Streets, routes and crossings must create a clear hierarchy of streets and spaces that connect with Reading Town Centre.

Streets, routes and crossings must respond to the local vernacular and character to inform planting and material palette.

Streets, routes and crossings to maintain and enhance a continuous wildlife corridor to north boundary and create new links.

All pedestrian movement routes must be delivered in locations set out within the Parameter Plans to ensure permeability throughout the development. Illustrative hierarchy of pedestrian routes within the KMV OPA site as shown in the adjacent diagram.

Secondary and Tertiary Movement routes, which play a key role in enhancing permeability across the site should be designed as welcoming, lively and diverse spaces as part of the public realm proposal.

Street Hierarchies across the centre of the site and to the periphery are defined within Section 5 Public Realm

- o *Primary: 4.5m cycle routes across the primary thoroughfare to Kenavon Drive and Forubury Road*
- o *Secondary: Vehicular access, both for residential parking into the basement and for servicing vehicular access*
- o *Tertiary: Pedestrian circulation across the site*

Design of all streets, routes and footways must consider DfT's 'Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (2021) and must be in accordance with national guidance documents including The Approved Document to Part M of the Building Regulations, BS8300 and other relevant national/ local standards as a minimum.

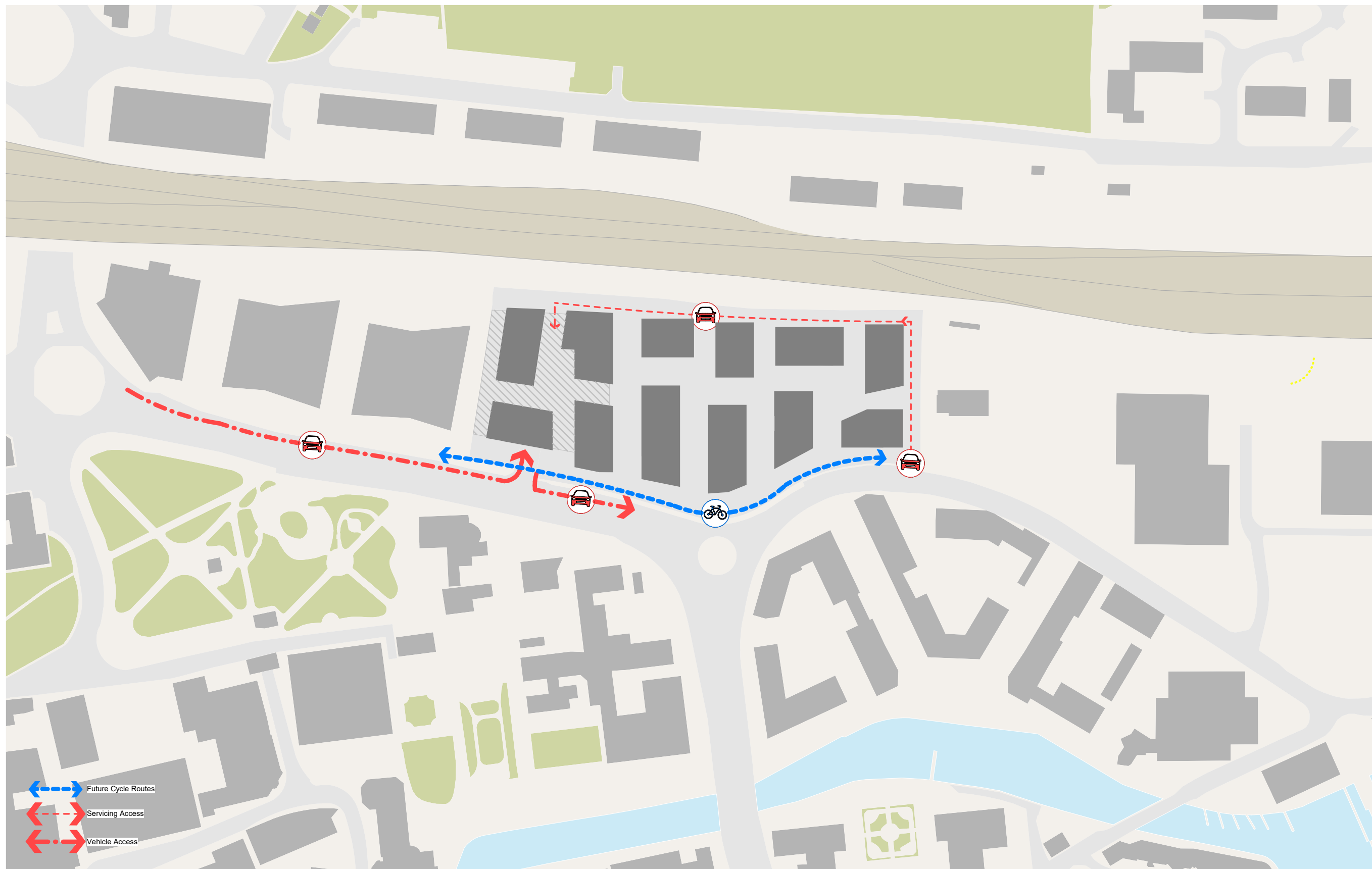
Microclimate and Movement Analysis Studies must be carried out prior to the RM stage to inform design of Primary, Secondary and Tertiary routes and their relationship with key public realm spaces.

Design code guidance and requirements for streets will depend on their Character Areas as set out in Public Realm Section 5

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More specific requirements and guidance on street characters and design components is provided in Public Realm Section 5

For further information on responding to building lines and key views, please refer to Built Form Section 6.



Site-wide Proposed Vehicle and Cycle Movement Diagram

4.0 Movement

4.2 Type and direction of route (walking, cycling and vehicles)

The type and direction of routes has been carefully refined to ensure all user requirements are satisfied. The adjacent Illustrative sitewide plan, along with KMV OPA Parameter Plans, describe key movement and access routes within the site. Following requirements and guidelines are identified to create a successful movement network as part of KMV OPA:

Clear width for pedestrian footways and footpaths must be a minimum of 2m, unless specified otherwise.

Elements such as street furniture, planting, signage, and lighting must be arranged to minimise clutter and ensure minimum clear footway widths are maintained. Refer to Public Realm Section 5 Street Types for further information on minimum requirements.

Vehicle access must be designed to maintain service and emergency access to all parts of the development.

Cycle parking must be provided throughout the development in secure and convenient areas in compliance with RBC Transport and Highway Guidance.

Cycle parking requirements must be determined early in the RMA design process and must be provided within the built development either/or integrated adjacent within key public realm spaces and near building entrances to promote sustainable modes of transportation.

Emphasis on pedestrian priority crossings must be established through changes in surface material, level crossing points for pedestrians (i.e., dropped kerbs / raised tables), safe and inviting public realm design, and suitable traffic calming measures to reduce vehicle speeds.

Design philosophy to include to include for inclusive street design across all streets :

- o Ramp Gradients 1:21 maximum
- o No switchback ramps
- o Accessible access to all buildings required
- o Level thresholds throughout scheme
- o No revolving doors to be introduced
- o Seating:
 - every 50m
 - to have perch rests circa. 800mm
 - space for wheelchairs
 - tactile at crossing / top of steps
 - visually distinct surface material colours for different uses



Illustrative examples of pedestrian priority crossing detailing.- Raised Crossing (Copenhagen Crossing), Tactile roadway surfaces, Surfacing change and build-out at crossing.