JUNE 2023

35-39 FRIAR STREET
READING

DESIGN AND ACCESS ADDENDUM

STEFAN SHAW STUDIO
LONDON



Aerial view highlighting site in red adjacent to the under construction Station Hill Development

Site

1.1 EXECUTIVE SUMMARY

1.1.1 Purpose of Addendum

This Design and Access Statement Addendum has been prepared in order to provide additional information to the full planning application made on behalf of the Shaviram Group for the redevelopment of the site at 35-39 Friar Street, in Reading.

Since the original application was made, further development of the public realm has been undertaken in coordination with Station Hill Landowners Lincoln MGT, architects CallisonRTKL and landscape architects LDA Design. The revised design illustrated in this addendum is forthcoming as part of the Station Hill Proposals which has been revised to incorporate the active frontages of the 35-39 Friar street development and which positively contributes to the local community and environment.

The statement complies with the Town & Country Planning Act and National Design Guidance and provides updated information on massing, layout and landscape proposals that have been considered in coordination with Landowners and designers of Station Hill, and that align with the principles of development from the initial application.

The scheme has been informed by engagement with Reading Borough Council (RBC), local stakeholders, Design South East and the local community.

1.1.2 Summary of alterations

Alterations to proposals include:

- Alterations to the reline boundary to include the entirety of the yard to the north of the application site.
- Revised basement, ground and first floor general arrangements to bring cycle storage to ground, reduce shared occupancy for service routes, relocate car parking and blue badge parking to a more easily accessible location and to re-locate servicing / bin stores toward the rear of the building.
- Co work space to ground and first floor has been revised to provide secure independent access from the public realm, with a new lift and accessible WC.
- To the North of the site, the massing of the residential apartments has been re-configured to provide increased offset distance from the Station Hill Block F Facade, a in line with design coordination input from Landowners and the Station Hill design team.
- Public realm alterations along Friars Walk have been revised in coordination with Landowners and the Station Hill design team to better facilitate access and pedestrian movement in front of and access to the development at 35-39 Friar Street.
- Landscape design to the 6th floor has been revised in response to officer comments, with revised balustrade, planting / planter arrangement, and altered external furniture arrangement to increase user safety and accessibility for maintenance.

Residential Apartments (no alteration from initial application)

Unit Mix

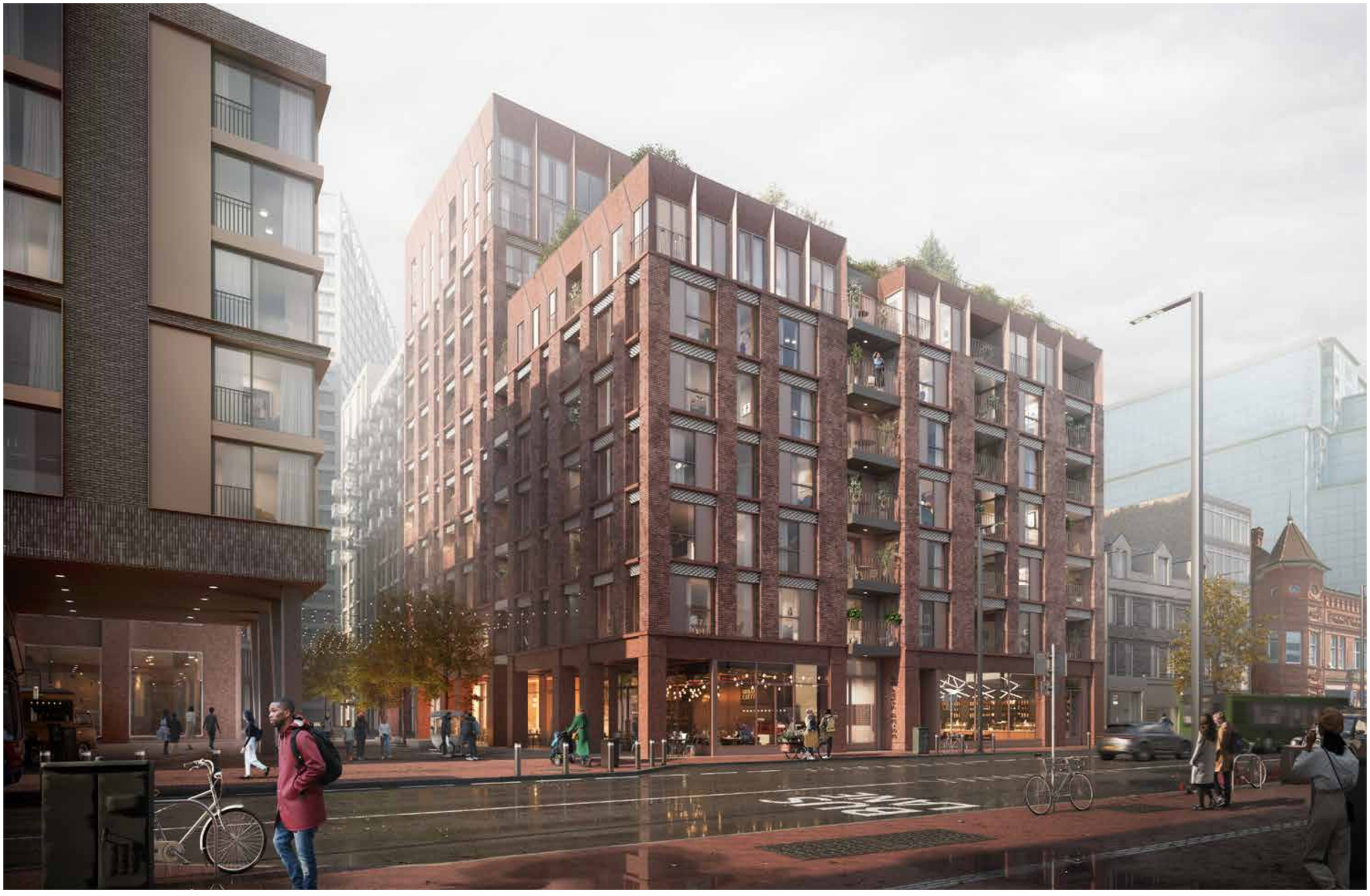
1 Bed 1 Person	19
1 Bed 2 Person	22
2 Bed 3 Person	23
2 Bed 4 Person	33
3 Bed 5 Person	6
Total	**103**

- Build to rent apartments
- 30% of apartments will be affordable
- 5% of apartments to be Wheelchair Adaptable
- 3 Wheelchair car-parking bays (1 less than initial application)
- 105 cycle bays (12 more than initial application)
- 600 Sq.m of external residential communal

Commercial

- Restaurant 1,520sqm (67sqm more than initial application)
- 14 cycle bays (1 more than initial application)

- Retail 180sqm
- 6 cycle bays (4 more than initial application)



4 View of proposed development from Friar Street towards corner of Friars Walk



5 View of the main entrance to the residential / retail entrances from Friars Walk, illustrating revised landscape as part of the Station Hill proposals by LDA Design

2.1 BASEMENT

2.1.1 - Overview of Basement alterations

Overview
Within the applicant's ownership is a service yard to the north of the site accessed from Merchant's place. The layout of this yard has been revised to provide more efficient access to sub station, servicing and vehicular access, and to reduce the need for back of house and servicing space at ground floor.

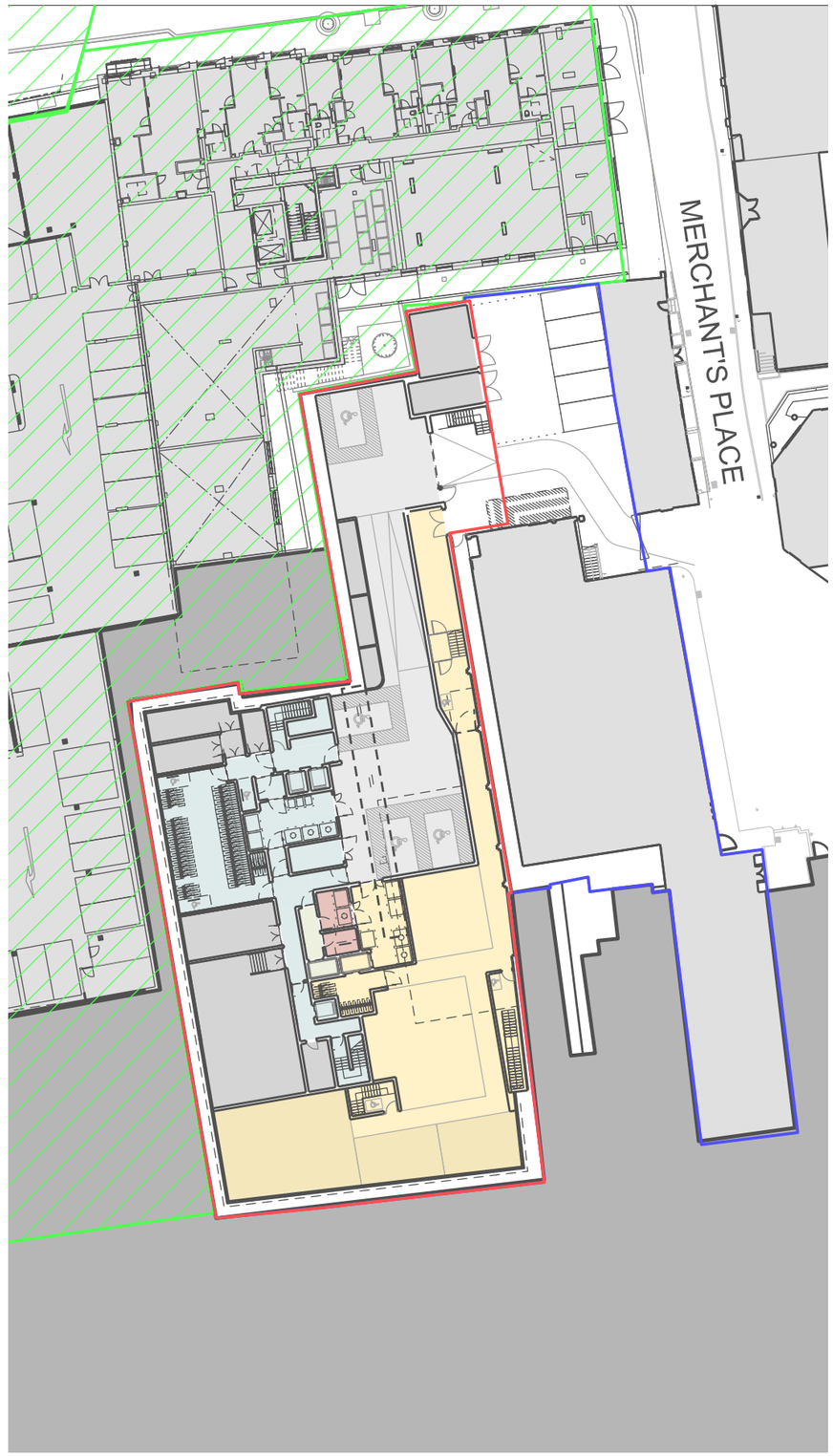
Vehicular access is provided for residents to 3 Wheelchair parking bays, located adjacent to the new residential entrance from the northern yard.

Residential
Cycle and refuse stores have been relocated to ground floor, close lifts minimising travel distance.
Bin stores have been revised to increase accessibility and remove any shared spaces between commercial and residential.

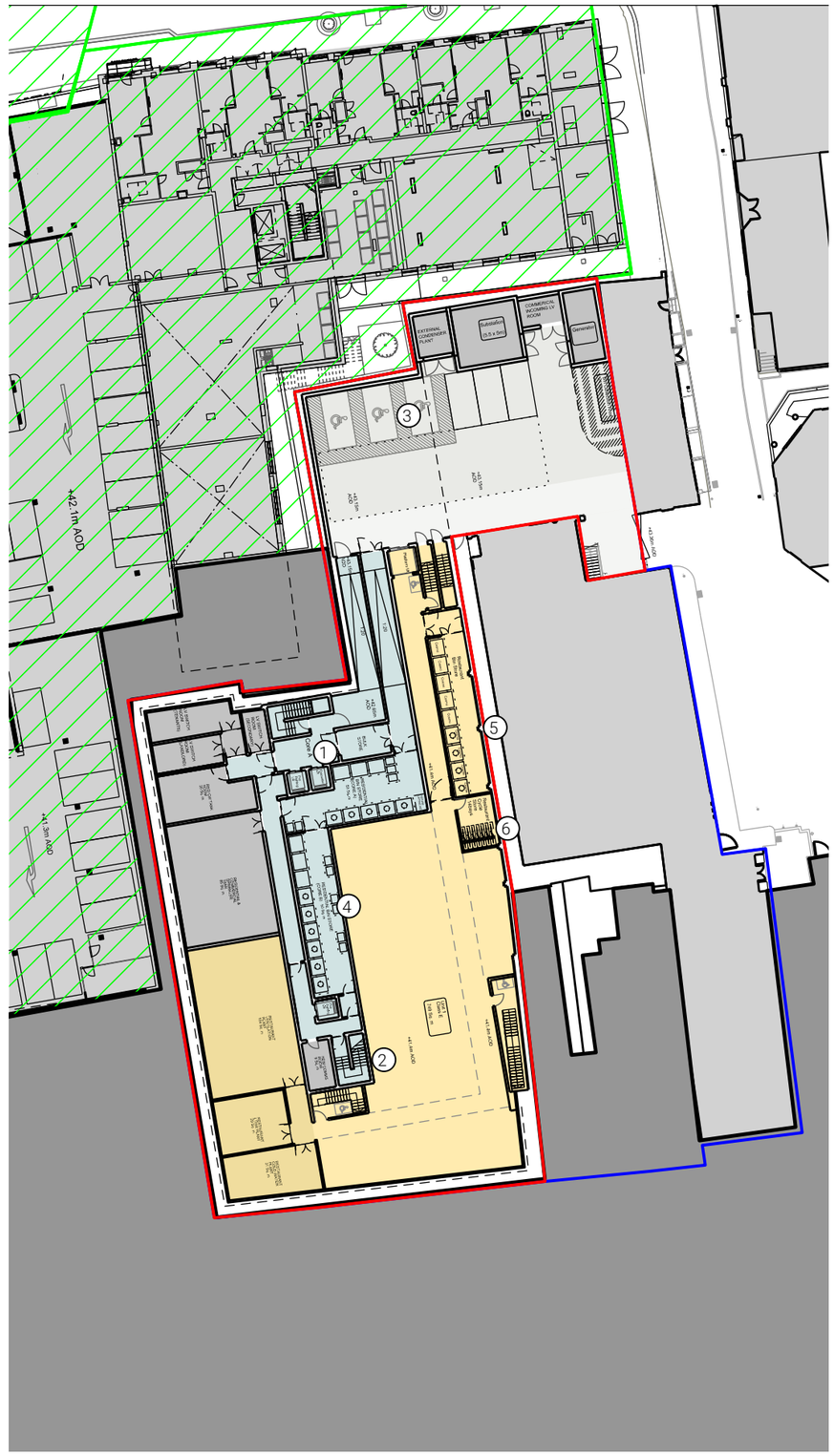
Restaurant
The restaurant back of house within the basement access to the rear service yard area with increased efficiency due to the removal of the vehicular ramp in the basement.

Incubator Retail/ Workshop Units/ Co-working
No access to the basement is now required or provided for the retail units improving security and secure by design.

1. Core A
2. Core B
3. Blue badge parking
4. Residential bin/bulk store
5. Commercial bin stores
6. Commercial bike stores



Previous Application - Basement floor plan



Revised Application - Basement floor plan

3)

- Residential lobby (Class C3)
- Residential circulation & BoH (Class C3)
- Indicative co-working (Class E(g)(i))
- Indicative Retail - Restaurant (Class E)
- Indicative Retail - incubator unit (Class E)
- Common Areas (Class E)
- Plant space

- Site Boundary
- Land within applicant ownership
- Station hill developement Currently under construction Planning ref: 192032

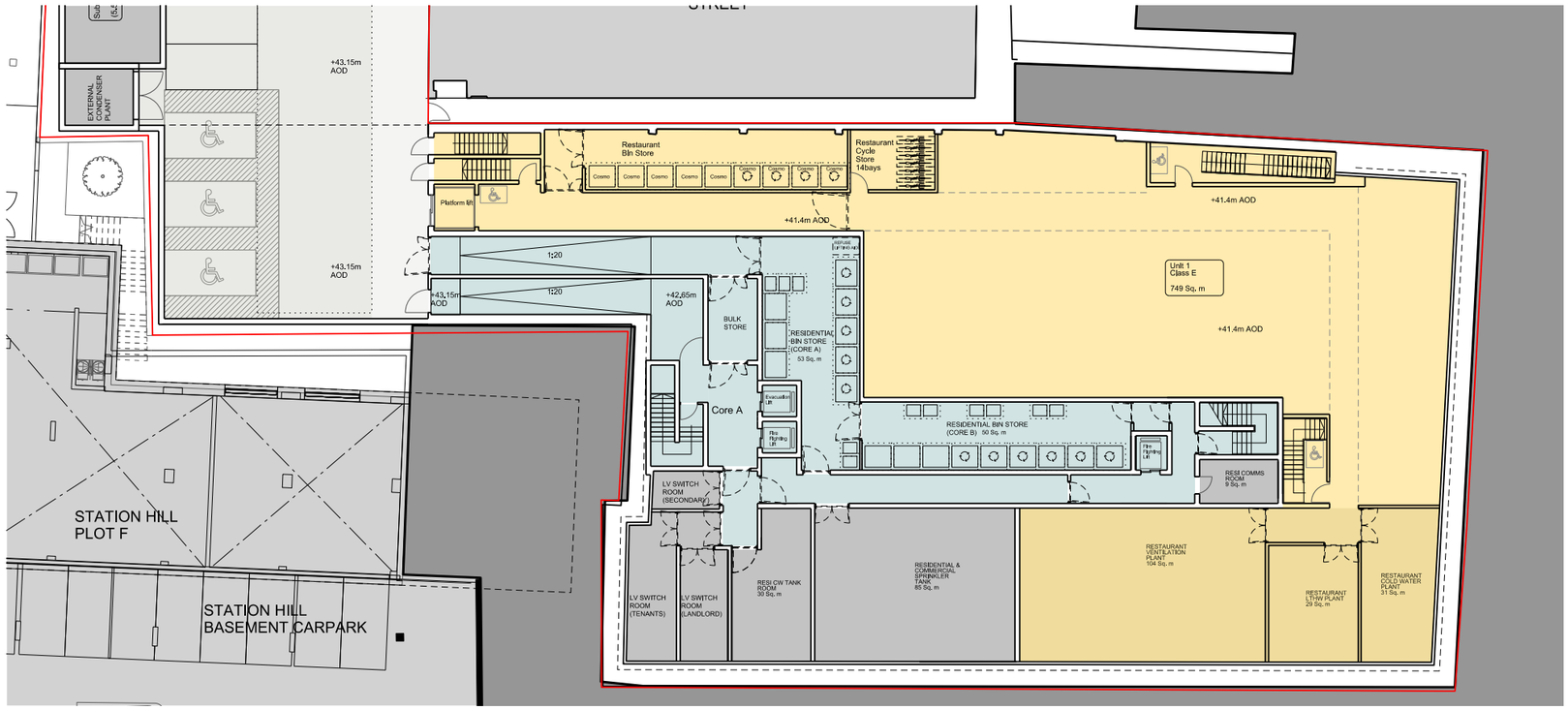
Access
A new residential pedestrian access route has been included to the yard which removes the need for a shared surface space within the basement for vehicles and pedestrians. This increased width access route provides access to Core A through secure by design ventilated residential lobbies

Plant Areas
Plant areas and access for both residential and commercial have been revised to increase access, and to reduce shared spaces between commercial and residential plant.

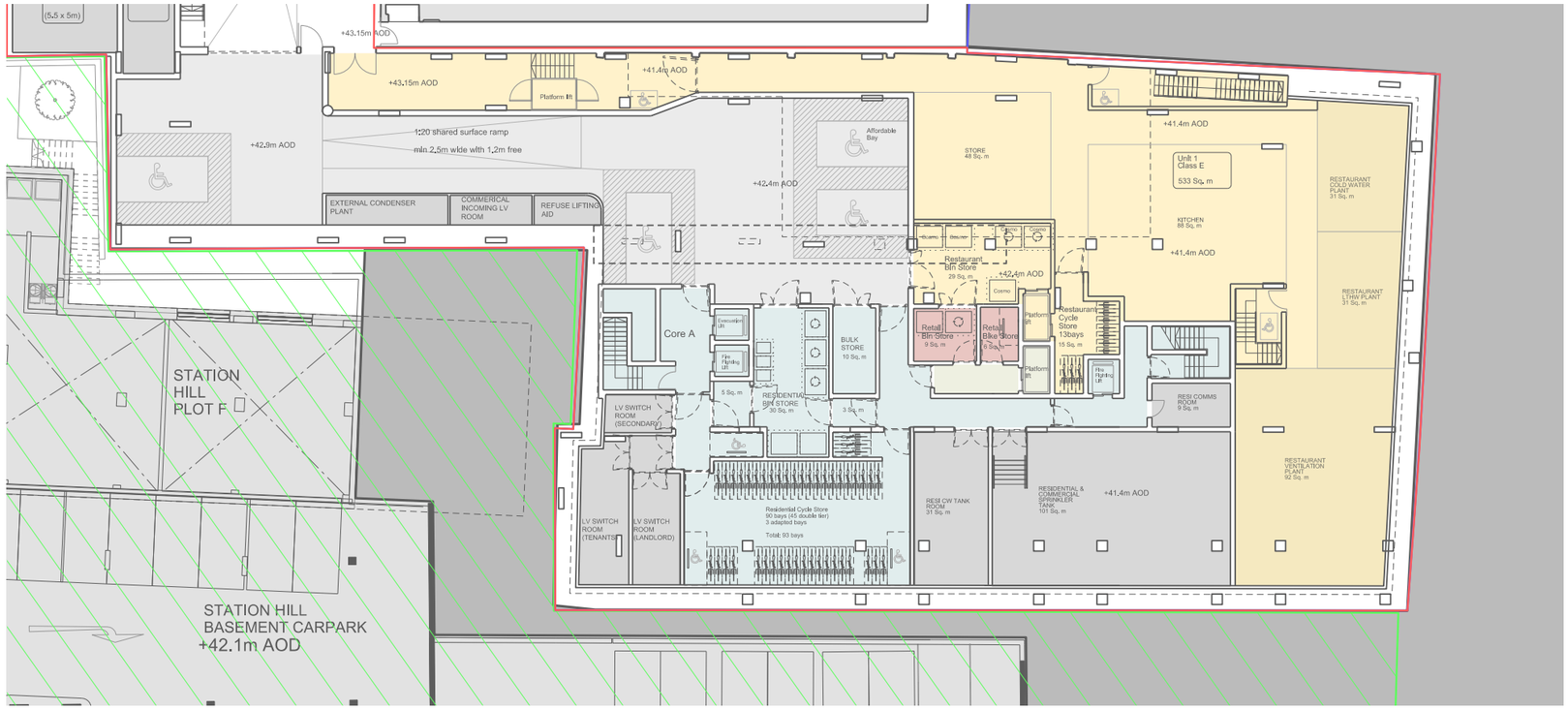
Servicing
With cycle stores relocated to ground floor, the layout of the residential and commercial stores have been revised to increase accessibility with direct routes to a hard standing area in the yard that does not obstruct movement in the yard, for resident parking of blue badge users.

The revised layout to the basement and car park area relocates the refuse collection area so as to be outside of the vehicle swept path as raised a s concern. A further detailed assessment of the delivery and servicing movements generated by the site, through TRICS has been produced by transport consultants EVOKE, to ensure that no increased servicing movements are generated onto Friar Street.

The basement location of communal bin storage area ensures any impact of noise and smell on the occupants of neighbouring properties, both existing and proposed is mitigated.



Revised Application - Basement floor plan



Previous Application - Basement floor plan

2.2 GROUND FLOOR

2.1.2 - Overview of Ground floor alterations

Overview
A key consideration for the ground floor was providing active frontages facing onto Friars Street and Friars Walk. A revised public realm proposal designed in collaboration with Station Hill landscape architects LDA Design revises the layout to create access to the new frontages facing Friars Walk, contributing to the overall efficiency and usability of the public realm.

Residential
Two lobbies will serve the residential homes above;
Core A - the superlobby to the north of the site will have access from a colonnaded entrance on Friars Walk. This has been moved further away from the residential entrances of Station Hill Block F to provide additional security to the private residential dwellings accessed at ground.
Updates to the ground floor layout to allow for a clear view from the reception to the entrance lobby.
Each door set (main entrance doors and doors to lobby) will require fob access. The lobby, reception and bike store will all have CCTV surveillance and a 24hour concierge.

Core B - the lobby to the south will be directly accessed from Friar Street and help to further activate the public realm, enhanced by a revised landscape design as part of the Station Hill proposal by LDA Design.

The cycle store has been relocated from the basement, providing increased accessibility and visibility for the residents, with an increase of cycle spaces.

Ⓐ Core A
Ⓑ Core B

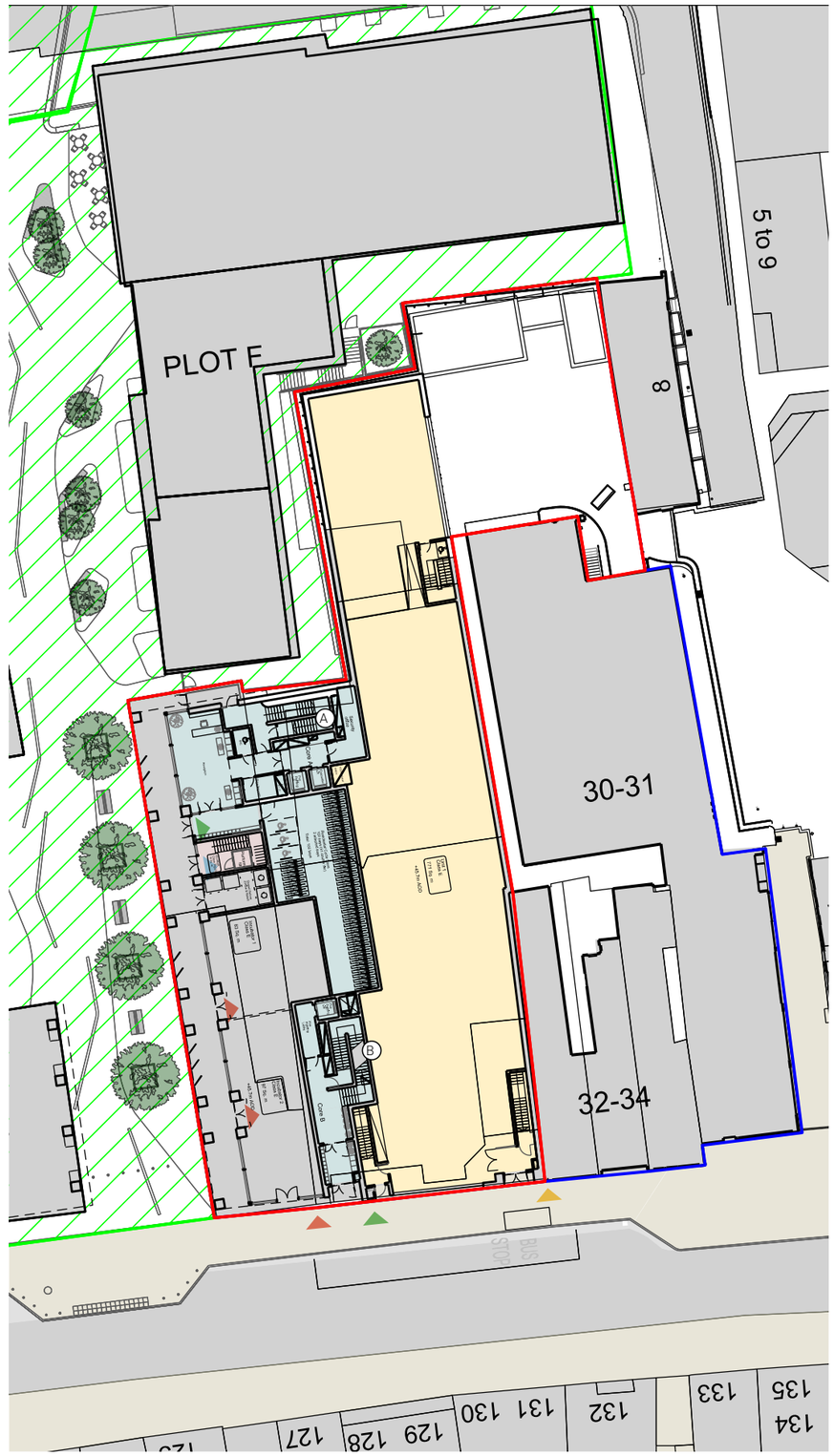
Residential entrance
Retail entrance
Co-working entrance
Restaurant Access

:3)
Residential lobby (Class C3)
Residential circulation & BoH (Class C3)
Indicative co-working (Class E(g)(i))
Indicative Retail - Restaurant (Class E)
Indicative Retail - incubator unit (Class E)
Common Areas (Class E)
Plant space

Site Boundary
Land within applicant ownership
Station hill developement
Currently under construction
Planning ref: 192032



Previous Application - Ground floor plan



Revised Application - Ground floor plan

Restaurant
A restaurant proposed to replace the existing restaurant on site has been revised to increase security by removing an access onto Friars Walk.

The restaurant will maintain it's existing frontage onto Friar Street, and is provided with a revised escape route toward the rear (north) of the unit.

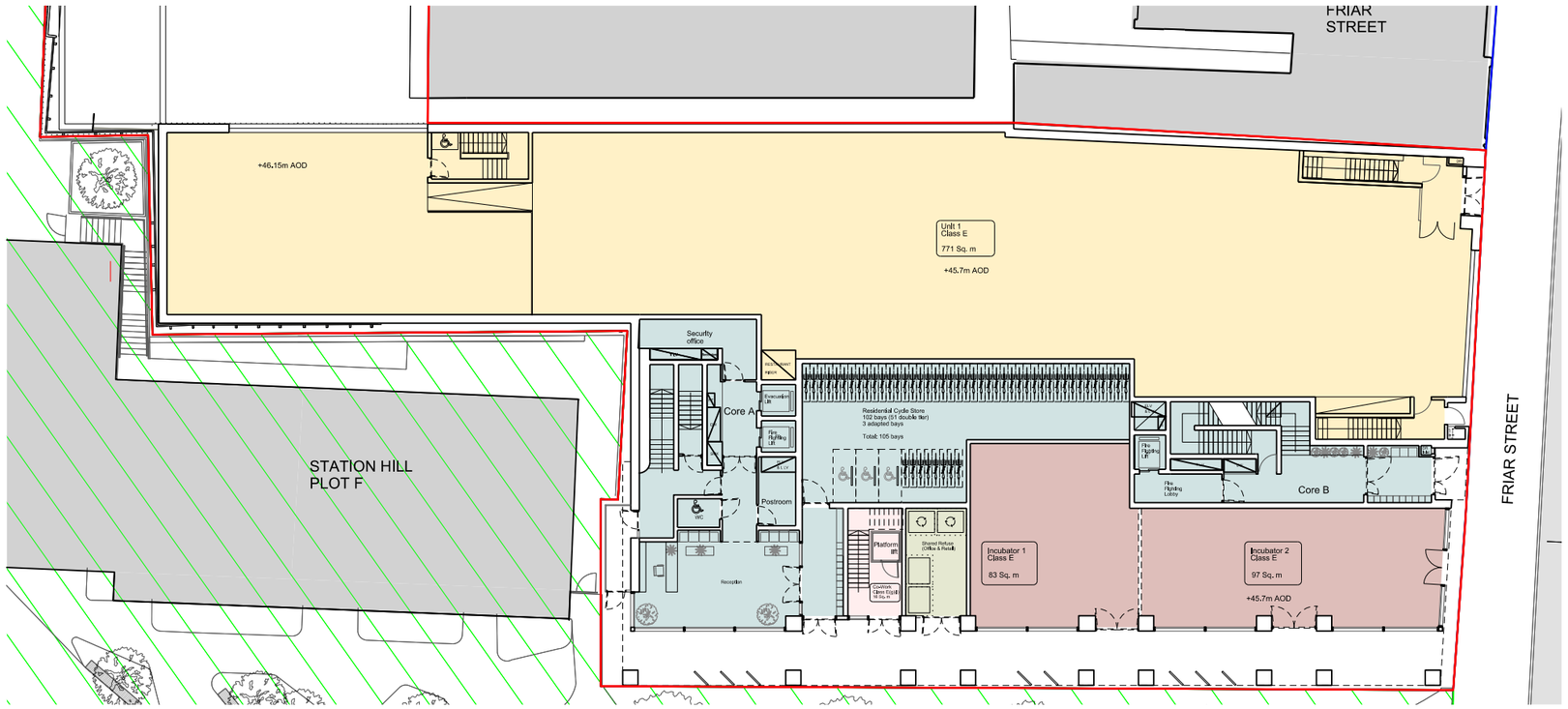
Incubator Retail/ Workshop Units
The smaller scale retail units designed to encourage small enterprise have been revised to create a more legible frontage to Friar Walk and the corner of Friar Street. Service for these units is now provided at ground removing the need for a shared lift / access to basement bin stores.

Additional cycle storage in the form of Sheffield stands in the public realm have been incorporated for a more secure and accessible cycle store location than the previous basement storage layout.

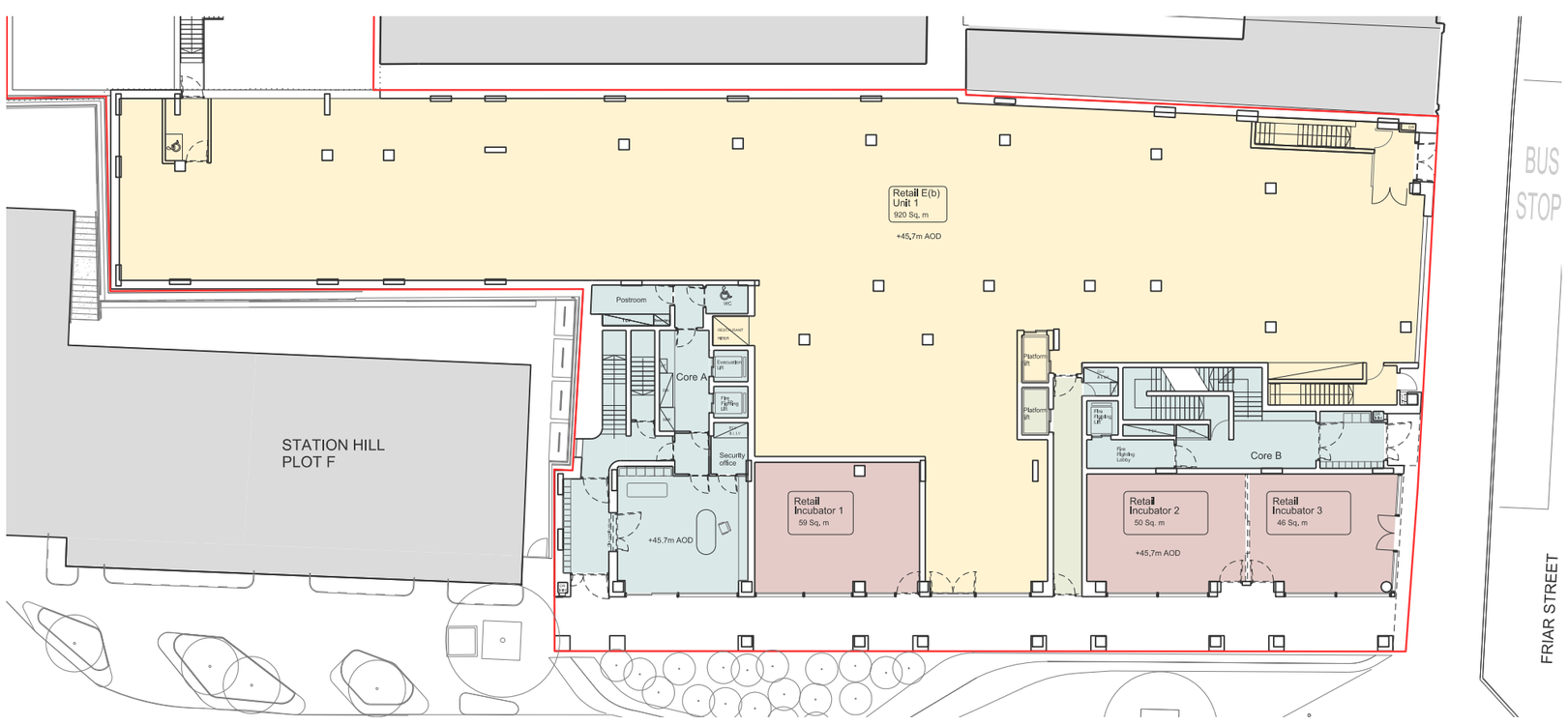
Co-working
The co-working space at first floor will have a new dedicated access from a colonnaded entrance on Friars Walk, with a new lifting platform and accessible WC for improved accessibility and security.

Cycle Storage
105 cycle bays (12 more than initial application) are proposed in a cycle store that has been relocated to the ground floor accessed directly through two sets of secure doors in the residential lobby to the north west of the site. This lobby is accessed from Friars Walk, part of Reading's cycle network.

Short Stay Cycle
All short stay cycle parking is to be provided within the application site.



Revised Application - Ground floor plan



Previous Application

2.3 1ST FLOOR

2.1.3 - Overview of 1st floor alterations

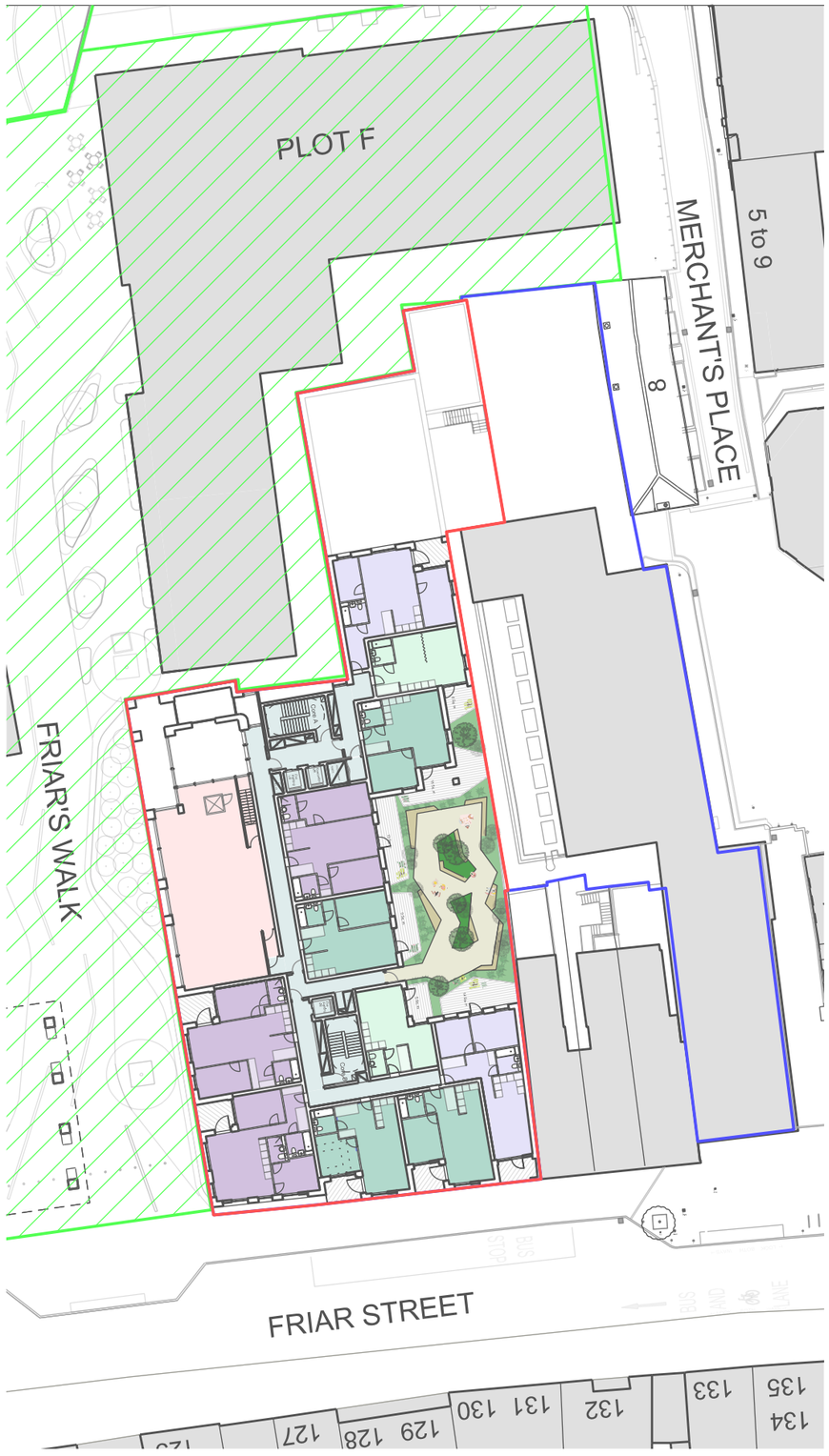
Co-working space
The co-working space on 1st floor will have a strong visual connectivity to Friars Walk and the double height superlobby space and has been provided a secure private entrance onto Friars Walk.

A new Lift and Accessible WC improves usability and accessibility for all users.

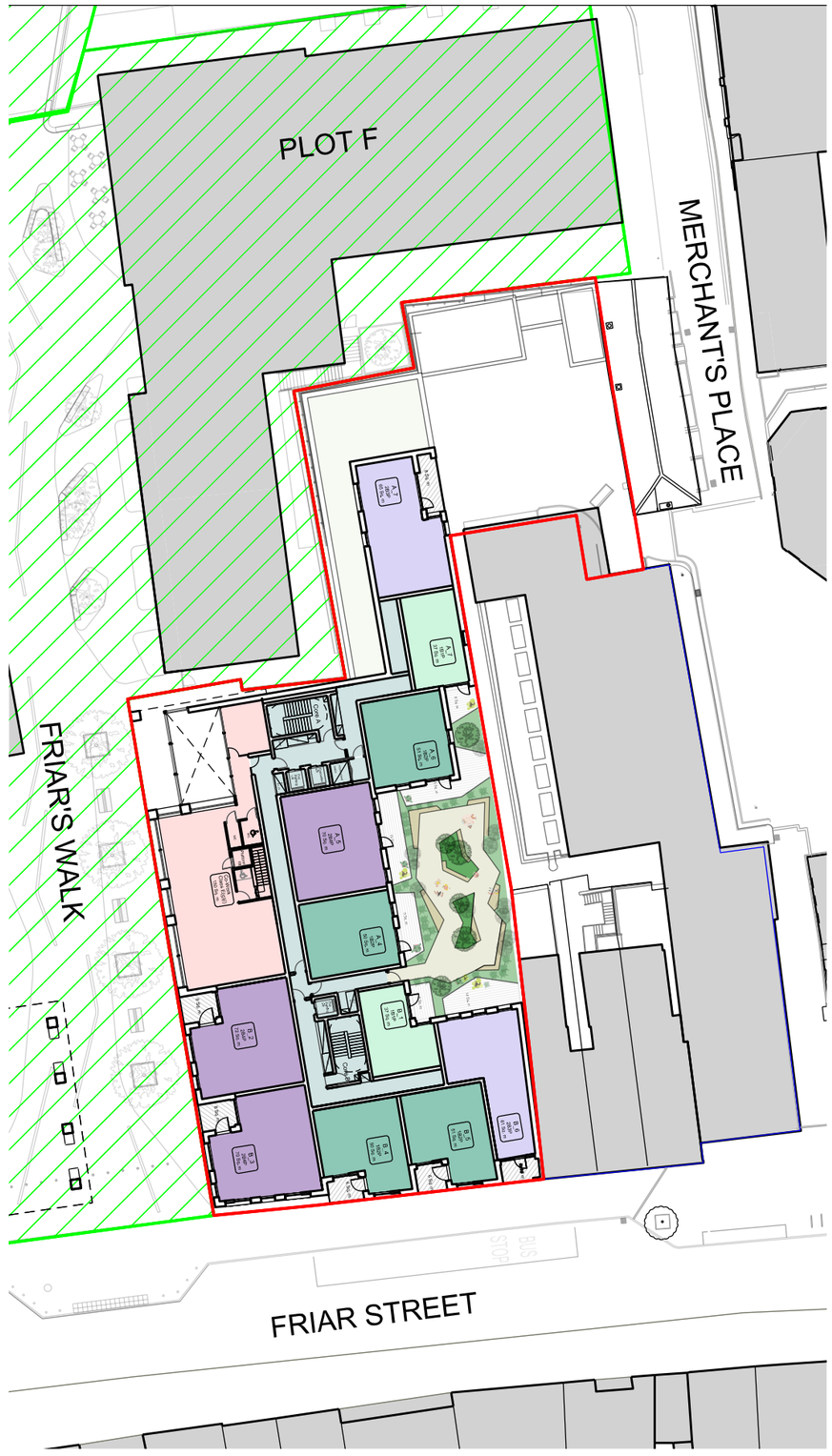


Precedent image of co-work space

① 1st Floor Communal Terrace
② Co-working space
Ⓐ Core A
Ⓑ Core B



Previous Application - 1st floor plan



Revised Application - 1st floor plan

3)

- Residential lobby (Class C3)
- Residential circulation & BoH (Class C3)
- Indicative co-working (Class E(g)(i))
- Indicative Retail - Restaurant (Class E)
- Indicative Retail - incubator unit (Class E)
- Common Areas (Class E)
- Plant space

- Site Boundary
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- Station hill developement Currently under construction Planning ref: 192032

Residential

Since the original application was made, design team coordination workshops have been undertaken between Station Hill Landowners Lincoln MGT, architects CallisonRTKL and landscape architects LDA Design and the design team at 35-39 Friar Street.

The revised design shifts the massing of the northern section of residential development away from the east facing facade of Plot F to increase offset distances from 4m to 7m

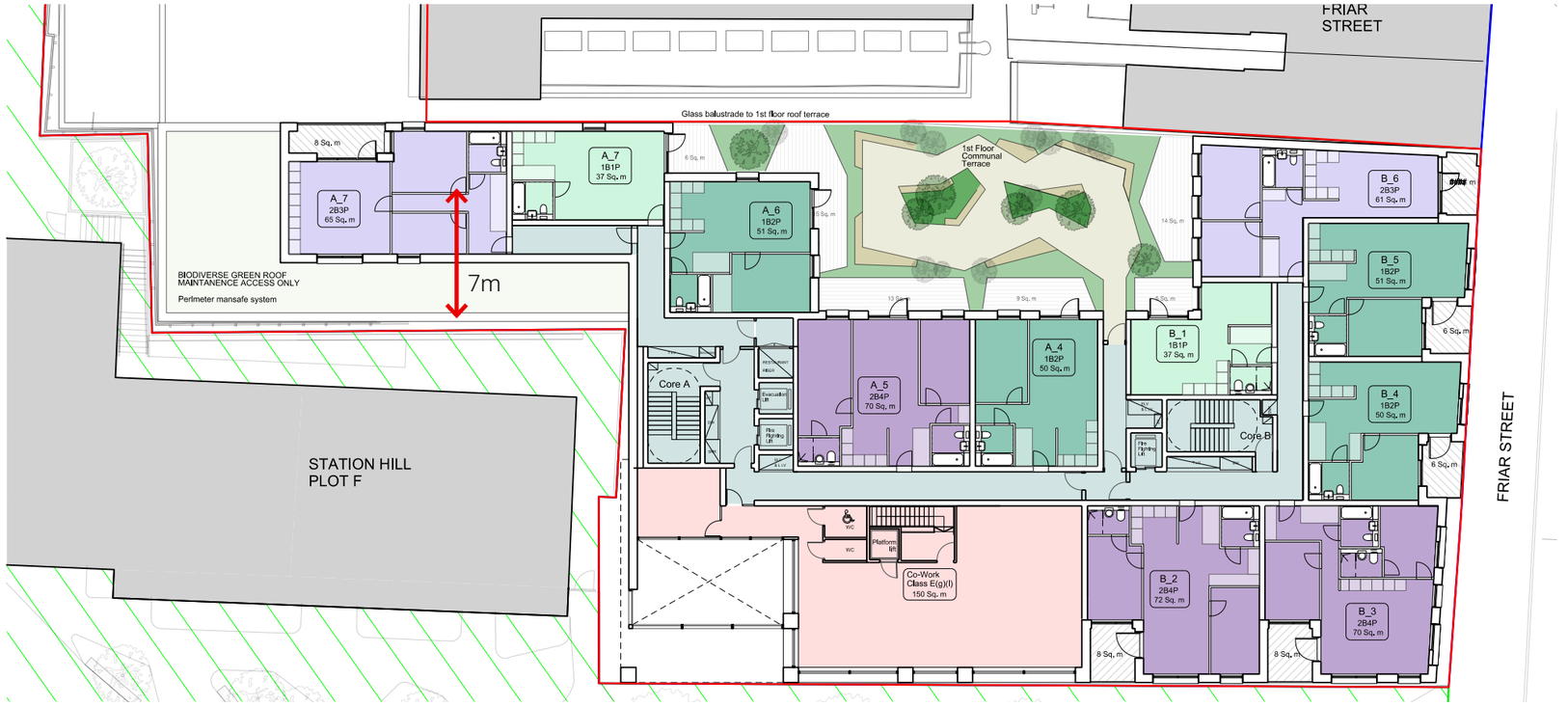
No revision to the overall unit number provision r residential unit mix has been proposed as part of the revised design.

Daylight, sunlight and overshadowing

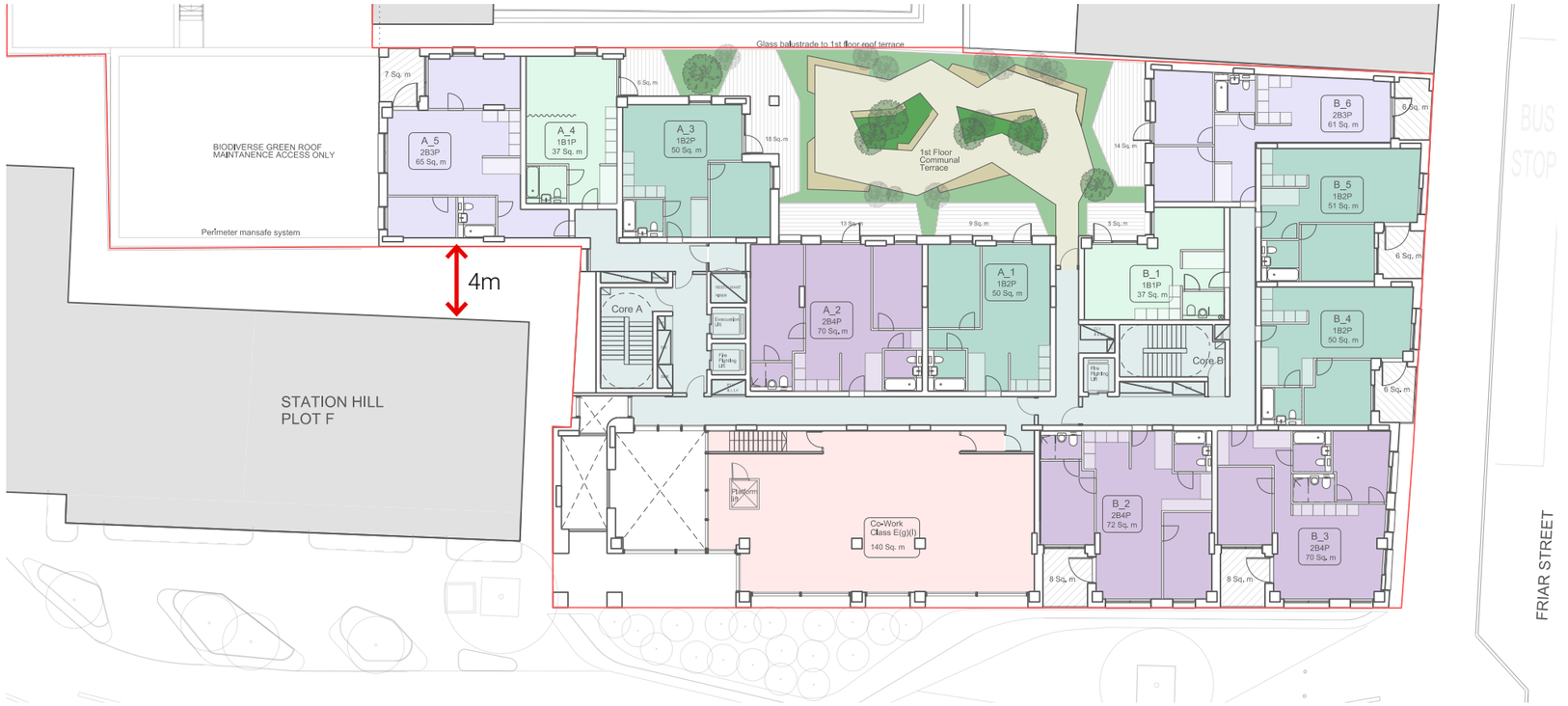
A revised daylight study submitted alongside this addendum by Delva Patman Redler suggests the layout of the proposed development is consistent with the Council's local planning policy on daylight and sunlight, particularly having regard to paragraph 125(c) of the National Planning Policy Framework and Policy CC8 of the local plan.

The proposed scheme by Stefan Shaw Studio has been revised to address comments raised as part of the planning application process.

The daylight and sunlight test to existing and neighbouring properties show that the revised massing will not materially alter the results presented in the June 2022 report. The revised scheme has improved the overall daylight compliance rate to the proposed dwellings within the scheme, although the sunlight levels remain largely the same as previously reported.



Revised Application - 1st floor plan



Previous Application - 1st floor plan

2.4 7TH FLOOR

2.4.1 - Overview of 7th floor alterations

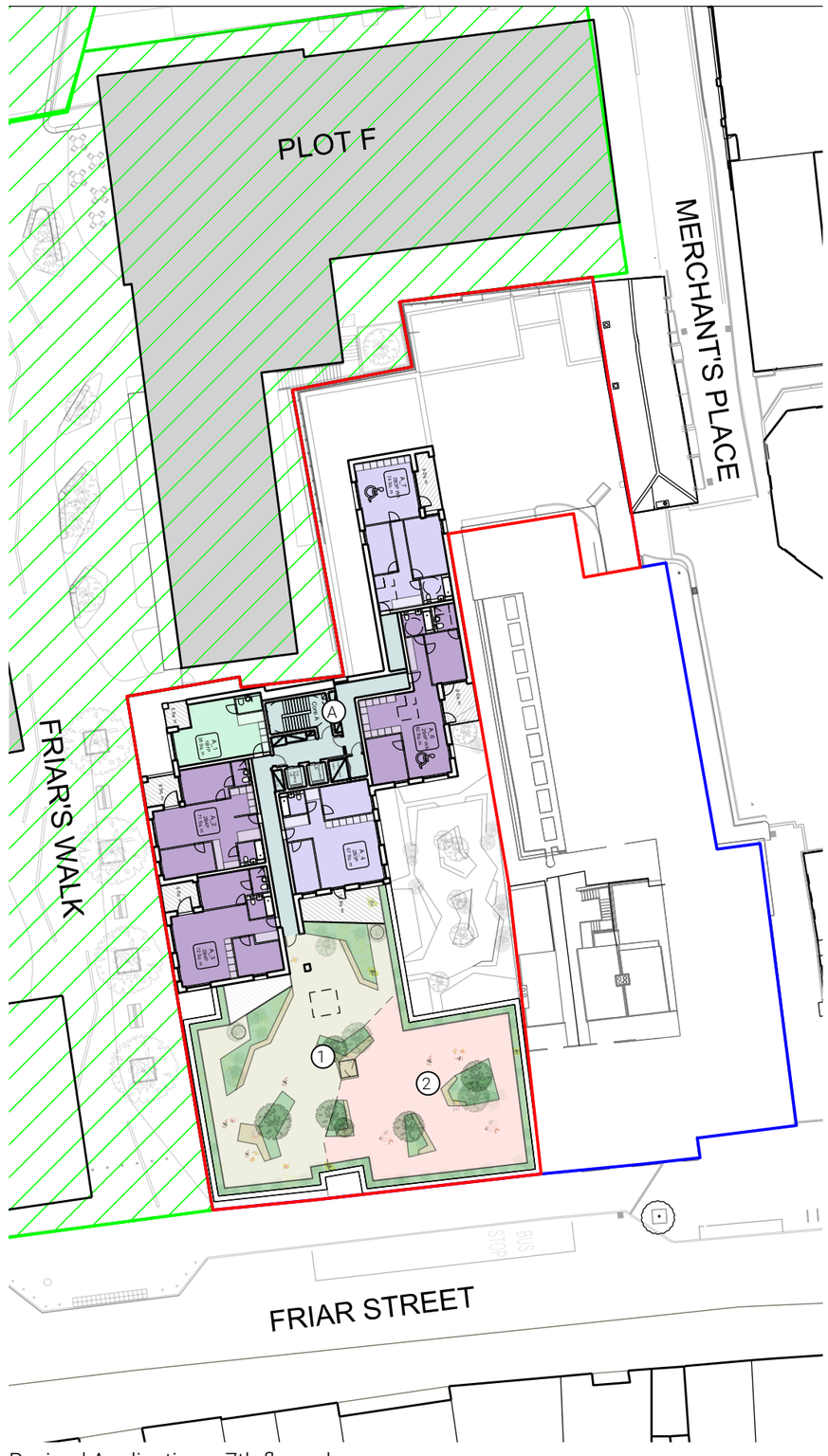
Residential

Aligning with the floors below, the revised design shifts the massing of the northern section of residential development away from the east facing facade of Plot F to increase offset distances from 4m to 7m

No revision to the overall unit number provision or residential unit mix has been proposed as part of the revised design.



Previous Application - 7th floor plan



Revised Application - 7th floor plan

① 7th Floor Communal Terrace

② 7th Floor Play space

Ⓐ Core A

3)

- Residential lobby (Class C3)
- Residential circulation & BoH (Class C3)
- Indicative co-working (Class E(g)(i))
- Indicative Retail - Restaurant (Class E)
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Residential

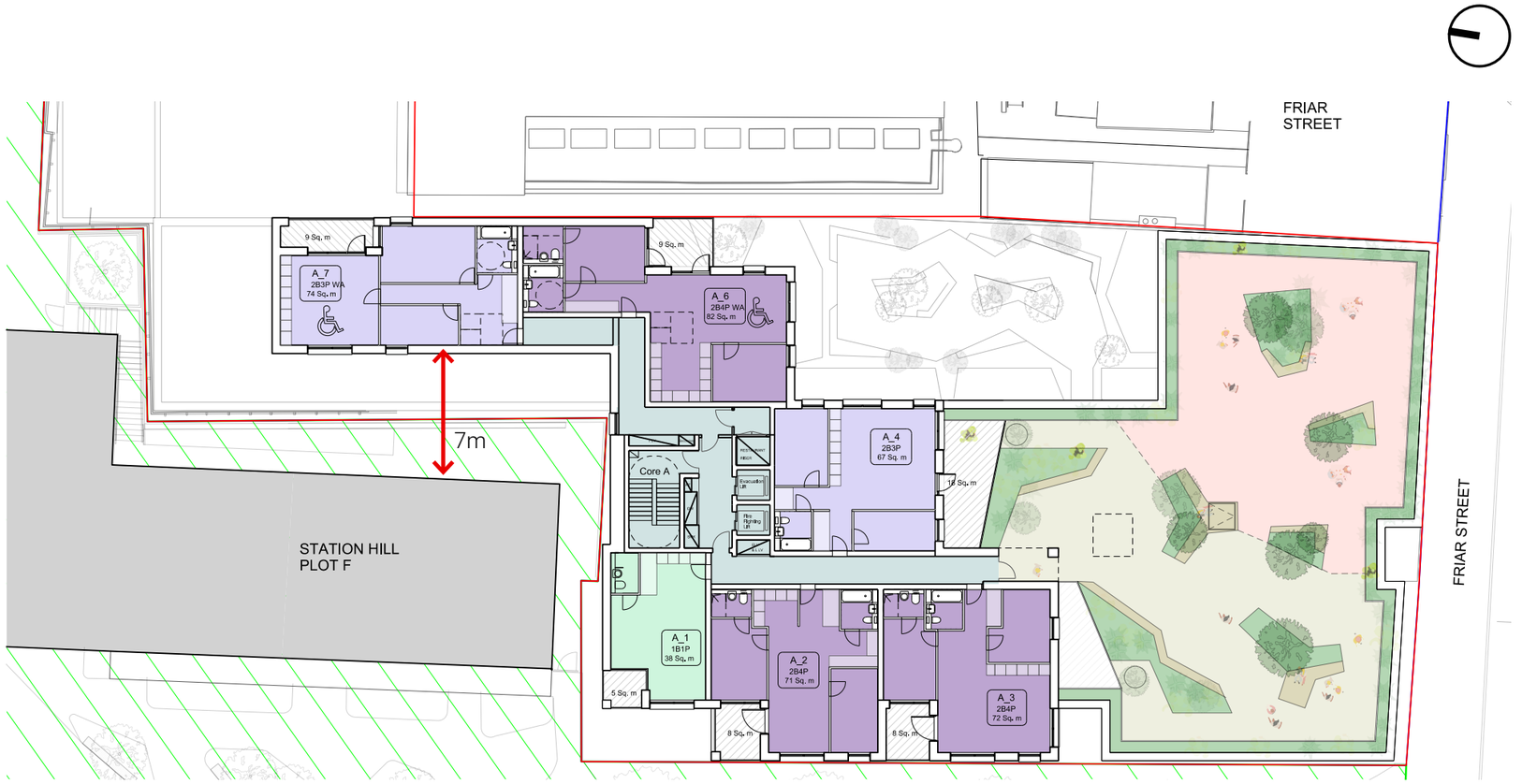
The revised ground and basement level bin storage layouts, create a more easily accessible and conveniently located store for the dwellings that they serve. Residents are not be required to walk further than 30m from their front door (excluding vertical distances) when carrying refuse and recycling.

Roof terraces

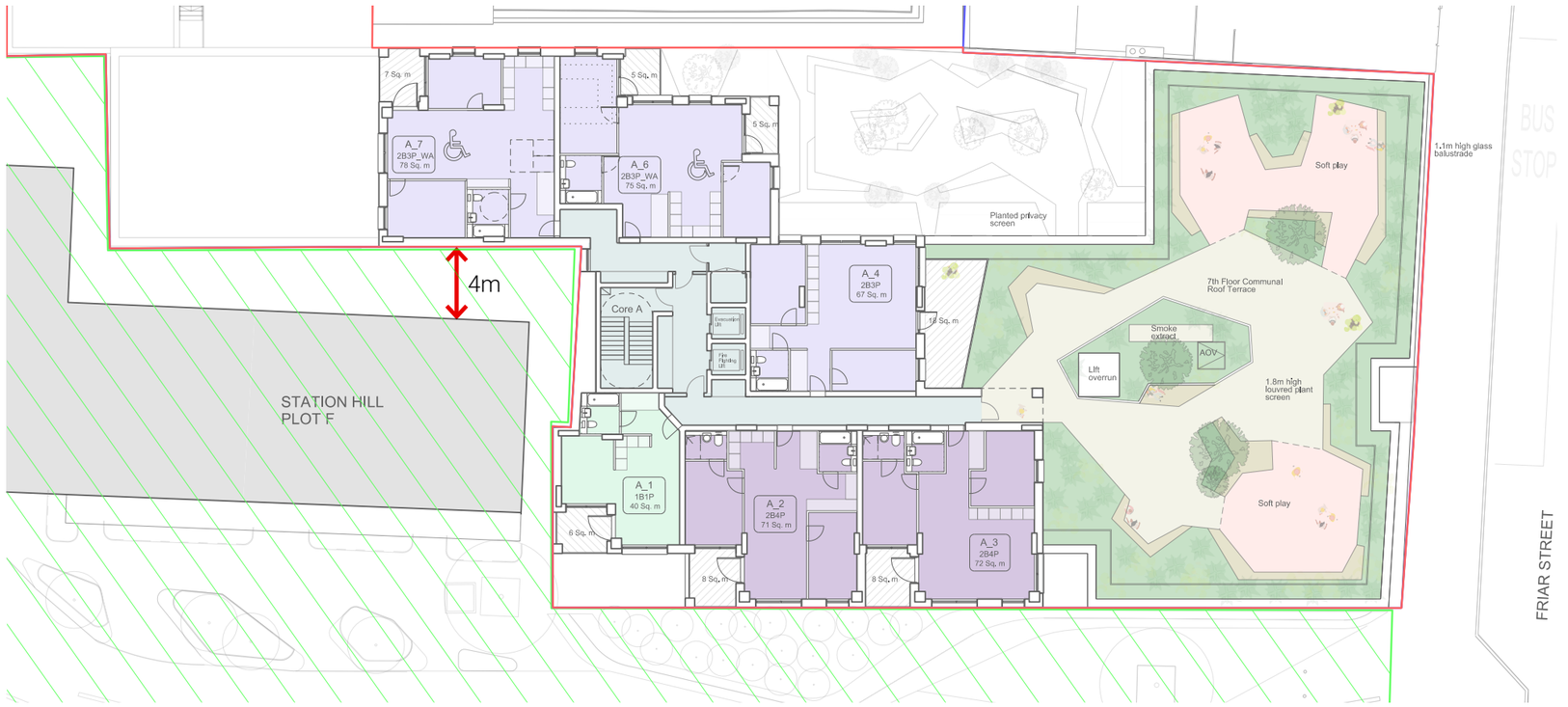
The roof terrace on level 7 has been revised to create a safer edge condition with a 600mm planted edge outside of a 1100mm structural balustrade. A 1500mm minimum clear route behind the balustrade prevents children from climbing on seats and planters with an increased risk of falling.

A revised mix of seating is provided with some chairs with and without arms, and at different heights in multiple locations that allows for those who wish to be alone. Planters and play equipment have been carefully placed, so as to avoid causing trip hazards. There are no objects hanging down to cause accidents, and the lift overrun has been addressed with relation to planting in and around the immediate vicinity having been removed.

The planting has been revised with the Koelreuteria remaining, but the Gleditsia and Himalyan Birch are to be replaced with native species to include Amelanchier (Amelanchier lamarckii), Dwarf Birch (Betula nana), Hazel (Corylus avellana)and Small-leaved lime (Tilia cordata)



Revised Application - 7th floor plan



Previous Application - 7th floor plan

2.5 MATERIALITY

2.5.1 Ground Floor

The use of red/orange tones across the facade harmonises the proposal as a whole. Subtle variations in the blend of brickwork and mortar colour provide each block with it's own distinct character while working with the tonality of Station Hill to appear as one harmonious proposal.

Intricate brick detailing above the windows emphasises the verticality of the openings and makes reference to the ornate brick detailing that can be seen throughout many of Reading's historic buildings.

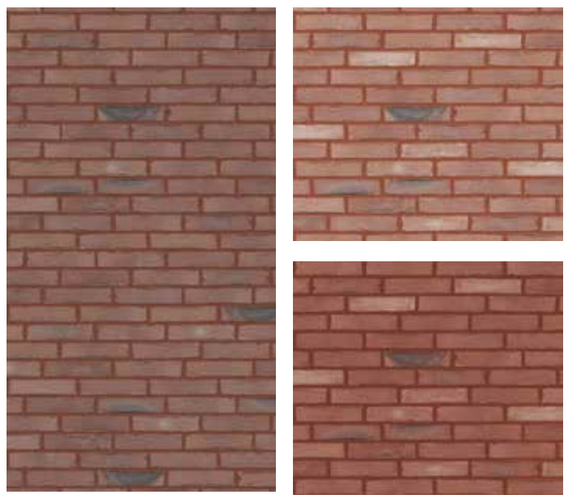
At ground floor bronze coloured metal framed shop-fronts are set within a polished concrete effect frame that gives the base on the building it's own character.

The shopfront is set back along Friars Walk to provide a colonnade and improve visual connectivity from Friars Street with the revised Station Hill Landscape design creating a permeable route between the public realm and the proposed development at 35-39 Friar Street.



Friar Street bay study

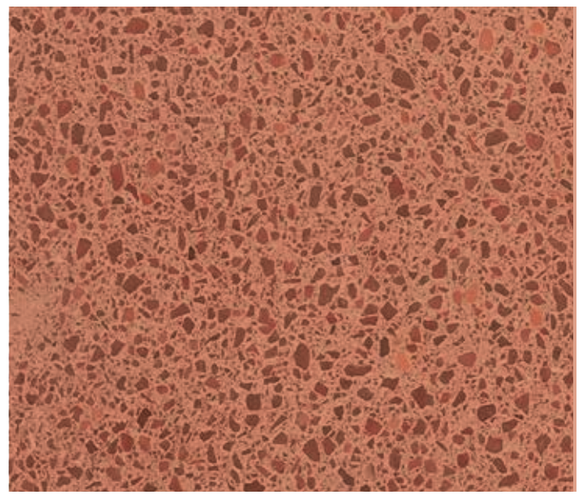
1. Red/ orange textured multi brick
2. Grey/ blue sawtooth brick fascia
3. Textured concrete effect with exposed aggregate
4. Metal soffit to balcony
5. Dark metal spandrels cladding
6. Dark metal balustrade
7. Bronze coloured metal framing to glazing



1. Varying shades of red bricks and mortar colour



2. Grey/blue glazed sawtooth brickwork



3. Textured concrete effect exposed aggregate

2.5 MATERIALITY

2.5.2 Upper Floors

The proposal differentiates the uppermost levels to give the top of the massing a light 'lantern' type articulation. This helps to break down the overall massing into a tripartite composition of top, middle and bottom. Such articulation can be seen in much of Reading's Historic architecture, where the tops of buildings are celebrated with expressive delicate forms.

The proposed 'lantern' levels are characterised with angled fins of a textured red/orange concrete effect cladding that offer relief to the facade.



Tripartite composition with an expressive top, middle and bottom at 158 Friar Street



1. Red/ orange textured multi brick
2. Grey/ blue sawtooth brick fascia
3. Textured concrete effect with exposed aggregate
4. Bronze coloured metal framing to glazing



1. Textured red concrete banding with texture red brick (Image Duggan Morris)



2. Sawtooth brickwork (image Macreanor Lavington)

2.6 APPEARANCE

2.6.1 South elevation - Friar Street

Station hill developement
Currently under construction
Planning ref: 192032

1. Textured red brick
2. Sawtooth blue brick
3. Concrete effect banding with coloured pigment
4. Textured concrete effect with coloured pigment
5. Anodised aluminium opening
6. Anodised aluminium opening with integrated mesh panel
7. Anodised aluminium curtain walling system
8. Metal balustrade
9. Glass balustrade
10. Dark anodised aluminium cladding
11. Balcony - dark metal fascia & soffit
12. Balcony - GRC effect fascia & soffit to match concrete effect banding (3)
13. Balcony - Sawtooth blue brick slip fascia & GRC effect soffit
14. Texture concrete/ GRC effect cladding to match concrete effect banding (3)
15. Dark textured anodised aluminium framed residential entrance
16. Anodised aluminium opening with integrated acoustic ventilation panel
17. Louvred bronzed coloured metal door
18. Bronze coloured metal gate
19. Metal louvred screen



2.6 APPEARANCE

2.6.2. West elevation - Friars Walk

Station hill developement
Currently under construction
Planning ref: 192032

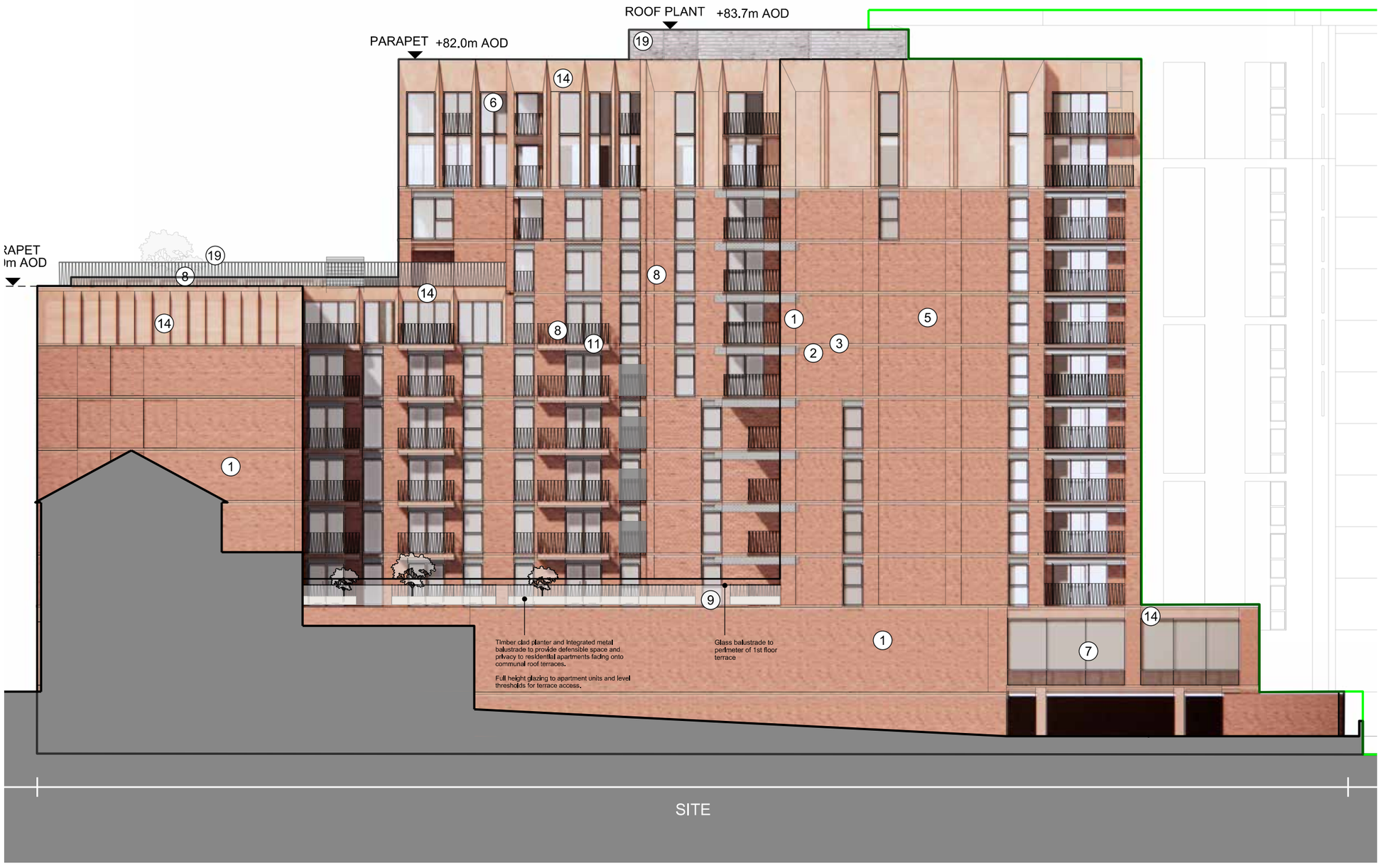
1. Textured red brick
2. Sawtooth blue brick
3. Concrete effect banding with coloured pigment
4. Textured concrete effect with coloured pigment
5. Anodised aluminium opening
6. Anodised aluminium opening with integrated mesh panel
7. Anodised aluminium curtain walling system
8. Metal balustrade
9. Glass balustrade
10. Dark anodised aluminium cladding
11. Balcony - dark metal fascia & soffit
12. Balcony - GRC effect fascia & soffit to match concrete effect banding (3)
13. Balcony - Sawtooth blue brick slip fascia & GRC effect soffit
14. Texture concrete/ GRC effect cladding to match concrete effect banding (3)
15. Dark textured anodised aluminium framed residential entrance
16. Anodised aluminium opening with integrated acoustic ventilation panel
17. Louvred bronzed coloured metal door
18. Bronze coloured metal gate
19. Metal louvred screen



2.6 APPEARANCE

2.6.3. East elevation

Station hill developement
Currently under construction
Planning ref: 192032

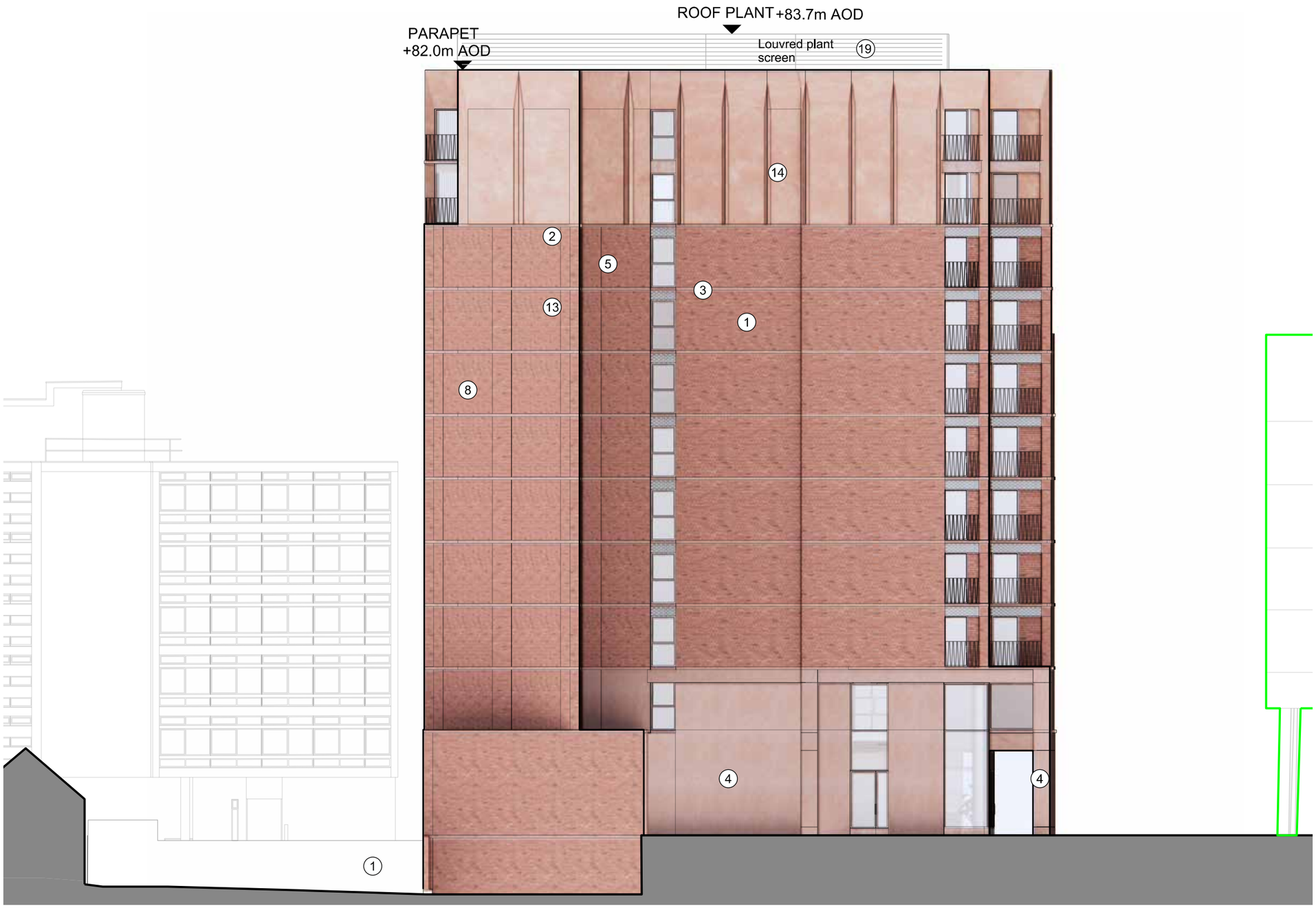


1. Textured red brick
2. Sawtooth blue brick
3. Concrete effect banding with coloured pigment
4. Textured concrete effect with coloured pigment
5. Anodised aluminium opening
6. Anodised aluminium opening with integrated mesh panel
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16. Anodised aluminium opening with integrated acoustic ventilation panel
17. Louvred bronzed coloured metal door
18. Bronze coloured metal gate
19. Metal louvred screen

2.6 APPEARANCE

2.6.5. North elevation

Station hill developement
Currently under construction
Planning ref: 192032



1. Textured red brick
2. Sawtooth blue brick
3. Concrete effect banding with coloured pigment
4. Textured concrete effect with coloured pigment
5. Anodised aluminium opening
6. Anodised aluminium opening with integrated mesh panel
7. Anodised aluminium curtain walling system
8. Metal balustrade
9. Glass balustrade
10. Dark anodised aluminium cladding
11. Balcony - dark metal fascia & soffit
12. Balcony - GRC effect fascia & soffit to match concrete effect banding (3)
13. Balcony - Sawtooth blue brick slip fascia & GRC effect soffit
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15. Dark textured anodised aluminium framed residential entrance
16. Anodised aluminium opening with integrated acoustic ventilation panel
17. Louvred bronzed coloured metal door
18. Bronze coloured metal gate
19. Metal louvred screen

3.1 LANDSCAPE OVERVIEW

3.1.1 Public Realm

The landscape strategy has been reviewed and revised in collaboration with LDA Design and responds to the proposals at Station Hill South (SHS).

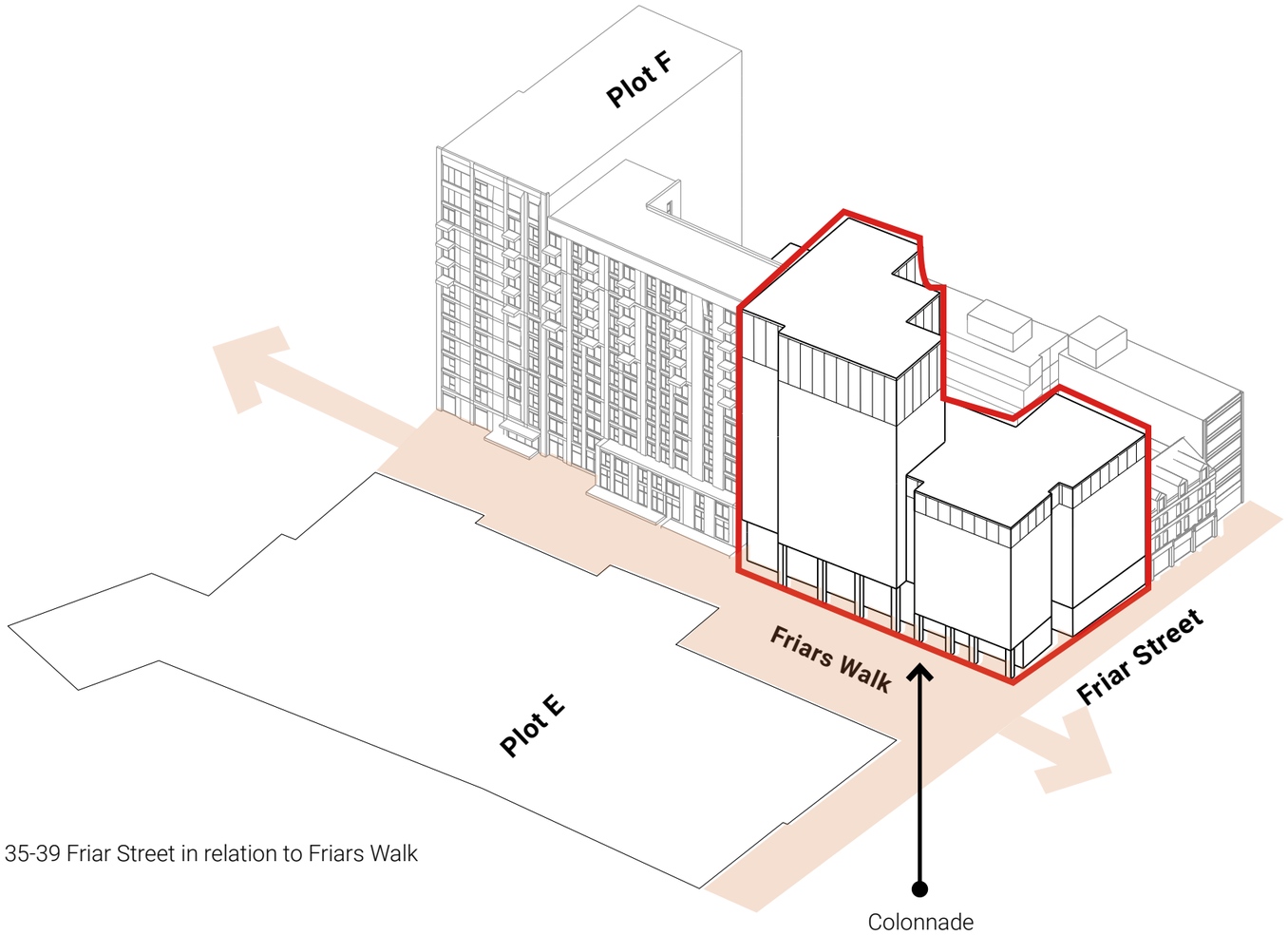
Permitted proposals at SHS involve the introduction of Friars Walk, a new pedestrian link between Reading Station and Friars Street. The current Friars Walk design was considered prior to the application proposals at 35-39 Friar Street.

Consultation with the Station Hill team has resulted in a revised design that lies outside of the red-line boundary for 35-39 Friar Street Development which contributes positively to the wider goals of Station Hill, Friars Walk and the public realm of Reading Town Centre.

Revised proposals are to be delivered with the emerging public realm of Friars Walk as a coordinated, animated and lively scheme that best serves the people of Reading.

At ground floor, running the entire length of the western Friars Walk facade, the colonnade is within the application site boundary and provides a sheltered route to access to residential and commercial entrances.

The colonnade also serves to widen the public realm and create an active permeable edge facing onto Friars Walk and Friar Street. The mixture of uses proposed will help to animate the public realm with covered south facing spill-out space that aims to blur the boundary between inside and outside.



35-39 Friar Street in relation to Friars Walk

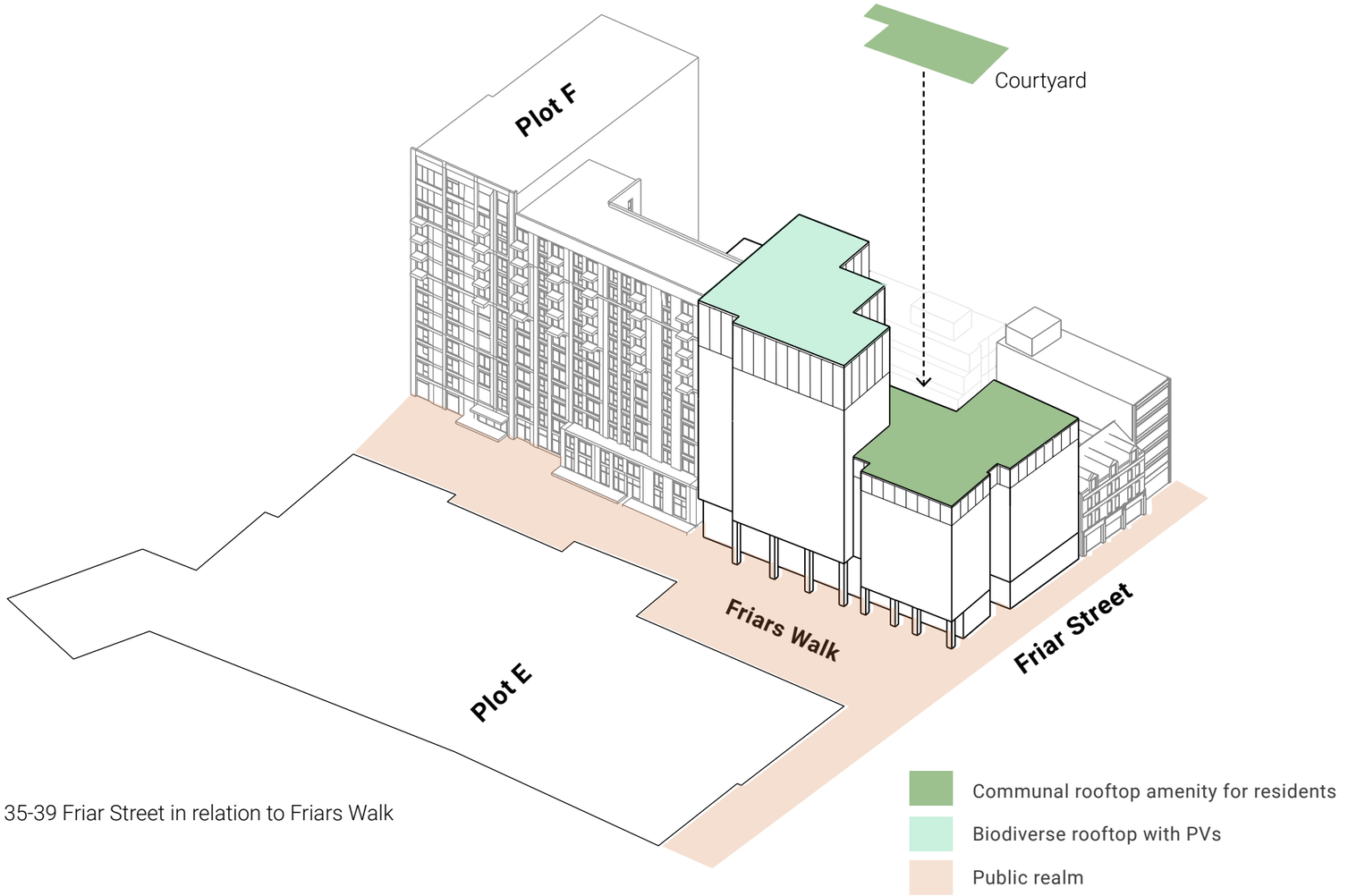
3.2 LANDSCAPE AREAS

3.1.2 Specific areas of landscape alteration

In response to comments from Natural Environment Officers, the following pages describe the four main areas of the landscape proposals at 35-39 Friar Street and how revised proposals create a private and shared amenity spaces is intended to provide attractive and functional outdoor areas for residents, employees, and visitors alike.

Design Principles

The proposed amenity spaces have been designed with several key principles in mind. The space is intended to be inclusive and accessible to all users, and to maximize the use of natural light and greenery. The roof terraces incorporate measures to minimize energy usage, water consumption, and waste generation.



35-39 Friar Street in relation to Friars Walk



PROTECTED SPACES / SPILL OUT AREAS

Colonnade creates protected spaces at ground floor



RELAX

Create variation of intimate seating areas & open seating by play areas



GREEN EDGE & ENHANCED BIODIVERSITY

Create an ecological green edge to perimeter of rooftops



PLAY

Distribute play space in small pockets throughout rooftop

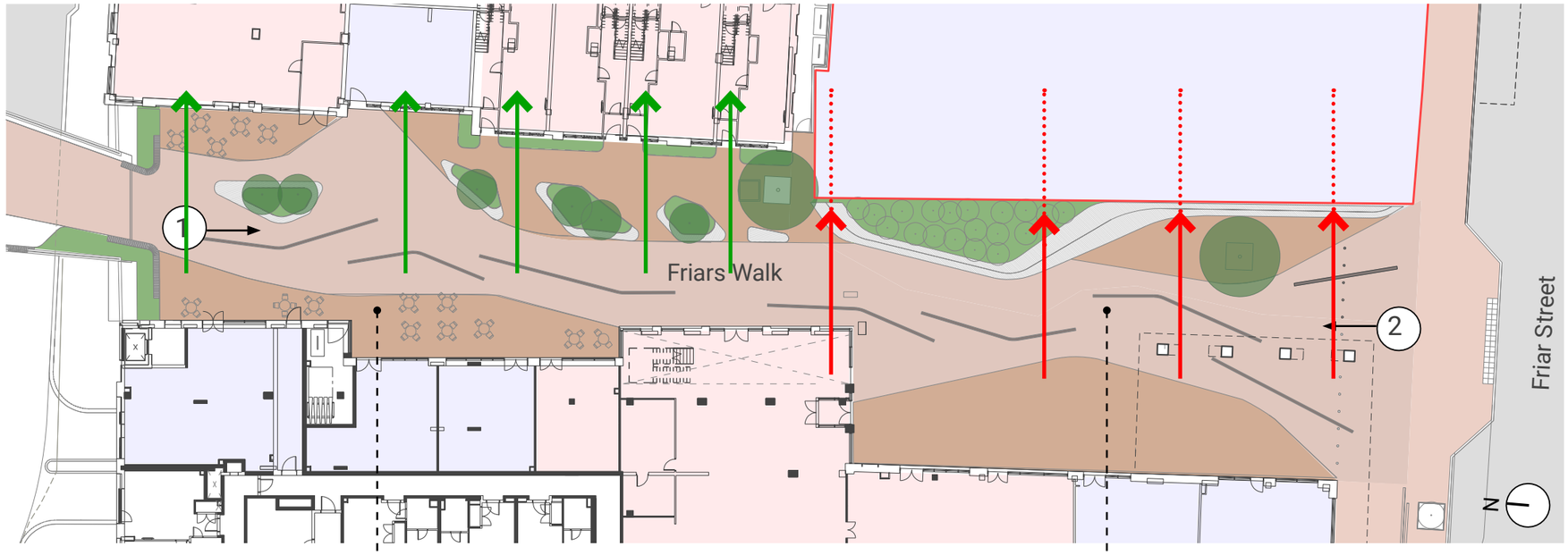
3.3 FRIARS WALK / RESPONDING TO STATION HILL

3.3.1 Original Station Hill proposed landscape design

There is a great deal of potential for the 35-39 Friar Street proposal to form a positive contribution to the emerging public realm of Friars Walk.

As such, coordination has been undertaken with LDA Design, the landscape designers of the new public realm connection to explore the scope for a suitable and robust connected public realm.

The previous consented design was designed with a blank facade on the gable end of the development plot, and as such a full length timber planter and seating was proposed that would prevent access to the proposed colonnade and reduce accessibility and visibility to the ground floor of the proposed development.



The consented Station Hill South Public real / landscape proposals



1 Spill out areas in front of retail units



2 At South of Friars Walk, landscape designed against a blank wall

Landscape outside of red line boundary is for illustrative purposes only and not part of our application.

Frontage connected to Friars Walk

Frontage blocked from Friars Walk

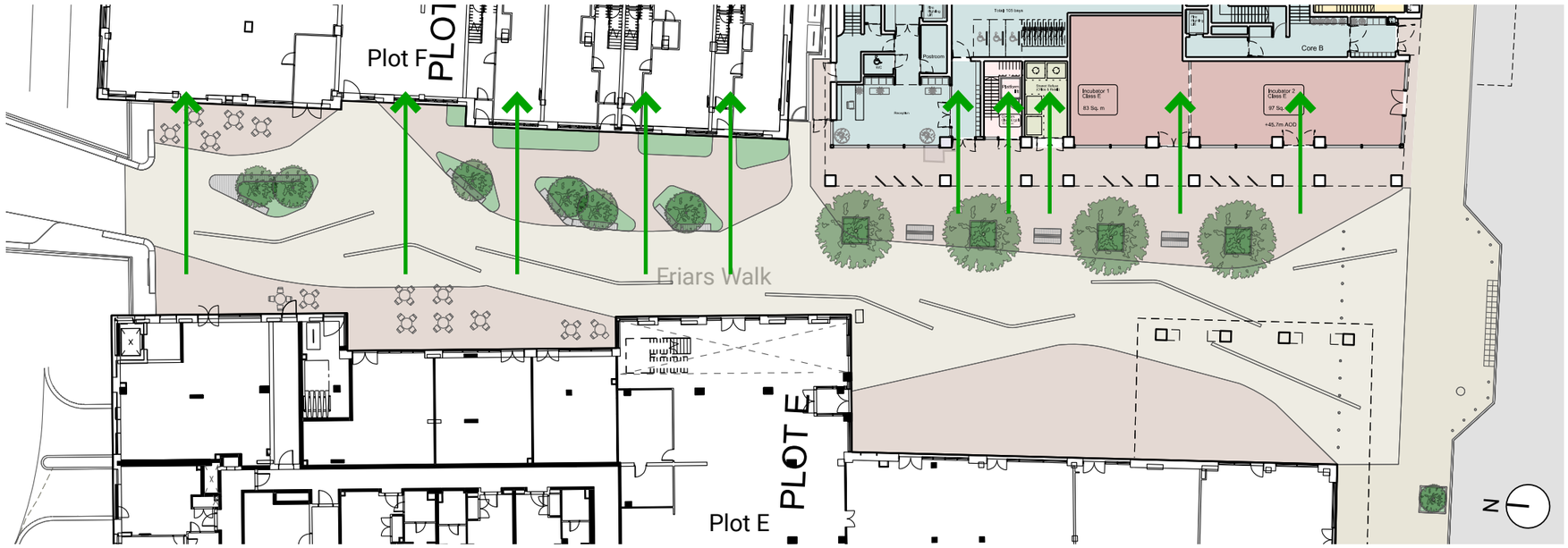
3.3.2 Illustrative landscape design

Please note that anything outside of our red line site boundary is purely illustrative and is not part of our application.

The proposed ground floor frontage is set back to provide a greater contribution to the public realm. Floor finishes would be matched to those of Friars Walk so as to emphasise that the space be read as a whole.

Islands of seating with integrated planting maintain the language of the Friars Walk Landscape proposals and are pulled away from our site boundary to allow for a permeable edge.

The landscape design responds to uses on Ground Floor, with spill out areas proposed in front of retail units.



Illustrative landscape plan



1 Access to Friars walk has been opened by removing timber planting / seating



2 The entrance to the residential / retail entrances from Friars Walk are clear and unobstructed

3.4 ROOF GARDENS

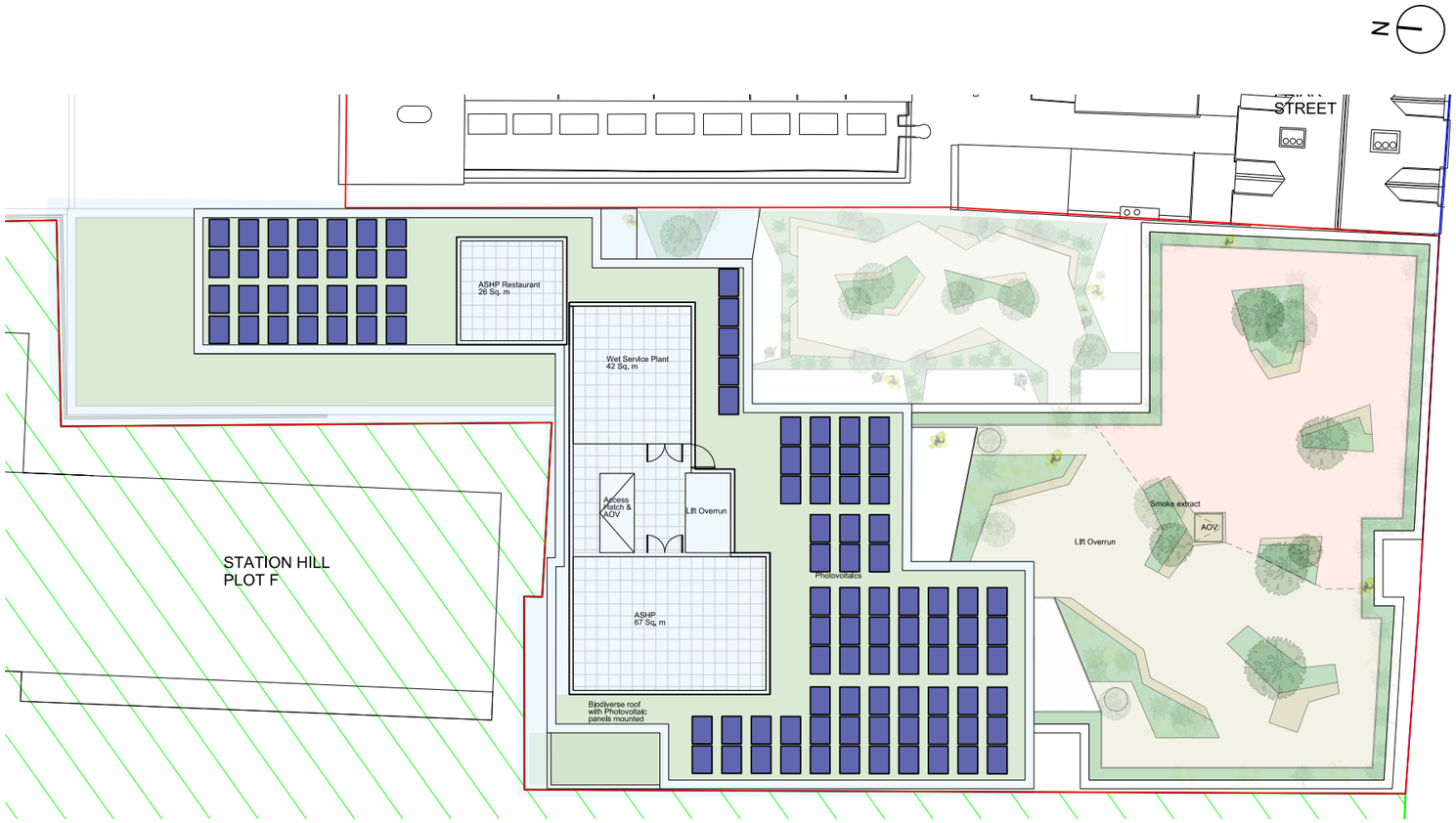
3.4.1 Communal roof garden alterations

Communal roof gardens are proposed at the first and seventh floors and will be accessible to all residents.

The revised proposal does not alter the design of level 1, save for ensuring appropriate clearance for maintenance. All enclosed areas will be available for plant (hard) maintenance while tree maintenance will be freely accessible.

The communal terrace on Level 7 has been revised in response to officer comments toward:

- Ensuring tree species and planting are native or wildlife friendly
- Increasing balustrade height from 1.1m to 1.5m for increased protection from falling.
- Reduces impact of lift overrun and plant screen on accessibility
- Provides for adequate tree planting provision above deck
- Ensures maintenance and accessibility provision



Proposed roof plan



View over the town



Naturalistic play



Planters creating defensible space



Protected private terrace

3.5 ROOF TERRACE AT LEVEL 07

3.5.1. Proposed layout & Play strategy

The south facing roof terrace at the 7th accessible for all residents offers panoramic views over reading Town Centre.

The revised plan increases Children's play space provision, with soft finishes and naturalistic play located to the southeastern edge away from the residential apartments.

The planted green edge has been revised for a 600mm easily maintained full perimeter which creates an ecologically rich and visually appealing amenity for residents.

The balustrade height has been increased from 1.1 to 1.5m for increased safety and to reduce the risk of falls.

A 1.5m offset from the external balustrade has been provided ensuring there are no opportunities to climb on up onto planters / seats within easy reach of the perimeter

Seating areas have been incorporated into the planters so as to integrate seamlessly with the environment.



Paved communal terrace

Climbable bench &
planter edges

Green edge with integrated balustrade
protecting from falling

Soft surface with naturalistic
playground

Fixed tables

Grow-Your-Own-Garden planters

Raised pocket of green including lift overhang, AOV
and smoke extract - accessible for maintenance only



Naturalistic playspace with soft surface



Intimate areas with fixed furniture



Planted edge with climbable bench

3.5 ROOF TERRACE AT LEVEL 07

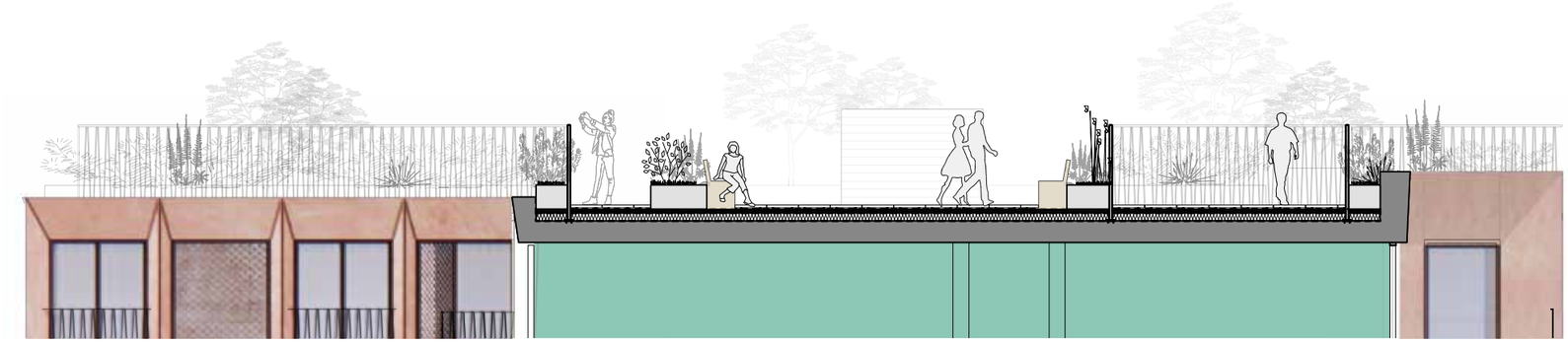
3.5.2. Proposed alterations to design

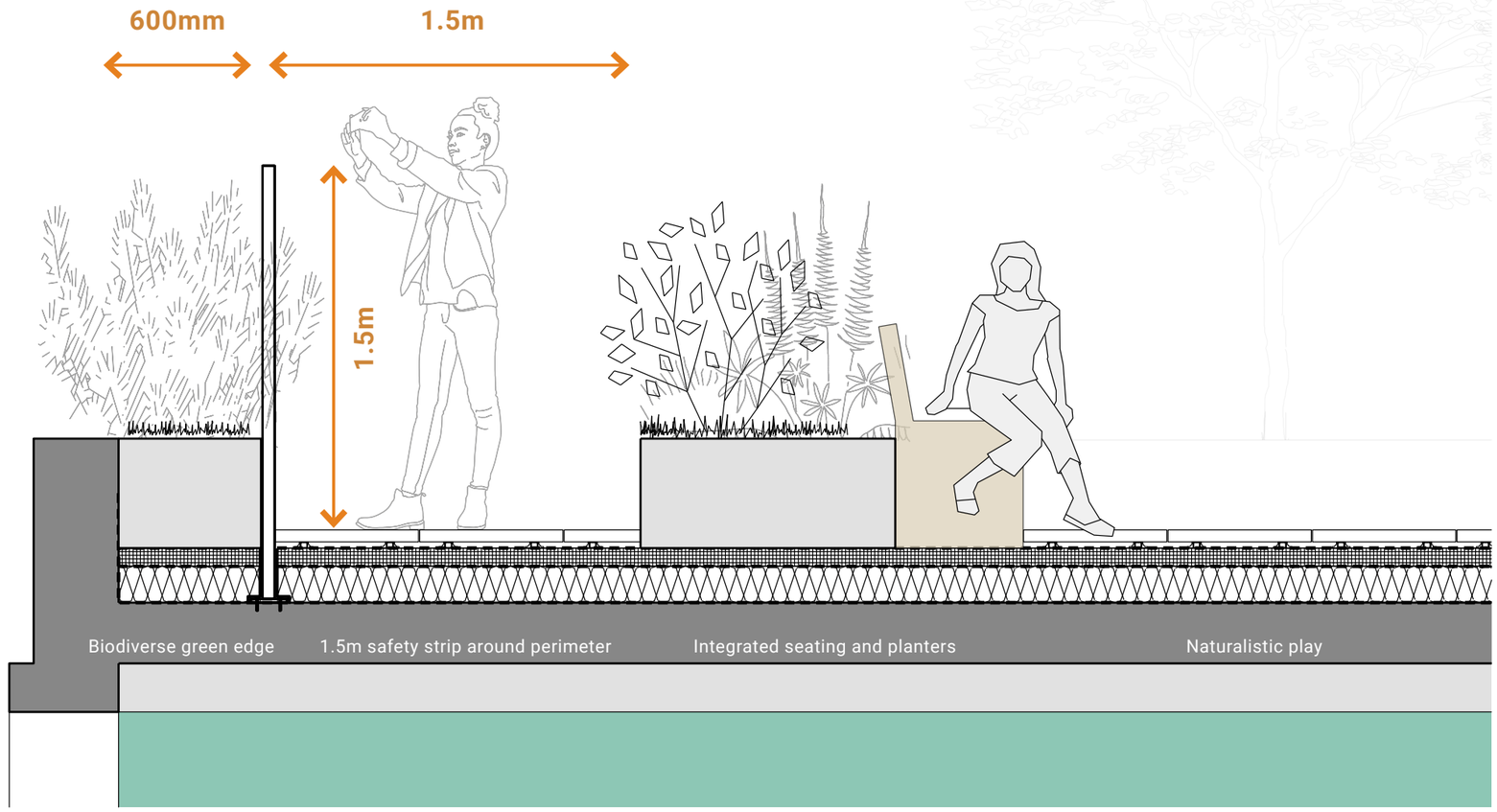
The 7th floor roof garden acts as large communal amenity space for residents with a very different program and character to that of the 1st floor courtyard.

The amenity space is south facing, creating a sunny, open environment focussed around play.

Key revisions from the original application include:

- Raised planters have been relocated a minimum of 1500mm from the perimeter balustrade.
- The balustrade has been revised to a raised bright of 1500mm from FFL to increase safety and reduce risks of falling
- The revised proposals use an integrated terrace system of planters and pavers/decking/ soft surface for play.
- The system mitigates localised weight loading by using a modular framework of support pedestals
- To ensure the weight of the planting and finishes are evenly distributed for loads from tiles, pavers and/or decking. The system is to be Class A Fire-Rated by the fire engineer.





3.5 ROOF TERRACE AT LEVEL 07

3.5.3. Proposed planting alterations

For the 7th floor roof garden, particularly characterful species of trees have been specified with consideration given to their ability to thrive in an urban environment, withstand the wind and rain, and their potential size when fully grown. Native multi-stem trees are typically more resistant to disease, and their multiple stems provide a strong, stable base that can withstand strong winds. The primary feature trees selected include:

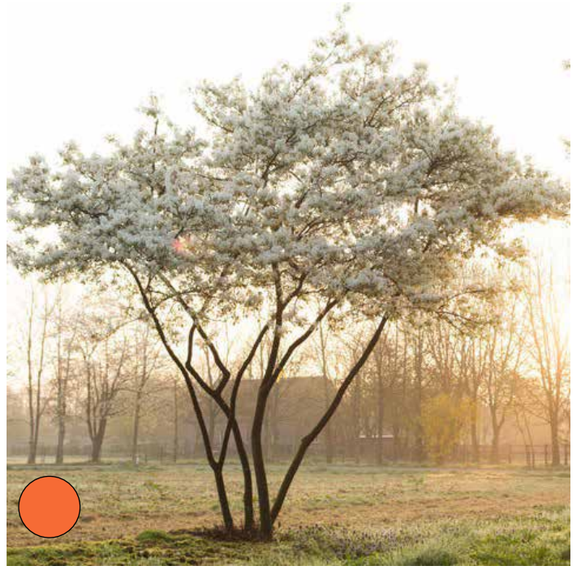
Amelanchier lamarckii - This small tree has a multi-stemmed growth habit, produces white flowers in the spring, and edible berries in the summer. It grows to around 4-8m tall.

Prunus serrula - This small tree has a distinctive shiny, copper-coloured bark that peels to reveal a shiny, new bark beneath. It grows to around 5-8m tall.

Sorbus aria 'Lutescens' - This small tree has a multi-stemmed growth habit and produces white flowers in the spring, followed by white berries in the autumn. It grows to around 5-7m tall.

Betula utilis var. jacquemontii - This is a medium-sized tree with a striking white bark. It grows to around 10-15m tall, but can be pruned to keep it smaller.

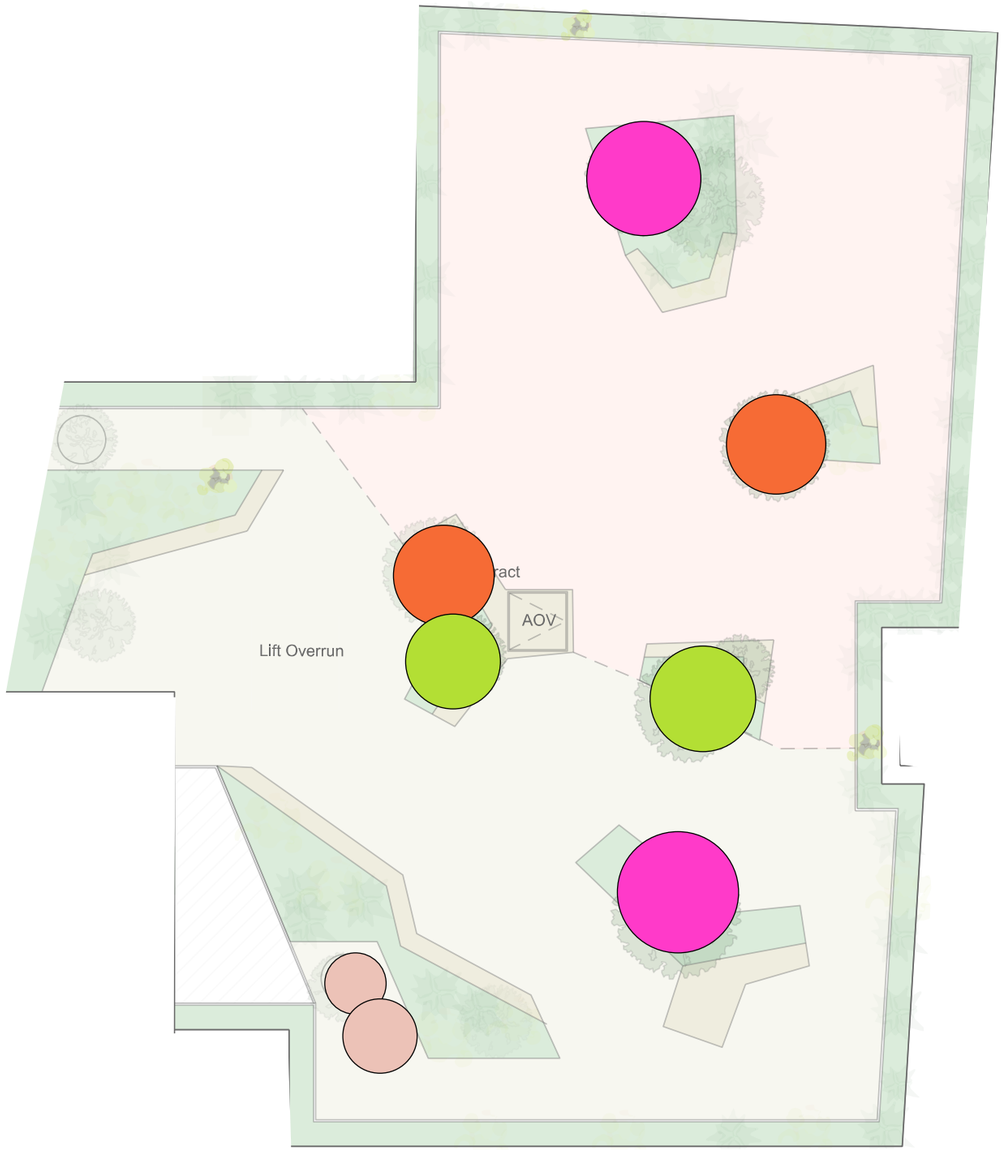
The trees will be contained in large containers to accommodate root systems, and will also require regular watering and fertilization. The building maintenance strategy will include rooftop irrigation and sustainable maintenance strategies.



Amelanchier lamarckii



Betula utilis var. jacquemontii





Prunus serrula



Amelanchier lamarckii

4.1 DESIGN APPROACH TO WHEELCHAIR ACCESSIBILITY

4.1.2 Proposed alterations to design

The applicant's original brief required that inclusive design would be a key element of the design proposals. The landscape, architecture and apartments have been designed to meet the accessibility requirements of all potential users in accordance with the Building Regulations Part M.

Car Parking
Designated residential disabled parking bays are provided within the yard to the rear of the proposal at grade with direct local access to Core A via a secure lobbied entrance.

Landscape and Public Realm
All public footways, ramps and pathways are designed in accordance with Building Regulations. A level approach is proposed to all main entrances to stairs, lifts, lobbies and car park areas.

Main Entrance Lobbies
The revised ground floor layout is step-free with level thresholds around entrances. The primary concierge and management area (Core A) is designed with an accessible toilet incorporated into the proposal, and a front desk that lowers at parts to welcome those with manoeuvrability requirements who may be in a wheelchair which meets Part M requirements. External doors will have a 1000mm minimum clearance.

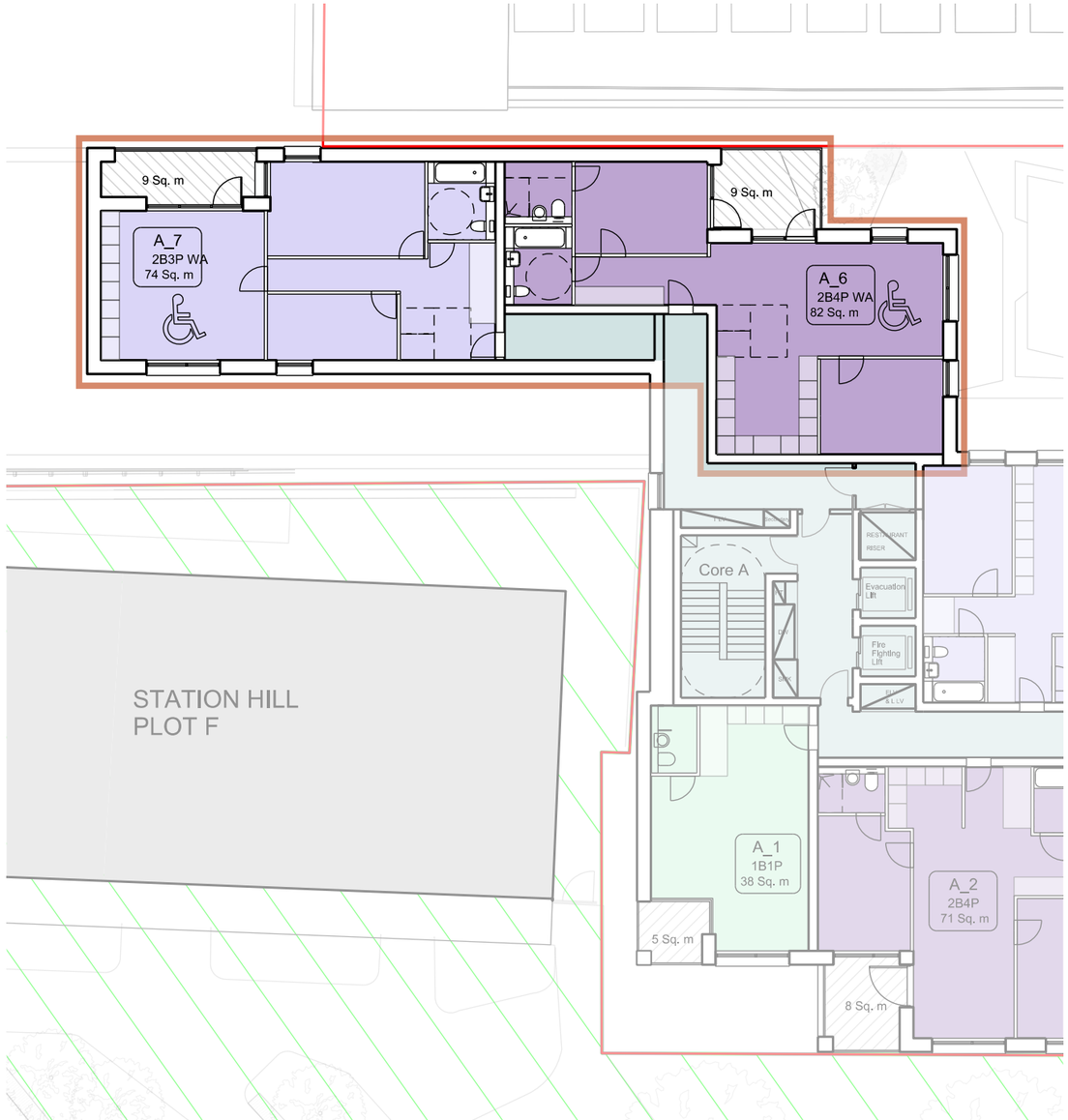
Vertical Circulation
Passenger lifts will have minimum internal dimensions of 1600 x 1350mm so as to be suitable for wheelchair users. Common stairs and lifts will be designed to meet Part M requirements.

Internal Circulation
1500mm wide internal corridors allow for turning along the breadth of the corridor, not just at junctions. Apartment entrance doors from the internal corridor will have a minimum clear opening of 850mm.

Apartments
Each apartments will have a level threshold from the internal communal corridor and leading out to the external private amenity space. Internal doors within the apartments will have a clear minimum opening width of 775mm.

Each apartment will have an entrance level WC with outward opening door.

Apartments will meet and in cases exceed the requirements set within the Building Regulations Part M.



Typical residential floor highlighting example of wheelchair adaptable apartments

4.2 APPROACH & ARRIVAL

4.2.1. Pedestrian Access

Pedestrian access to the residential and retail units will be taken from Friar Street and the newly created colonnade adjacent to Friars Walk with both lifts and stairs provided to each floor for residents. The primary pedestrian access to the restaurant unit will remain as existing from Friar Street, with a revised layout for the Core A access along Friars Walk.

4.2.2 Vehicular Access

Vehicular access to the development is proposed to the rear of the site from Merchants Place, utilising the existing gated traffic light controlled access. Vehicles will route through the existing car park to the rear of the site, which is under the ownership of the Applicant who has rights of access.

Access to the 3 No. Blue badge parking bays will be provided at grade, conveniently located within a close distance to a private residential entrance with direct access to Core A providing ease of connection to the accessible units above.

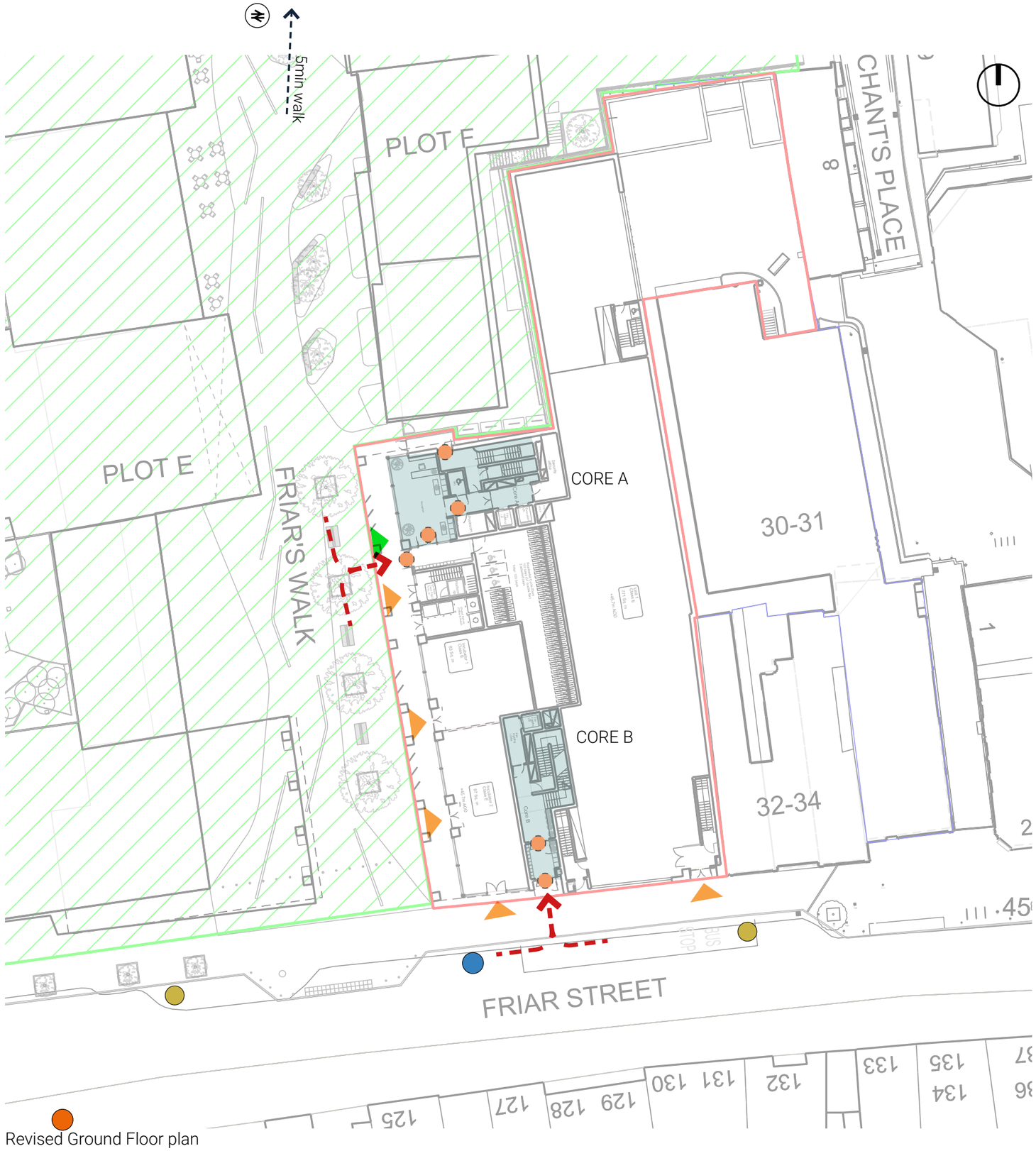
The applicant proposes an alternative layout to the basement and car park area that will omit the ramp from the car park and provide a level approach for the wheelchair parking bays to the residential basement level entrance.

The updated proposal provides 3 wheelchair parking bays in line with Reading Council's requirements.

Refer to: 0083-A-03-LB02-098_Proposed Basement Level_Rev P5

4.2.3 Vehicle Drop Off & Pick Up

Vehicular drop off and pick up for taxis will occur to the front of the site using the dedicated taxi rank outside the site along Friar Street.



Residential Lobby
Residential lobby entrance
Entrance to commercial units
Entrance to residential & commercial cycle stores
Access control point
Bus stop
Rail Station
Taxi Station / Rank
Disabled on street parking

Revised Ground Floor plan

4.4 VERTICAL CIRCULATION

4.4.1. Residential Stairs & Lift

Core A Lifts
Core A contains two passenger lifts able to accommodate a range of sizes of wheelchair, including large power chairs that provide residents with access to the apartments and basement levels. Core A is accessed from a colonnaded route within the site boundary adjacent to Friars Walk.

Core B Lifts
Core B, accessed from Friar Street, contains one passenger lift that provides residents with access to the apartments and basement levels.

Stairs for Core A & B
Stairs are visible from the entrance to encourage their use and general well-being for residents. The stair provides direct egress from the floors above to ground floor. Direct access is provided to basement level from a separated stair.

4.4.2. Lift Shared between Residential & Incubator Retail Units

In line with Secure by design Comments from Thames Valley Police, the shared platform lift for residents and workers of the retail incubator units as part of the original application has been removed. This increases security and prevents a cross over of users in shared spaces.

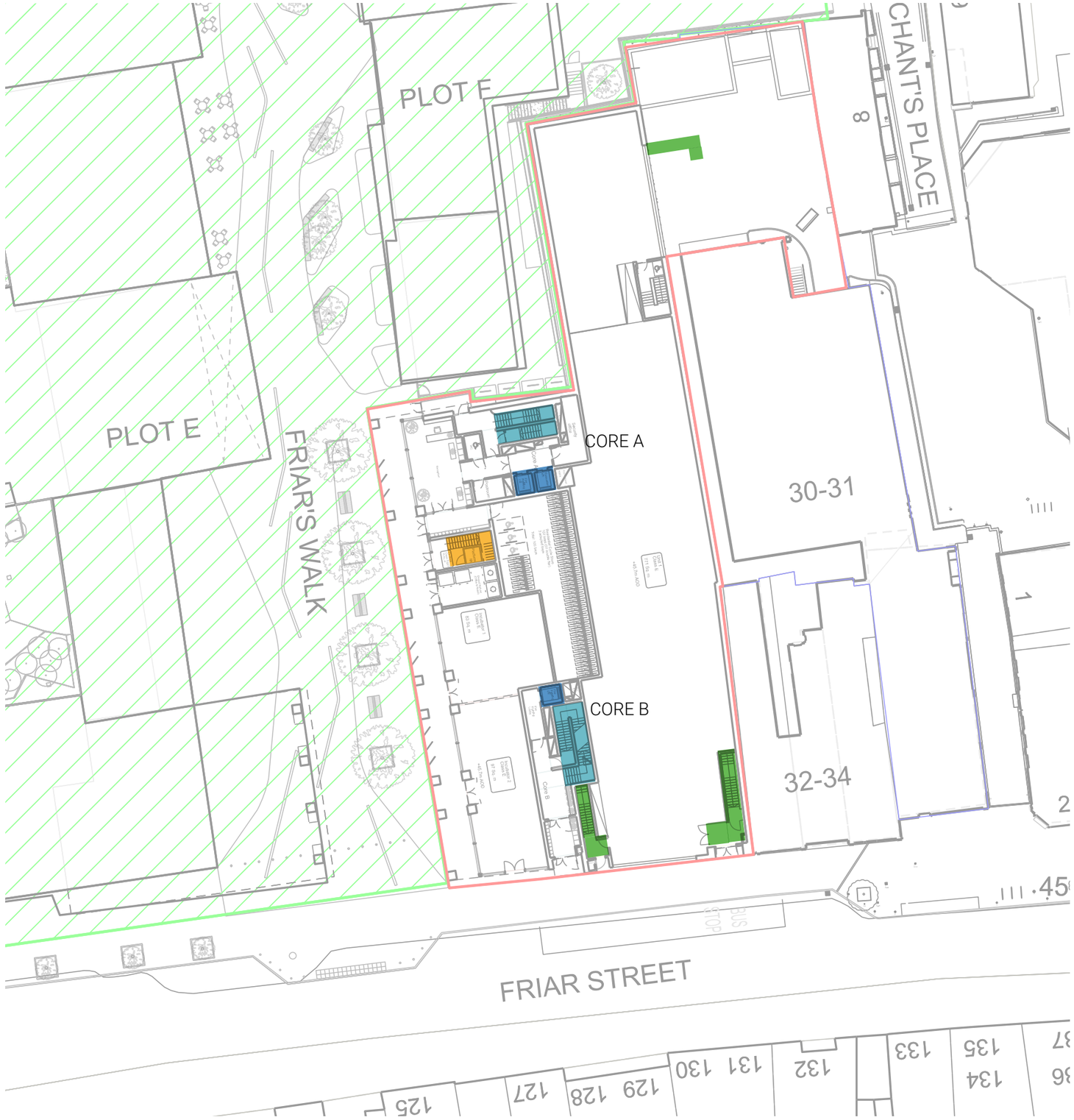
4.4.3. Restaurant Stairs & Lift

The restaurant will have a dedicated lift for servicing and access to basement refuse. Three separate stairs provide egress from basement and ground directly to the exterior with a revised and more efficient layout than the original application.

4.4.4. Co-working Stairs & Lift

The co-working space will have a dedicated stair and accessible lift.

- Residential passenger lift
- Residential stair
- Commercial Stair
- Co-working stair and lift



Revised Ground Floor plan

4.5. CYCLE & CAR PARKING

4.5.1. Parking Provision

The development will be provided as car free, except for the provision of 3 residential dedicated disabled parking spaces within the basement, and 3 standard parking bays within the courtyard to the north of the site at ground floor.

4.5.2. Residential Cycle Parking Provision

Cycle parking for residential use is provided in excess of RBC's standard, reflective of the car free nature of the site. A total of 105 cycle bays (12 more than initial application) are provided at ground floor, of which three will be adapted cycle parking bays.

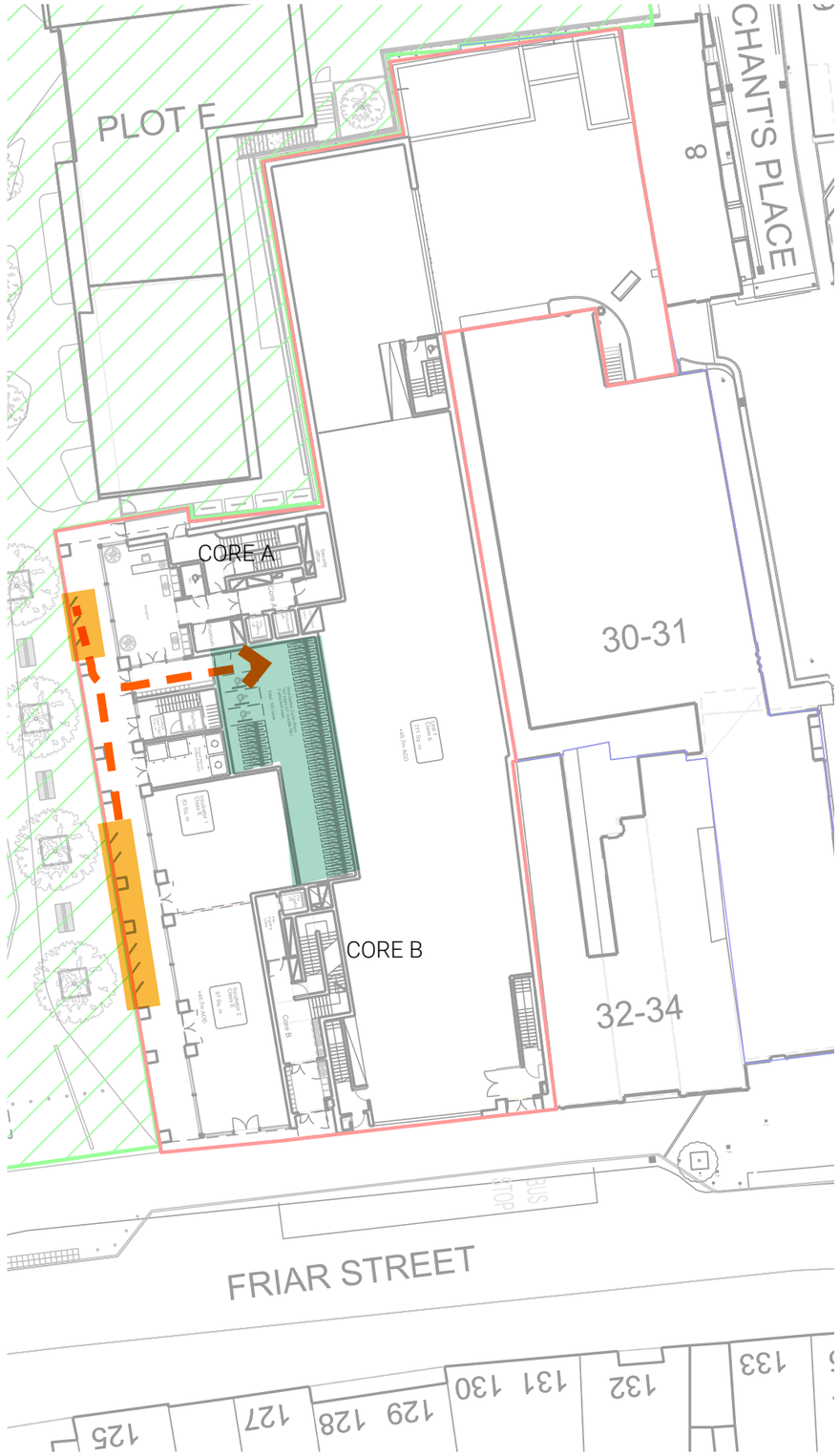
The cycle store can be directly accessed from Friars Walk public realm at ground floor level and is overlooked by concierge for security

4.5.3. Commercial Cycle

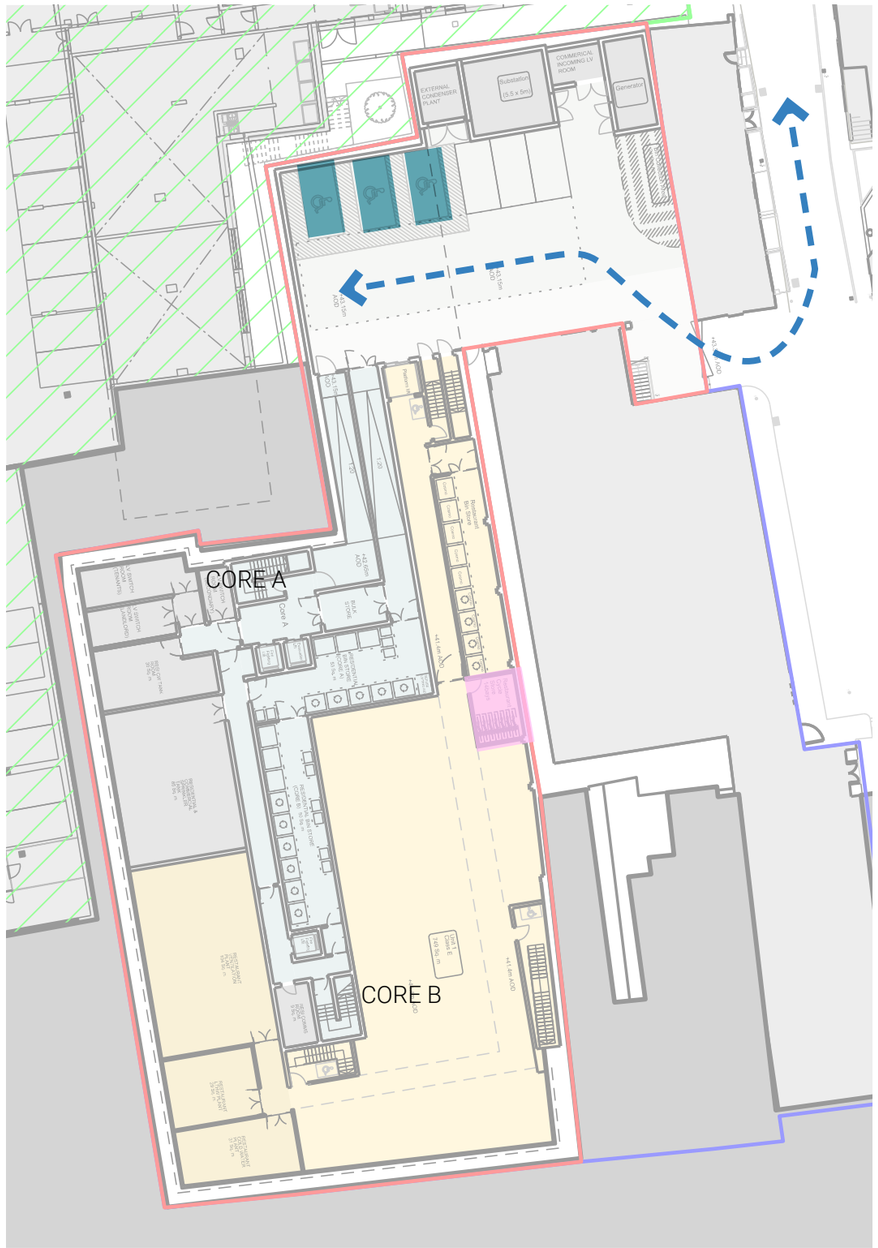
Cycle parking for the co-work and retail units are provided in accordance with RBC standards within the public realm.

Cycle parking for the restaurant is provided in excess of RBC standards within a standalone, secure cycle parking room with capacity for 14 bikes within the basement.

All cycle stores can be accessed without the requirement of lifts or stairs.



Ground Floor plan



Basement plan

Site Boundary
Site ownership
Vehicular Access
Pedestrian & Cycle access
Blue badge car parking space
Residential cycle store
Commercial and short stay cycle store
Retail cycle store
Commercial lift for cycle access
Shared commercial & residential lift

4.6. REFUSE STRATEGY

4.6.1 Bin store provision

A shared residential bin store has been provided at basement level with capacity for up to 11 x 1100 litre Euro-bins for recycling, 6 x 1100 litre Euro-bins for waste together with the 11 x 240 litre food waste bins. The Core A and Core B lifts ensure that residents do not need to carry their refuse more than 30m (excluding vertical distance).

A shared bin store for the incubator commercial units has been provided at ground level with capacity for up 2 x 1100 litre Euro-bins for recycling and 2 x 1100 litre Euro-bins for waste. These are to be collected from the curtilage of Friar Street at ground floor.

A basement level bin store for the restaurant use has been provided with capacity 5 x 1100 litre Euro-bins for recycling and 4 x 1100 litre Euro-bins for waste.

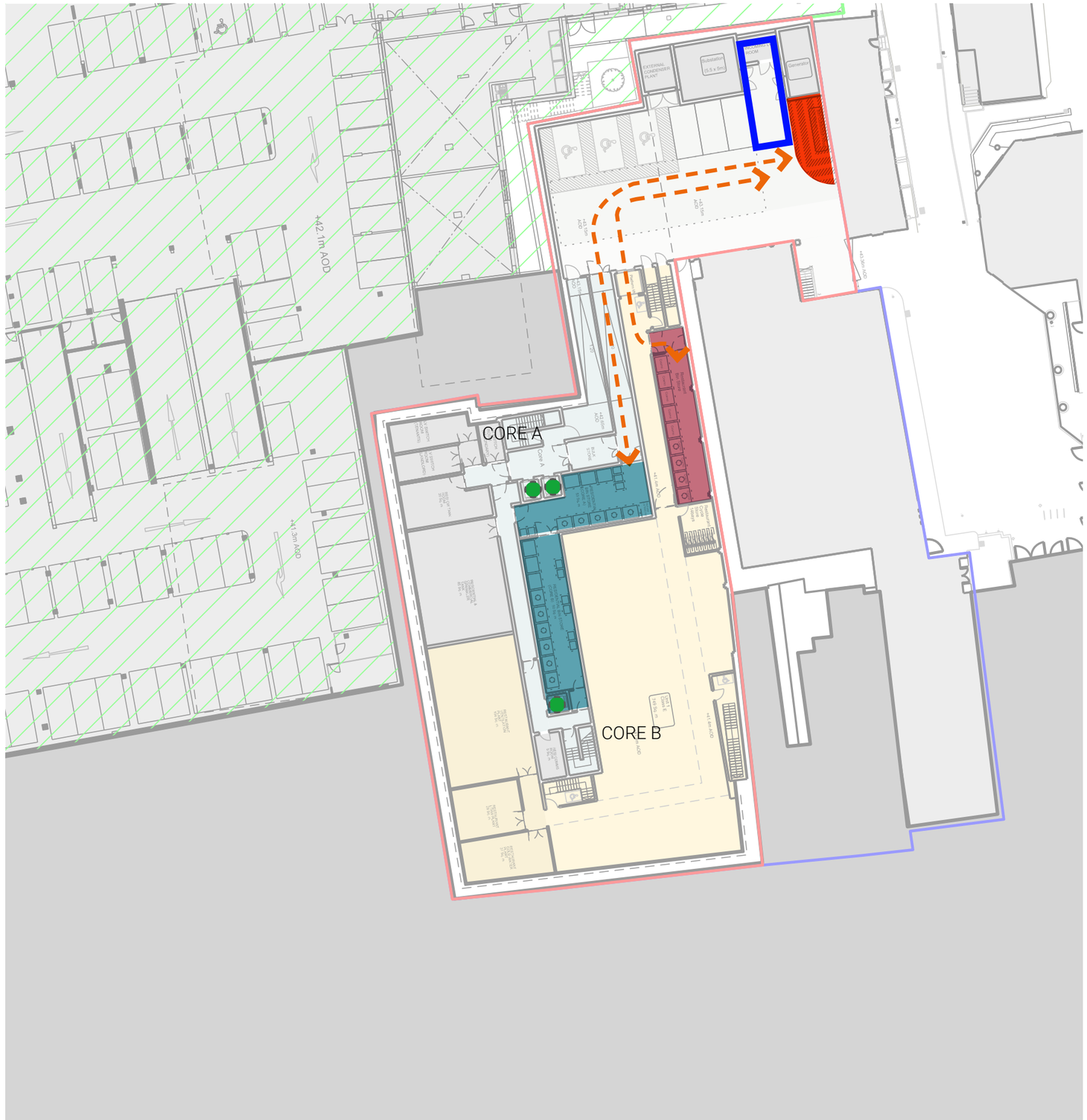
4.6.2 Refuse Servicing

All refuse stores will be serviced by a private refuse collection contractor. The use of a private refuse collection contractor will enable the applicant to specify the collection times and where possible peak hours (08:00-0900 and 17:00-18:00) will be avoided. Responding to concerns about the potential for noise disturbance due to deliveries and/or waste collections and/or commercial operations on occupants of nearby residential properties (particularly late at night and early morning), a restriction on permitted hours for these activities is expected to be discussed and agreed by condition.

On the collection days the building management team will transport bins containing either refuse, or recycling and food waste from the three basement level refuse stores up the 1:20 ramp to the temporary ground floor level collection point to the north of the site within the car park accessed off Merchants Place.

This will ensure that the walking distance from the temporary ground floor level collection point to the refuse collection vehicle is no more than 10 metres. Due to the distance from the bin stores to the presentation point the site management staff will utilise a pedestrianised electric ‘tug’ vehicle to transport the bins from the basement to the collection point. A temporary store for the tug vehicle when not in use has been provided within the basement level.

- Site Boundary
- Site ownership
- Refuse collection route
- Residential Refuse Store
- Commercial Refuse Store
- Refuse vehicle loading area
- Bin collection point
- Residential lift



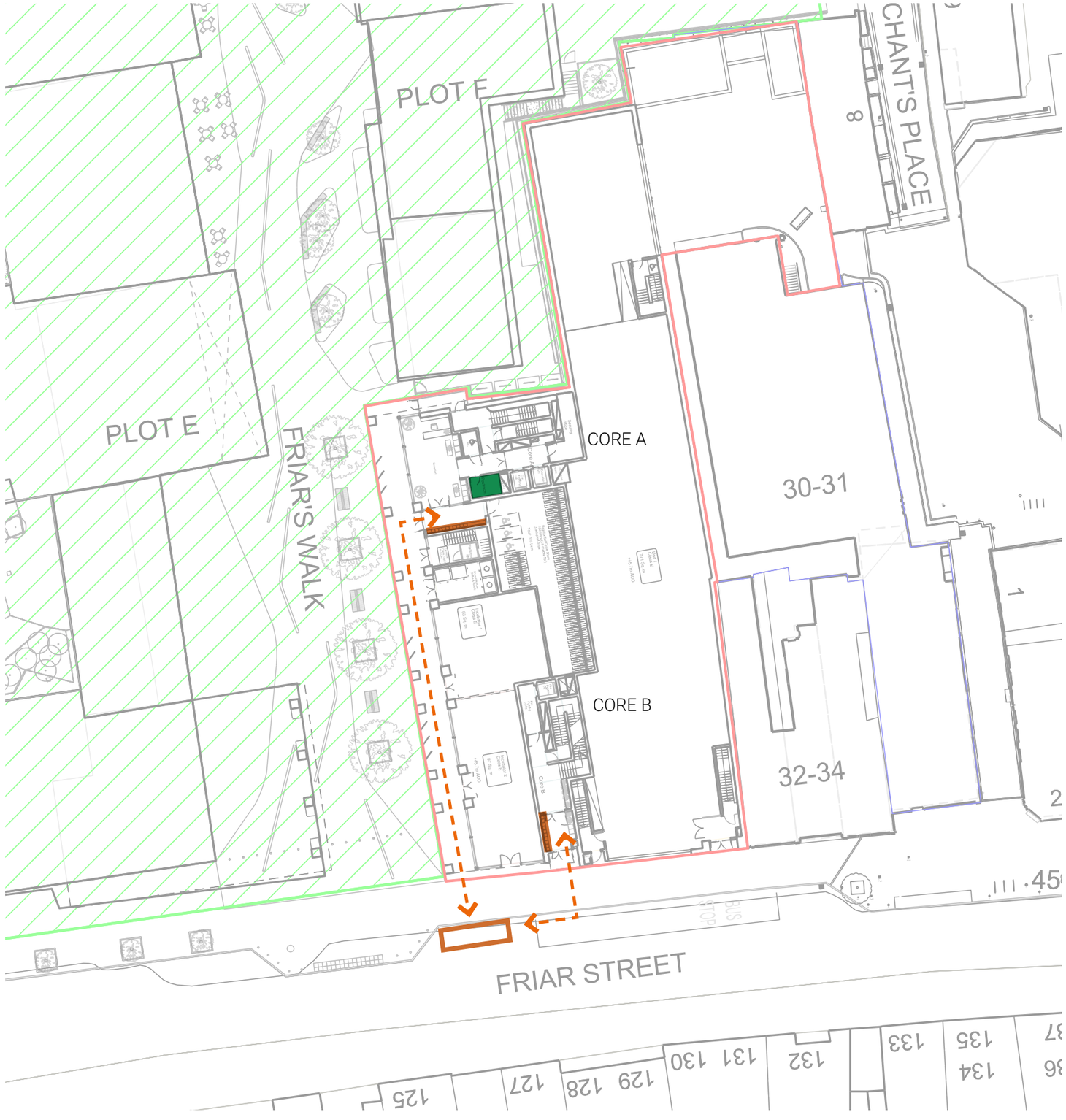
Basement plan

4.7. DELIVERIES & POST

4.7.1 Delivery and Servicing Strategy

The relocated superlobby of Core A (Toward the main street for reduced distance) will act as the main delivery area for the building with a store for larger items, while post and smaller items are catered for in both core A and B in a secure lobby.

Other site wide deliveries are either made to the rear servicing area on Merchants Place or for larger delivery items (sofas etc) vehicles will utilise the existing loading bays on Friar Street which permit loading for up to 20 minutes.



Site Boundary

Site ownership

Delivery vehicle parking

Post

Parcels

Delivery Route

8.0. CONCLUSION

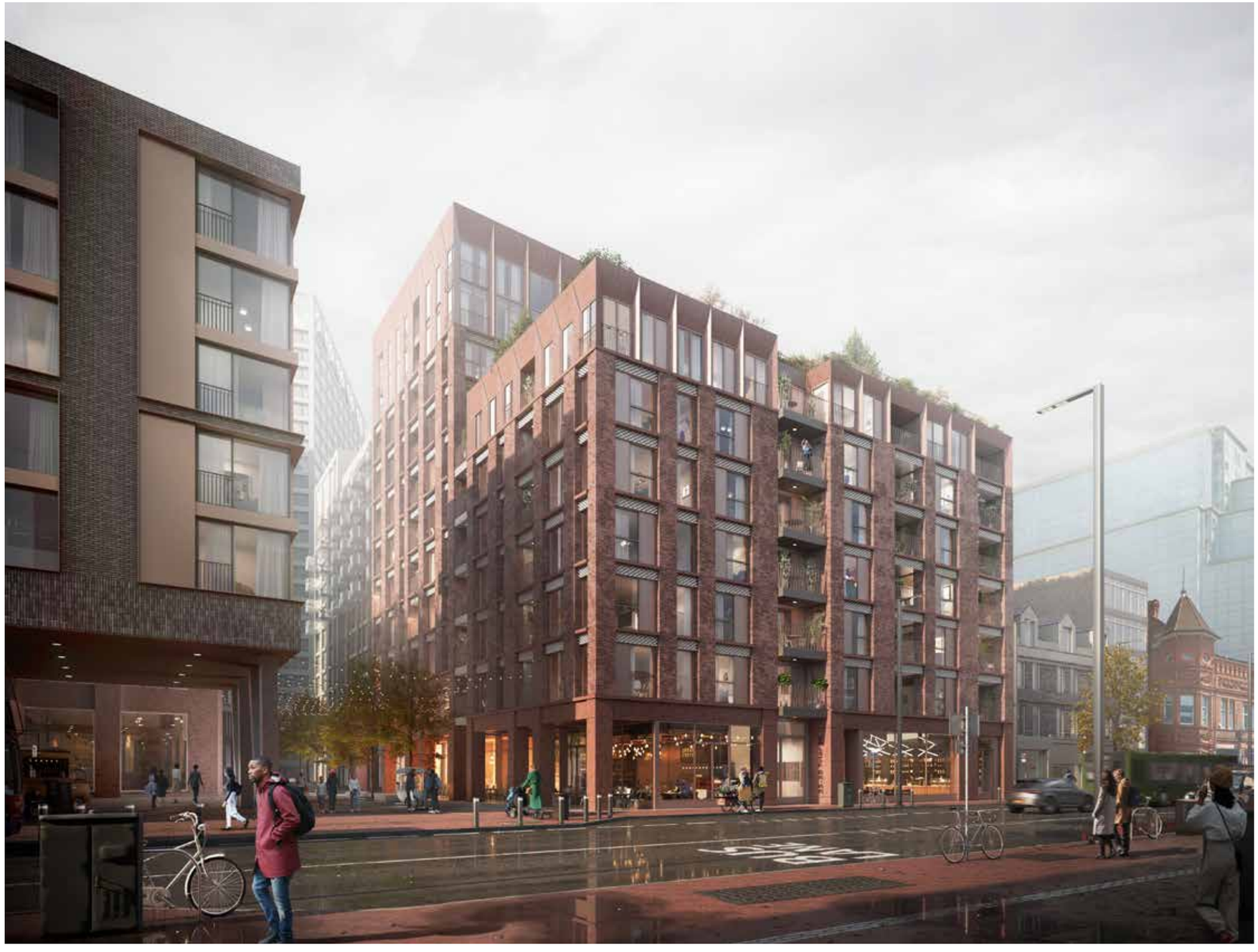
The revised proposal is the product of close consultation with Reading Council, the Design Review Panel South East and a wide range of stakeholders including a collaborative design approach to the public realm and landscape areas at ground floor with Station Hill Landowners Lincoln MGT, architects CallisonRTKL and landscape architects LDA Design.

The revised design illustrated in this addendum is forthcoming as part of an amended Station Hill Proposal which has been revised to incorporate the active frontages of the 35-39 Friar street development and which positively contributes to the local community and environment.

Revisions to proposals reduce impact of massing on the Station Hill Plot F proposals (under construction) and have been designed in coordination with the landowners Lincoln MGT, architects CallisonRTKL and landscape architects LDA Design.

Ground floor and basement alterations reduce sharing of servicing areas, increase security and create a more efficient building access and maintenance strategy.

Co work and commercial spaces have been redesigned to create a more active frontage to Friars Walk, while commercial servicing and refuse have been coordinated with Station Hill Landowners Lincoln MGT, architects CallisonRTKL and landscape architects LDA Design to ensure a reduced negative impact of future residents of both Station Hill and 35-39 Friar Street Residents.



Birds-eye view from Friar Street

STEFAN SHAW STUDIO

SHAVIRAM GROUP