



DESIGN & ACCESS STATEMENT
THAMES QUARTER
READING

DECEMBER 2018



FILE	
152067-A-Design and Access Statement	
PROJECT	
Thames Quarter Planning Resubmission	
CLIENT	
M&G RPF Limited Partnership, Lochailort Thames Quarter Ltd, & Thames Quarter Ltd	
STRIDE TREGLOWN JOB No.	
152067	
PREPARED BY	CHECKED BY
IP/MS	TR
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2	P02 Updated following client review
3	P03 Updated following client review
4	P04 Updated following client review
5	P05 Updated following client review & Design changes
6	X

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1.0

INTRODUCTION
PROJECT BACKGROUND

1.1 Executive summary

Lochailort, on behalf of M&G, are redeveloping the former Cooper BMW site at the junction of Vastern Road and King's Meadow Road, Reading. The approved scheme is for a managed build-to-rent development, with extensive amenities for residents and a new and enhanced public realm.

This application makes minor material amendment to planning permission 162166, building on this consented scheme to deliver a more robust and contextual new application. We consider the height of the 'benchmark' element of the approved scheme to be too low, relative to its context. This application seeks to address and correct this, albeit it is important to note that the tower height itself will remain exactly as per the approved scheme.

The proposal will deliver:

- 338 build-to-rent apartments, split between a 23 storey 'landmark' tower and a 13 storey 'benchmark' building,
- Internal amenity spaces for residents,
- High level residents' courtyards and terraces,
- 49 car parking spaces and secure cycle storage for each apartment,
- High quality architecture which enhances the site and contributes to the wider cityscape,
- Facilitation of the Mass Rapid Transport route across the front of the site,
- A highly sustainable building, in terms of both its location and its environmental performance.

The proposals discussed in this application describe an imperceptible increase in the volume of the building beyond that of the consented scheme. Where the proposed application varies from the consented scheme, these changes are compared, their reasoning explained, and the outcomes justified against existing guidance. The modest increase in units will help to share the cost of the scheme's shared amenities.

This design and access statement (D&A) should be read in conjunction with the range of other documents accompanying this application; including the Planning Statement which explores the public benefits of the scheme.



Rendered view of Thames Quarter entrance

1.2 Purpose and structure of the document

This D&A is part of a minor material amendment, explaining how the proposed application has been developed as a response to the clients’ brief, the site and its context, and how it has been shaped by local and national planning policy.

The proposal builds upon the scheme described in planning permission number 162166, prepared by CallisonRTKL for Lochailort Reading Ltd. This document uses the same structure and chapter headings as the previous D&A for ease of reference and to allow direct comparison. Where images from the consented scheme are used, the original author is noted.

Given the limited nature of the new application, this document makes direct reference to content in the D&A prepared for the previous application, referred to as the ‘consented’ scheme from hereon. Where the amendments proposed in the current project, referred to as the ‘proposed’ application from hereon, have no impact on the content of the chapter of the consented D&A, this document refers the reader to the previous document. Where the application deviates from this, the proposed D&A updates and compares content between the two applications and expands upon the rationale for the proposed amendment.

The document is structured as follows:

Chapter 1 - Introduction

Describing the scope and purpose of the document, the project brief, the clients and the design team.

Chapter 2 - Context analysis

Describing the existing site, its history, its physical and planning policy contexts.

Chapter 3 - Design evolution

Describing the initial design response to the constraints and opportunities offered by the site, the strategy for development, and the evolution of the architectural design.

Chapter 4 - Consultation

Describing the public and local authority consultation undertaken for the consented and proposed schemes.

Chapter 5 - Proposals

Describing the quantum and appearance of the consented scheme.

Chapter 6 - Landscape

Describing the landscape elements of the consented and scheme.

Appendix - Thames Quarter, Reading: Design and Access Statement. Rev A - December 2016

Appended for reference.

1.3 The site

The proposed site is the former Cooper Reading BMW site and the adjoining multi-storey car park. Following the demolition of the dealership in 2016, the site has been used as a surface car park.

The southern boundary of the site is formed by a railway viaduct serving Reading Station, 300m to the west. Kings Meadow Road and Vastern Road form the north and west boundaries, and an access road shared with Napier Court forms the eastern boundary.

Currently, the site is level.



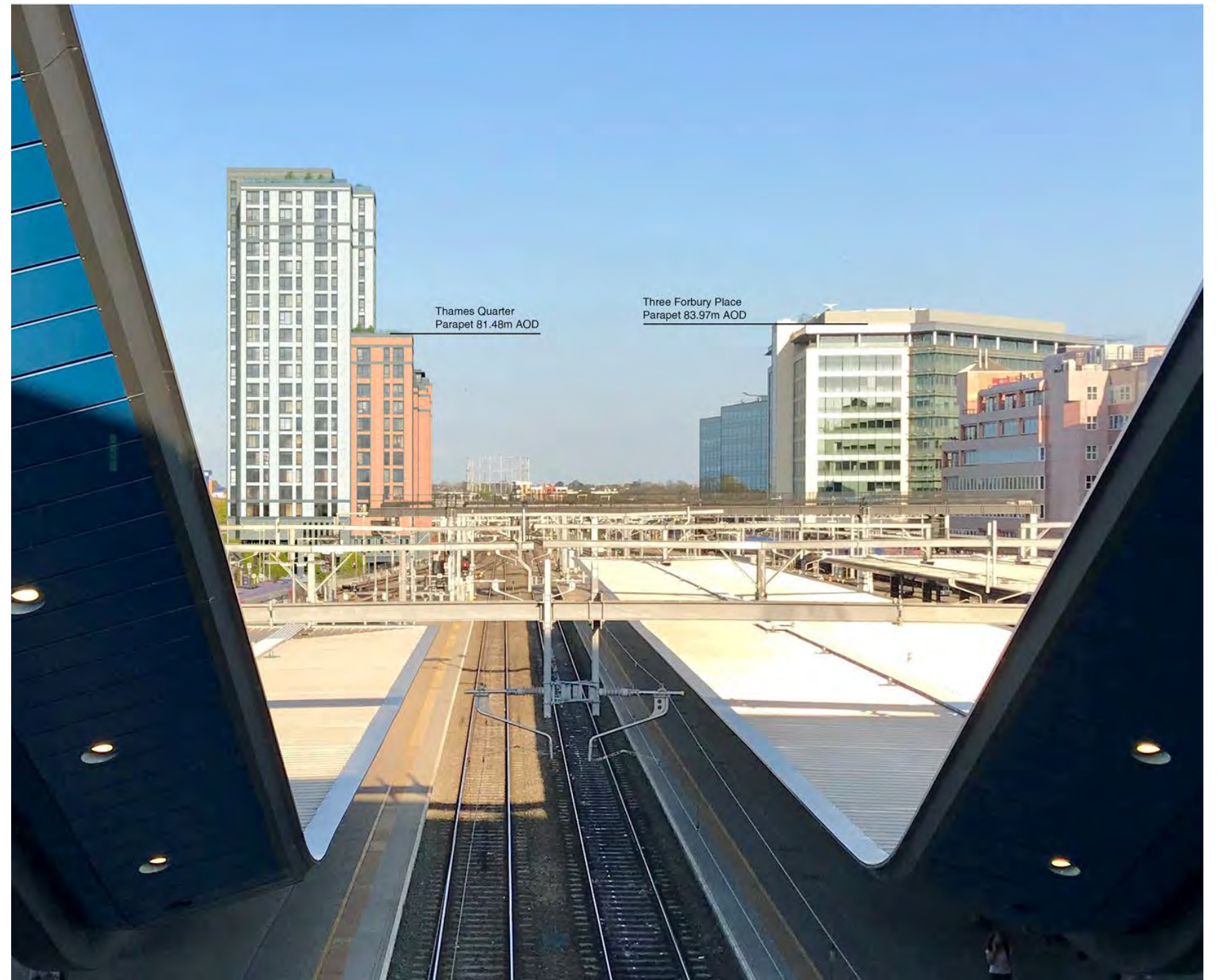
Plan locating Thames Quarter site

1.4 The brief

Design work for the Thames Quarter building began in August 2015. Since then, the cluster of tall buildings to the south of the site, on the opposite side of the viaduct, have been completed. These have established a new skyline and upper level for 'landmark' and 'benchmark' buildings in the area. It is now clear, following the completion of these buildings, that the approved 'benchmark' building height is too low in its context. A modest height increase, whilst imperceptible to sensitive receptors, will nonetheless allow the 'benchmark' element to sit more appropriately in its context.

In order to improve the commercial viability of the proposed development and to better relate to its context, the client has asked for Stride Treglown to prepare a new planning application to insert a partial new storey into the 'benchmark' building described in planning permission 162166. The proposed application would see an increase of 23no. units, from 315 to 338no. units.

The building function, masterplan, elevation treatment and the height of the 'landmark building' will all remain in line with the consented scheme.



Proposed view of Thames Quarter building from Reading Station

1.5 The team

Client	M&G RPF Limited Partnership Lochailort Thames Quarter Ltd. Thames Quarter Ltd.
Architect	Stride Treglown Ltd.
Contractor	Watkin Jones & Son Ltd.
Structural Engineer	Robert Bird Group
Mechanical and Electrical Engineer & Sustainability Consultant	Hurley Palmer Flatt
Fire Consultant	BB7
Cost Consultant	Arcadis
Transport and Highways Consultant, Noise Consultant, Air Quality Consultant & Flood Risk and Drainage Consultant	Stuart Michael Associates
Heritage Consultant	CGMS
Landscape Designer	Ben Beth
Accurate Visual Representations	Anderson Terzic
Refuse Strategy Advisor	SLR
Wind and Microclimate Advisor	BMT Fluid Dynamics

1.6 M&G RPF Limited Partnership

M&G Real Estate has a long heritage of investing in Reading and has overseen circa £400 million of investment since 2014, announcing the largest office letting in the Thames Valley market in a decade when SSE plc signed terms to occupy Number 1 Forbury Place in 2015.

In terms of its residential property strategy, M&G Real Estate has so far invested circa £900 million in the build-to-rent sector, including:

- M&G Real Estate finances the construction of 148 build-to-rent homes in Montrose Crescent, Wembley. **November 2017**

- M&G Real Estate partners with Durkan to provide 206 new homes on Chapel Road, Ilford. **March 2017**

- Second phase of agreement with Telford Homes to provide 125 new private rental homes in Upton Park, East London. **December 2016**

- M&G Real Estate signs third investor-house builder agreement with Mulbury. First phase to provide 135 new private rental homes in central Manchester, marking the institutional investor's first PRS (private rental sector) scheme in the North of England. **September 2016**

- M&G Real Estate signs second investor-house builder agreement with Telford Homes. First Phase to fund 150 private rental flats in Bow, East London. **May 2016**

- Second phase of framework agreement with Crest Nicholson to provide the UK's first purpose designed suburban private rented units. 227 new private rented homes in Faygate, West Sussex.

November 2015

- The acquisition of 57 private rented homes in Marylebone, London. **September 2015**

- M&G Real Estate signs first ever institutional investor/housebuilder framework agreement with housebuilder Crest Nicholson. First phase to fund 97 private rented apartments in Bath. **May 2015**

- Development of 173 private rental homes in North Acton with HUB. **July 2014**

- The funding of 233 social and private rental residential units at Aberfeldy New Village, East London. **June 2013**

- The acquisition from Berkeley Group of a 534-unit portfolio in London and the South East. **June 2013**

- The sale and lease back of 401 market rented units at Stratford Halo, a 43-floor residential development at the main entrance to the Olympic Park in East London. **January 2013**

2.0

CONTEXT ANALYSIS THE SITE AND THE CITY

Chapter 2 of the “Thames Quarter, Reading: Design and Access Statement” describes the existing site, its history, its physical and planning policy contexts.

The content of this chapter has not changed significantly between the submission of the consented scheme and the proposed application. Please refer to chapter 2 of the consented scheme D&A for analysis of the existing context.

The consented scheme D&A chapter 2.4.2 “Policy on height” presents diagrams comparing the consented scheme to existing tall buildings in the city. This image is presented in this chapter, and also updated to show with the proposed application for comparison.

2.1 Local landmark buildings

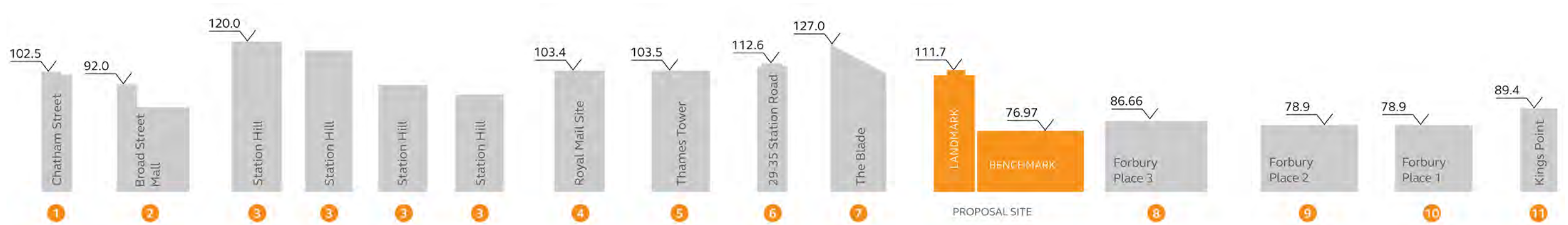
The two principles for assessing tall buildings set out in the 'Reading Station Area Framework' are 'landmark' and 'benchmark' heights. Benchmark heights recommend a level for development across a given site, punctured by taller, prominent landmark buildings at designated sites.

The following images compare the heights of surrounding 'landmark' and 'benchmark' buildings covered by the 'Reading Central Area Action Plan', in the Western Grouping, Eastern Grouping, and the Station Cluster to which our site belongs. This document presents the image used in the D&A of the consented scheme against the proposed application to demonstrate the imperceptible difference between the projects.

- ① Chatham Street
- ② Broad Street Mall
- ③ Station Hill
- ④ Royal Mail Site
- ⑤ Thames Tower
- ⑥ 29-35 Station Road
- ⑦ The Blade
- ⑧ Forbury Place 3
- ⑨ Forbury Place 2
- ⑩ Forbury Place 1
- ⑪ Kings Point



Plan locating surrounding tall buildings
Image Credit: CallisonRTKL



Consented scheme compared to existing tall buildings
Image Credit: CallisonRTKL



Proposed scheme compared to existing tall buildings

2.2 Policy on height

The 'Reading Station Area Framework' massing strategy describes a 'dome' shaped profile to the tall buildings in Reading, with 'landmark' buildings clustered around the southern station entrance, descending in height further from the 'crown'. 'Local landmark' buildings are permitted further from the crown, providing they are in accordance with the profile of the dome.

Opposite, we present the original image taken from the Framework, the image used in the consented D&A, and our updated image demonstrating our continued compliance with the guidance.

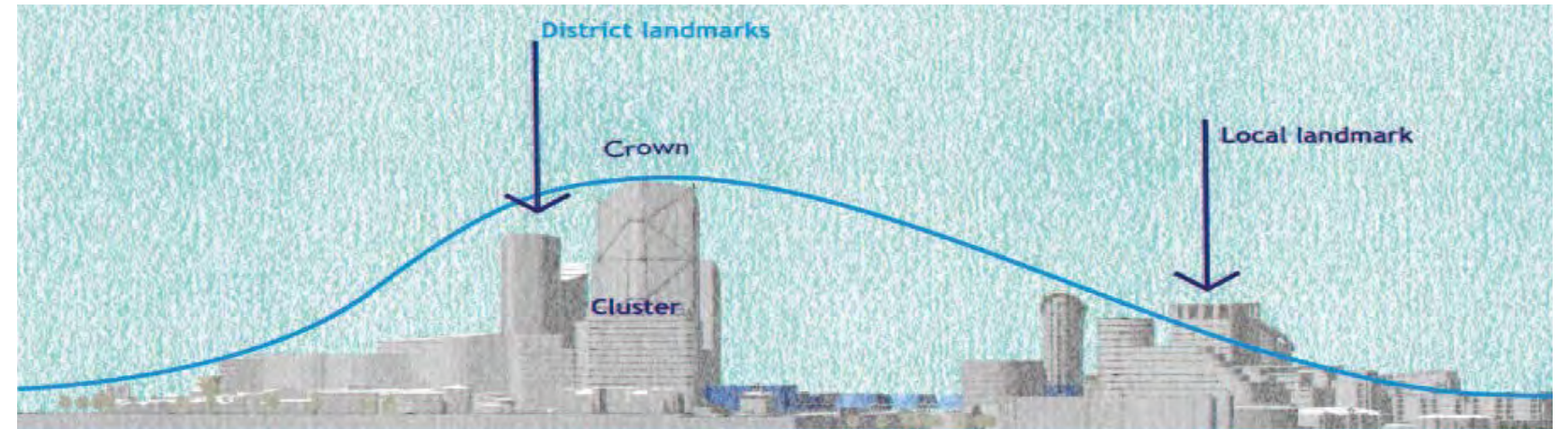
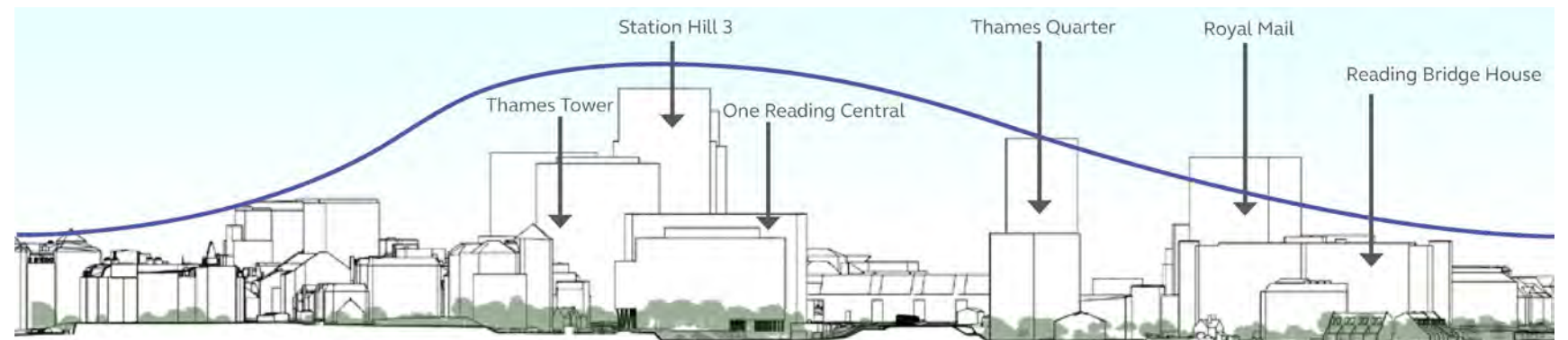
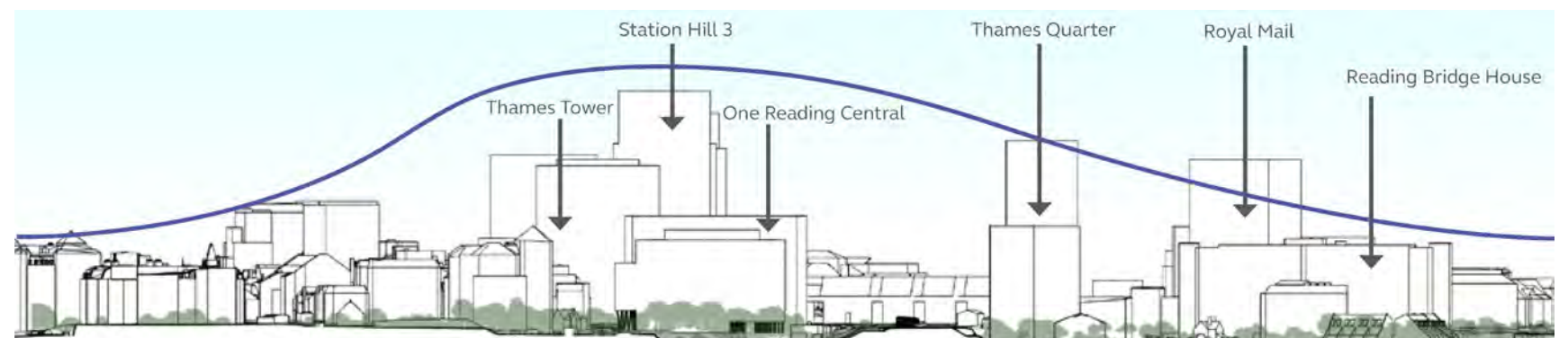


Diagram showing the relationship between the 'dome' and tall building clusters across the cityscape
Image Credit: Reading Station Area Framework SPD



Consented scheme within the cityscape, showing 'dome' and 'crown'
Image Credit: CallisonRTKL



Proposed application within the cityscape, showing 'dome' and 'crown'

3.0

DESIGN EVOLUTION DEVELOPMENTS AFTER PLANNING

Chapter 3 of the “Thames Quarter, Reading: Design and Access Statement” describes the initial design response to the constraints and opportunities offered by the site, the strategy for development, and the evolution of the architectural design.

In this document, we describe the justification for developing the scheme further since consent was granted.

Chapter 3.10 “Addressing design criteria for tall buildings” describes specific design criteria in the “Reading Borough’s Guidance Notes” for tall buildings. This chapter updates the responses to these criteria based on the proposed application, and to the imagery used to support the application.

3.1 Further development

In order to improve the efficiency of the consented scheme, the applicant and the design team explored how to increase the number of residential units which might be delivered through the scheme. Mindful of the Reading Central Area Action Plan, in particular policy RC13 “Tall Buildings”, the proposed application increases the height of the lower ‘benchmark building’ by a single storey, or 3.00m, while maintaining the height of the taller ‘landmark building’.

The proposal is to insert an additional part storey of accommodation above level 9, raising the setback storey from level 10 in the consented scheme to level 11. Level 22, the top floor of the ‘landmark building’ remains at the same height as the consented scheme.

Since the design process for Thames Quarter began, the surrounding context has changed. New height parameters have been set by the emerging development around the station to the east of the site, and beyond the railway line to the south. The built form now surrounding the site underlines that the Thames Quarter ‘benchmark’ height had previously been set too low in its context. Where such an amendment does not conflict with any other constraint or principle of design guidance, in particular the ‘dome’ of development with its ‘crown’ at the entrance to Reading Station, these newly established building heights provide a new level to develop to.

With no further constraints identified, the proposed amendments in this application seek to more closely relate the height of the ‘benchmark building’ to those buildings south of the railway line. These heights are as follows:

- Forbury Place 1 - 78.90m AOD
- Forbury Place 2 - 78.90m AOD
- Forbury Place 3 (Reading Central) - 86.66m AOD

This approach is led by Design South East advice suggesting that “We would prefer to see a benchmark set by one or two buildings close by, not by a statistical median height.”.

The shoulder of the ‘benchmark building’ in the consented scheme, the point where the facade sets back and the most visible upper level is seen from the street, sits at 71.42m AOD, 7.48m below the roof level set by Forbury Place 1 and 2. The roof level of the ‘benchmark building’ in the consented scheme is 76.97m AOD, 1.93m below the roof of Forbury Place 1 and 2. Compared against Reading Central, immediately to the south, the consented Thames Quarter ‘benchmark building’ is 9.69m shorter.

In raising the height of the “benchmark building” by 3.00m to 74.42, the shoulder would remain 4.48m below the height of Forbury Place 1 and 2. The roof of the ‘benchmark building’, at 79.97m, would rise 1.07m above the lower two buildings but remain 6.69m below the nearer Reading Central.

The proposed levels will relate more closely to the heights of the adjacent buildings. The change in height from the consented scheme to the proposed development would be imperceptible; indeed, it is the equivalent of less than a 4% increase in the ‘benchmark’ element’s height AOD. The elevation treatment of the proposed application is unchanged from the consented scheme, and increasing the height of the ‘benchmark building’ does not compromise the established rhythm of the facades, as detailed in the following chapter. The difference in appearance is barely discernible and has minimal impact on its context. In making this change, the proposed application delivers more accommodation from the site and increasing the sustainable use of the site.

3.2 Addressing design criteria for tall buildings

Chapter 3.10 of the approved scheme, “Addressing design criteria for tall buildings”, addressed clause ‘RC13: Tall Buildings’ within the ‘Reading Central Area Action Plan’. In addition to the ‘area-specific requirements’ for tall buildings, the consented D&A addresses additional requirements applied to all tall building proposals. This chapter updates the responses to these criteria based on the proposed application. The same clauses are used and the responses are updated to reflect the changes in the proposed application. Where the changes have no material impact on the clause, the document refers back to the consented D&A.

We extend this chapter to respond to specific guidance within the ‘Reading Station Area Framework’ and ‘Reading Tall Buildings Strategy’.

Reading Central Area Action Plan - RC13: Tall Buildings

Enhance Reading’s skyline, through a distinctive profile and careful design of the upper and middle sections of the building.

The proposed intervention will make an imperceivable difference to the presence of the middle section of the building, and none to the upper levels beyond the consented scheme.

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 proposed intervention will make no difference to the presence of the base of the building beyond the consented scheme.

Contribute to high quality views from distance, views from middle-distance and local views.

The proposed intervention will make an imperceivable difference to the distant views of the building beyond the consented scheme. Please refer to chapter 5 for accurate visual representations of the proposed building.

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

The proposed intervention will make an imperceivable impact upon the context of the building beyond the consented scheme. The minimal increase in height of the benchmark building allows it to relate more closely to the other tall buildings within the cluster.

Avoid bulky, over-dominant massing.

The proposed intervention will make an imperceivable difference to the massing of the benchmark building and none to the landmark building.

Preserve and, where appropriate, enhance the setting of conservation areas and listed buildings.

The proposed intervention will make an imperceivable impact upon the setting of the conservation area and nearby listed buildings beyond the consented scheme.

Use high quality materials and finishes.

The proposed intervention will use the same materials and finishes as the consented scheme.

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

The proposed intervention will have no impact upon the public realm proposed within the consented scheme.

Locate any car parking or vehicular servicing within or below the development.

The proposed intervention will have no impact upon the parking and servicing of the consented scheme.

Maximise the levels of energy efficiency in order to offset the generally energy-intensive nature of such buildings.

The proposed intervention will have no impact upon the Building Regulations Part L compliance of the consented scheme.

Mitigate any wind speed or turbulence or overshadowing effects through design and siting.

The proposed intervention will make an imperceivable impact upon the overshadowing, turbulence and wind speed of the consented scheme. Please refer to the updated report.

Ensure adequate levels of daylighting and sunlighting are able to reach buildings and spaces within the development.

The proposed intervention will make an imperceivable impact upon the light and daylighting performance of the consented scheme. Please refer to the updated report.

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 proposed intervention will make an imperceivable impact upon the light and daylighting performance of the consented scheme. Please refer to the updated report.

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 proposed intervention will make no impact upon the height of the landmark building of the consented scheme.

Incorporate appropriate maintenance arrangements at the design stage.

The proposed intervention will have no impact upon the maintenance arrangements of the consented scheme.

Reading Station Area Framework

Figure 6.9 of the ‘Reading Station Area Framework’ making general recommendations for heights of ‘benchmark’ buildings across the main development plots in the station area. Plot N11 is identified as suitable for the highest level in the area of 8no. commercial storeys, equivalent to 10no. residential storeys.

The Framework notes that this is a recommendation only, and that it “may be modified upwards in order to realise certain urban design or other major planning benefits, or where applicants have demonstrated convincingly that the potential impact of higher buildings on the surroundings can be mitigated.”.

The heights noted do not take into account that the immediate context of Thames Quarter is higher than this. Reading Bridge House, immediately to the north, and Forbury Place 3, on the southern side of the railway, both stand at 11 commercial storeys tall. Increasing the height of the shoulder of our ‘benchmark’ building is an improvement to the local and wider urban design by more closely relating to its context along this axis. It will better integrate the building into the ‘dome’ profile advocated for earlier in the Framework. This approach is in line with advice from Design South East, noting that “We would prefer to see a benchmark set by one or two buildings close by, not by a statistical median height.”.

The marked benefit of the proposed scheme is that it delivers more units from the same site, providing more properties for the city within the same building footprint. This increase in density is well within the bounds determined by the Framework. Clause 6.18 notes the site as suitable for ‘medium-high’ densities (plot ratios of 2:1 to 10:1). The proposed ratio of 1:5.8 remains at the middle of this range and does not constitute over-development.

The impact of the proposals on the wider context is imperceptible and require no additional mitigation measures.

Plot reference	Benchmark	Landmark
N1	4	None
N2	6	None
N3	6	None
N4	7	Local
N5	8	Local
N6	*	Local
N7	6	None
N8	8	Local
N9	6	None
N10	8	Local
N11	8	Local
S1	*	Local
S2	*	District
S3	4	None
S4	*	Local
S5	6	Local
S6	6	None
S7	6	None
S8	6	None
S9	6	None
S10	8	Local**
S11	8	District**
S12	*	Local

* Benchmark height likely to be at least 10 storeys - refer to tall building policies and design guidance.

** Only parts of the plot within the Tall Buildings Clusters as defined by the RCAAP are appropriate for landmarks.

Scale / height guidelines
Image Credit: Reading Station Area Framework



Main development plots
Image Credit: Reading Station Area Framework

3.3 Massing strategy responds to planning context

'Massing in context and relation to the 'dome', consented scheme
Image Credit: CallisonRTKL

The previous D&A included the image opposite to demonstrate how the 'landmark' and 'benchmark' building elements would sit within its immediate context and relate in height to the adjacent buildings.

This image has been updated to demonstrate the imperceptible difference in massing that is generated by the proposed application.

Annotated sections of the AVR report are included here to highlight where the benchmark height was previously set too low.



'Massing in context and relation to the 'dome'', proposed application



Key Plan

Local Views & AVRs taken from Anderson Terzic AVR Report Document, also submitted as part of planning application.

1 - Reading Station Proposed View 05

2 - Napier Road Proposed View 08

3 - Kings Meadow Proposed View 10

4 - Christchurch Meadows Proposed View 11

5 - Caversham Bridge Proposed View 13



1 - Reading Station Passenger Footbridge
Proposed View 5, p.17 of Anderson Terzic AVR Report



2 - Napier Road, Near Luscina View
Proposed View 8, p.24 of Anderson Terzic AVR Report



3 - Kings Meadow Central Path
Proposed View 10, p.28 of Anderson Terzic AVR Report





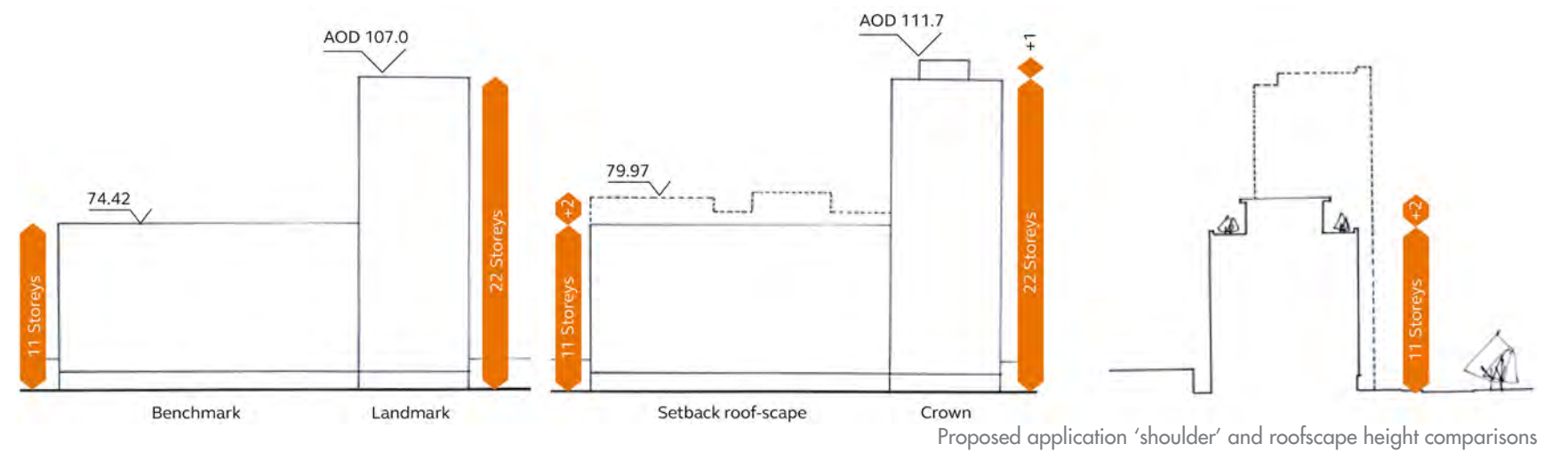
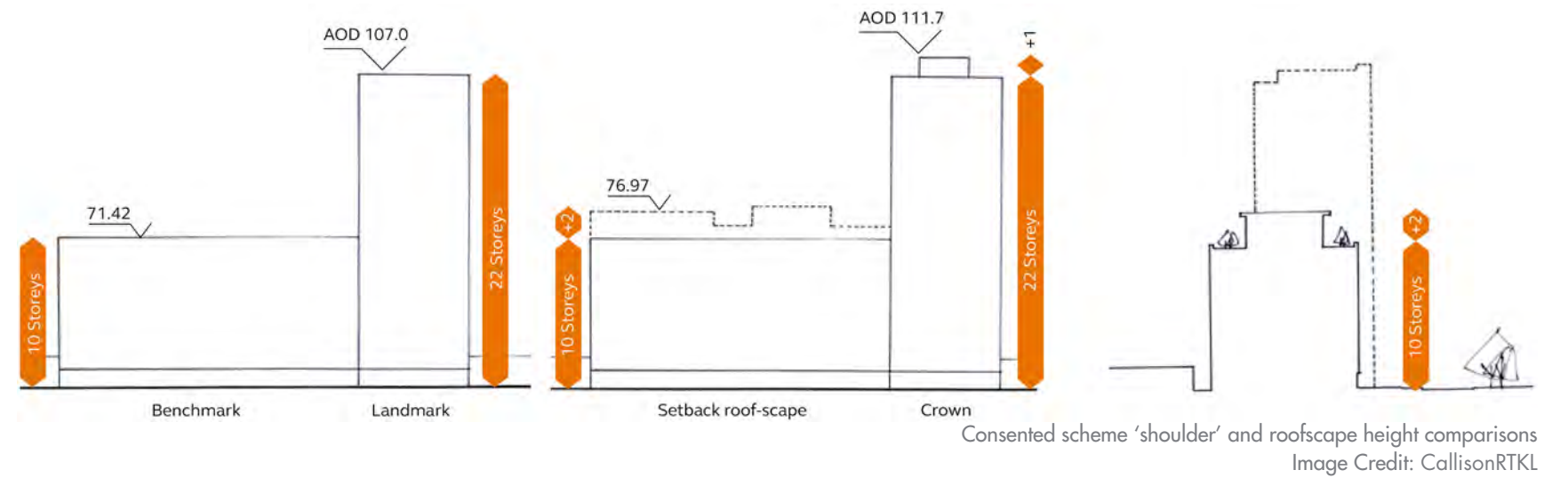
5 - Caversham Bridge
Proposed View 13, p.34 of Anderson Terzic AVR Report



3.4 Planning and the town centre context

The consented D&A describes the relationship between the heights of the 'landmark' and 'benchmark' building elements of the building, illustrated by the images on the following pages.

This images have been updated to show that the proposed amendment makes a minimal alteration to the consented scheme in terms of scale and proportion and remain in proportion to their surrounding context.

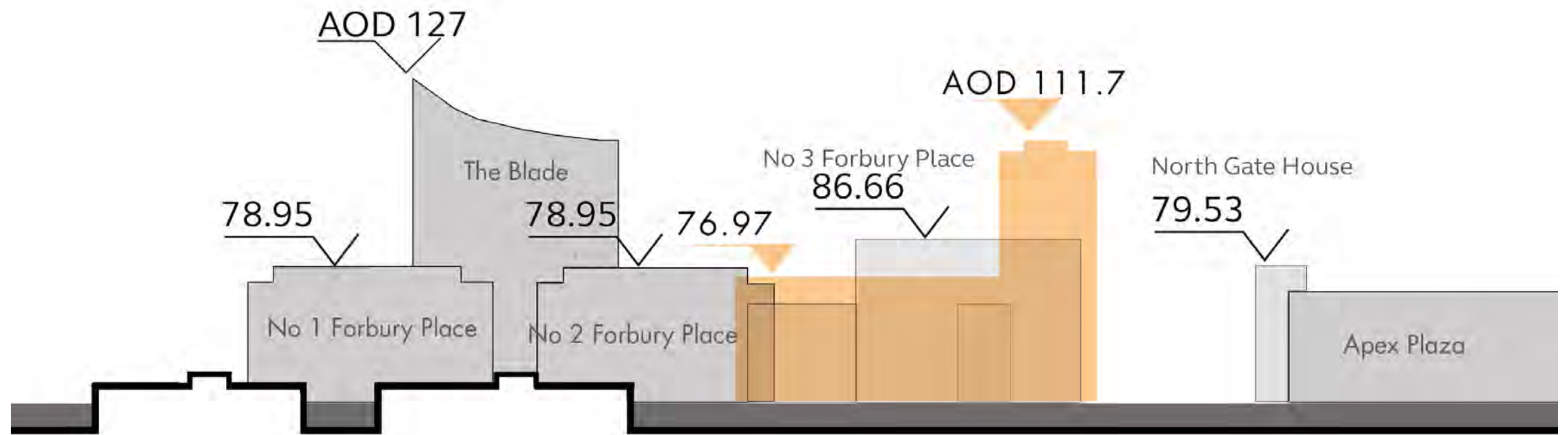




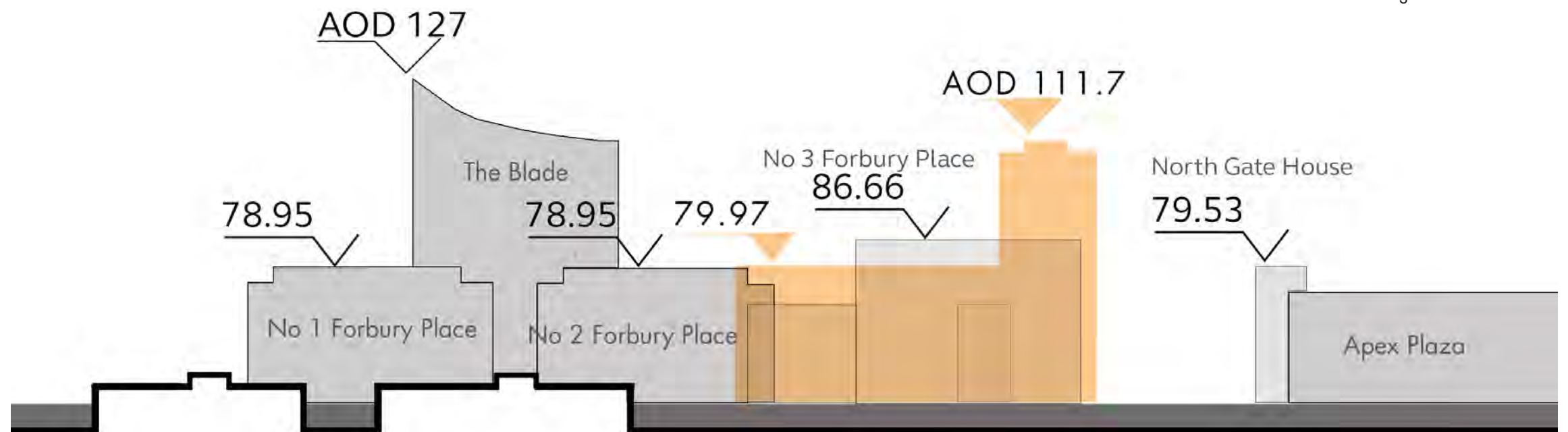
Consented scheme, long elevation looking north showing Thames Quarter in context
Image Credit: CallisonRTKL



Proposed application, long elevation looking north showing Thames Quarter in context



Extract. Consented scheme, long elevation looking north showing Thames Quarter in context
Image Credit: CallisonRTKL



Extract. Proposed application, long elevation looking north showing Thames Quarter in context

3.5 Elevation comparison study

The following pages have been presented to enable a direct comparison to be made between the elevations of the consented scheme and the proposed application. To clarify this, a red line has been used to outline the volume of the consented 'benchmark' on top of the proposed building.



North elevation
Existing scheme
Image Credit: CallisonRTKL



North elevation
Proposed application



South elevation
Existing scheme
Image Credit: CallisonRTKL



South elevation
Proposed application



East elevation
Existing scheme
Image Credit: CallisonRTKL



East elevation
Proposed application



West elevation
Existing scheme
Image Credit: CallisonRTKL



West elevation
Proposed application

4.0

Chapter 4 of the “Thames Quarter, Reading: Design and Access Statement” describes the public and local authority consultation undertaken for the consented scheme.

As noted in the previous chapter, the changes proposed are imperceptible and are of benefit to both the proposed development and the cityscape. As such, there would be no meaningful or substantive benefit in reconsulting on the indiscernible amendments now proposed.

Please refer to chapter 4 of the consented scheme D&A for detail of the public consultation already undertaken.

Please refer to the ‘Statement of Pre-application Consultation’ of the consented application describing the extensive process of Local Authority Pre-application consultation and the design response to Council advice.

Please refer to the enclosed letter from CallisonRTKL in support of the proposed application, noting that the design changes are imperceptible, are justified against the contextual analysis and bring the proposal into alignment with the new surrounding building heights.

CONSULTATION LOCAL AUTHORITY AND PUBLIC ENGAGEMENT



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14 May 2018

Mr James Croucher
Planning Director
Lochailort Reading Ltd
Eagle House
108-110 Jermyn Street
London
SW1Y 6EE

Subject: Thames Quarter, Reading

Dear James,

We are delighted to see that Lochailort are progressing the Thames Quarter project with a view to commencing construction very soon. We believe that this development will not only provide much needed new homes in Reading but will make a significant contribution to placemaking within the core of the town and be a high quality and well-designed building that we as architects, you as our client and Reading Borough Council can be justifiably proud of.

You have recently developed the design with the implementation architects to propose some nominal changes to the consented scheme and these propose for a partial additional floor on the lower ‘benchmark’ part of the building fronting Napier Road. We have reviewed the drawings and Design and Access Statement and we are satisfied that the new proposals will not affect the quality or the integrity of the design; that the changes are modest and will not make a perceptive difference to the overall massing of the scheme.

The proposal continues to meet the key design objectives set out in the Design and Access Statement submitted for the consented scheme and it respects key parameters set by the Council for delivering tall buildings and good urban design in Reading; its policy on tall buildings, its directive on clustering of the highest buildings, as well as the formation of a central dome and the benefits of local landmarks.

The surrounding context has changed since our design work on the Thames Quarter commenced, which the revised proposal benefits from. The scale and massing of the emerging urban quarter to the east of the cluster around the station is now apparent. The heights established by the development immediately to the south of the Thames Quarter and to the other side of the railway line can be taken as setting the height parameters for neighbouring developments where no other overarching constraints impinge. We are satisfied that by raising of the benchmark height by a storey it will relate the benchmark more closely to the heights of 1-2 and 3 The Forbury.

These proposed recalibrated levels will harmonise the heights of the developments and establish a neighbourhood datum. The elevational strategy is consistent with the treatment set out in the original application. The proportionality of the benchmark



and the tower elements is just as appropriate in the revised scheme as in the approved scheme.

We appreciate you seeking our opinions in relation to the nominal design changes and wish you every success with the revised application, and we look forward to seeing the project being delivered on site.

Yours sincerely,

John Badman
Director
CallisonRTKL UK Ltd.

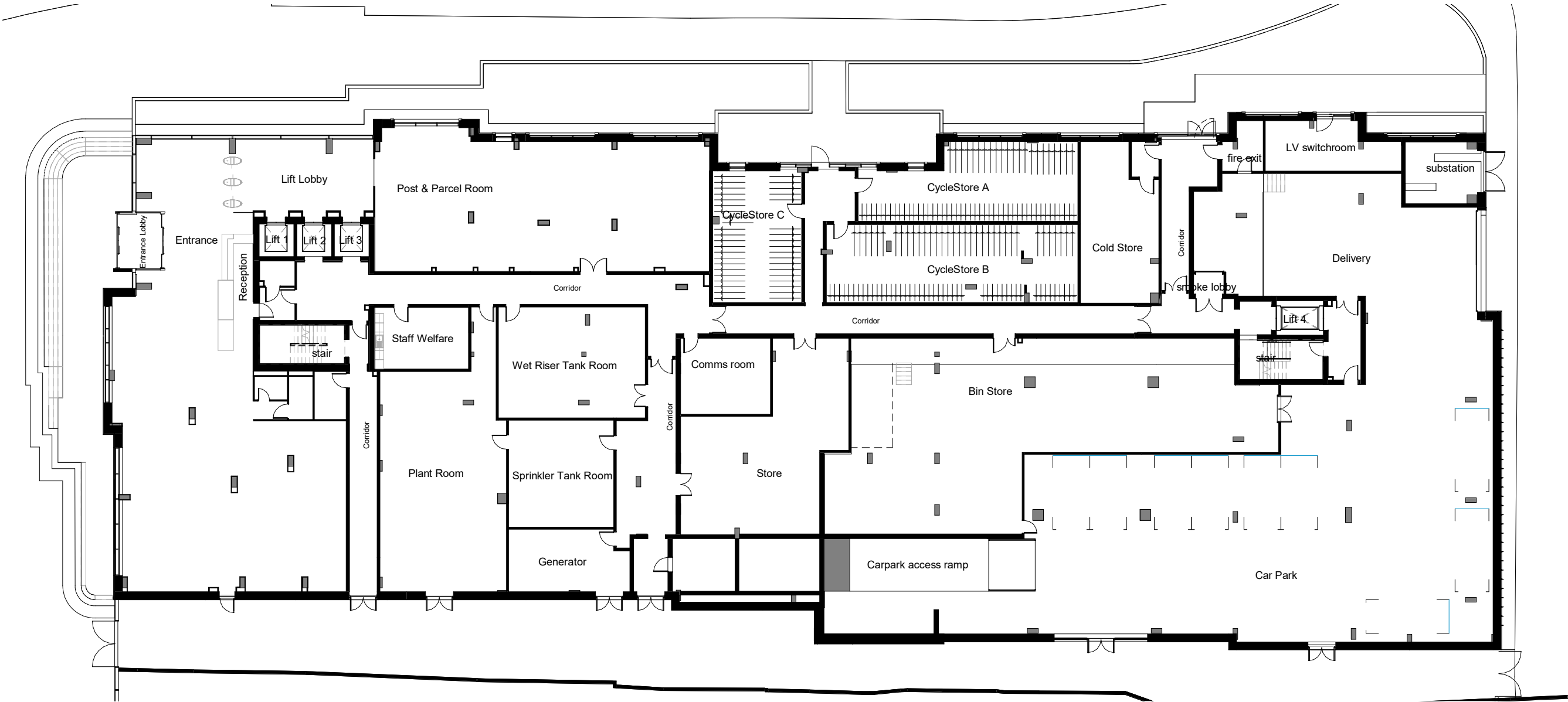
5.0

Chapter 5 of the “Thames Quarter, Reading: Design and Access Statement” describes the quantum and appearance of the consented scheme.

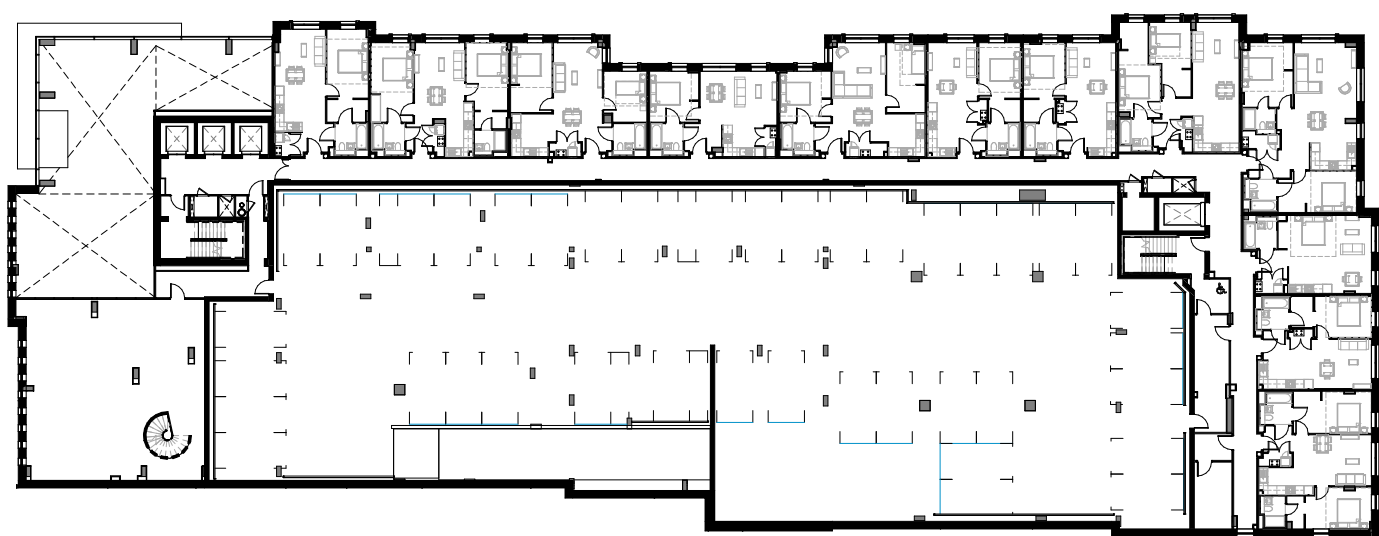
In this document, we compare the consented scheme and the proposed application, making reference to the drawings prepared by CallisonRTKL.

PROPOSALS LAYOUT, APPEARANCE AND QUANTUM

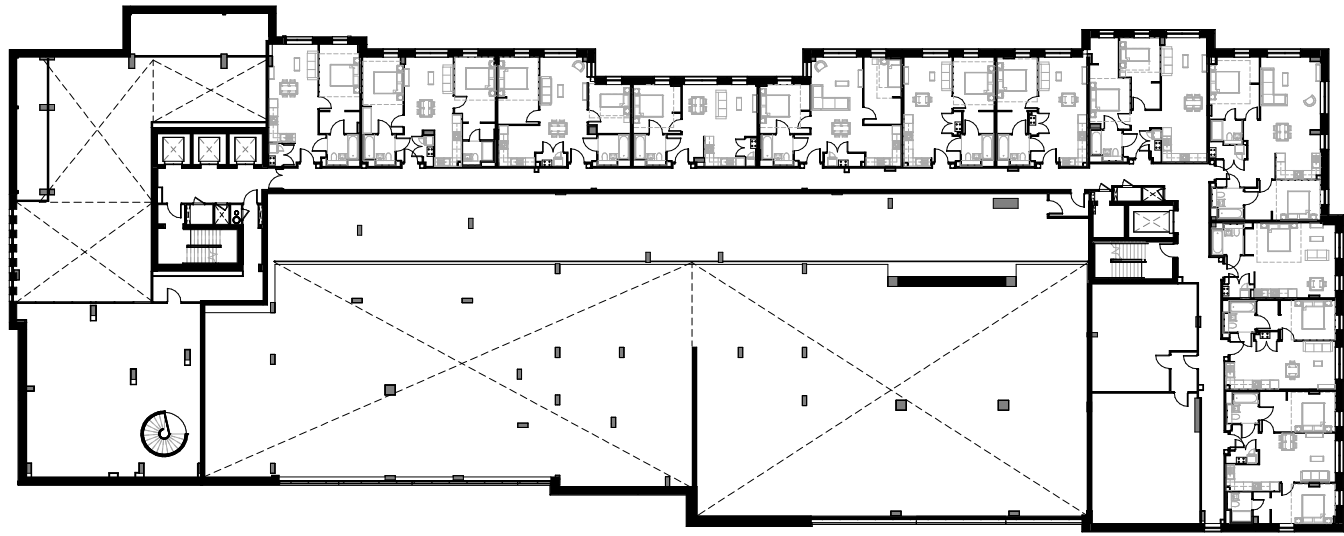
5.1 Proposed floor plans



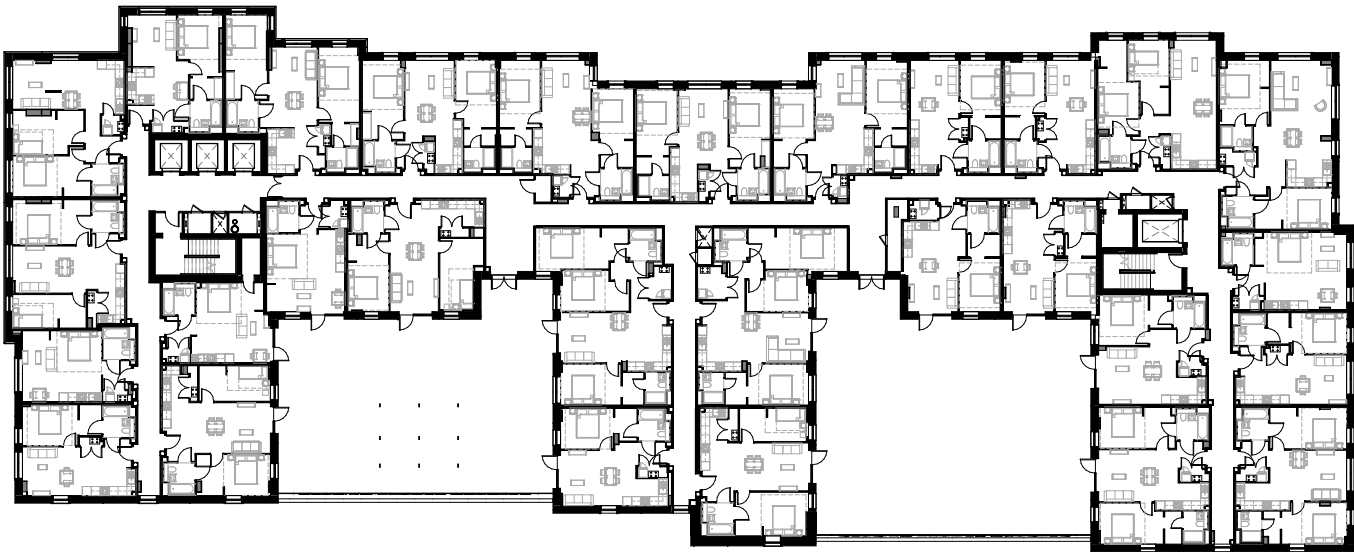
Ground floor plan
Proposed application



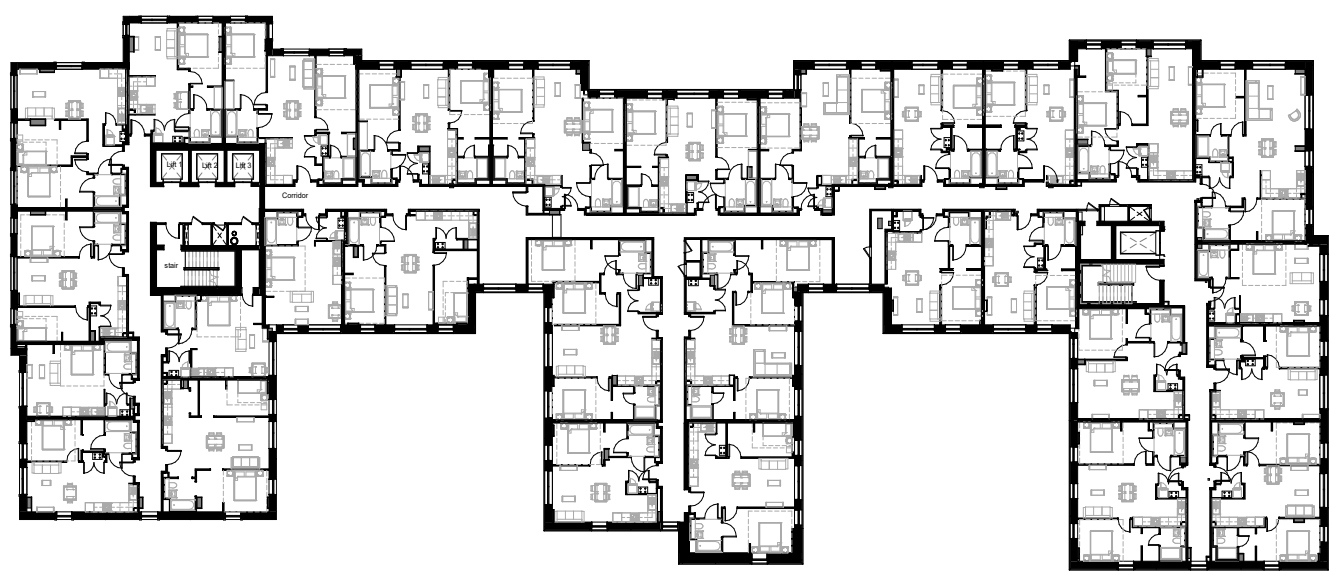
First floor plan



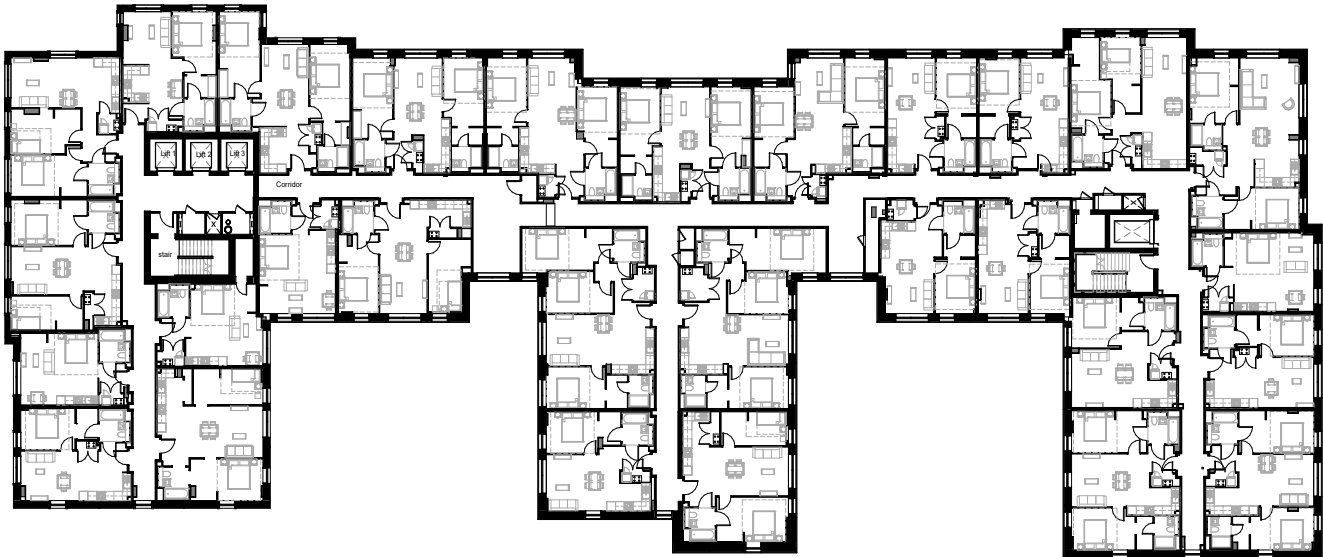
Second floor plan



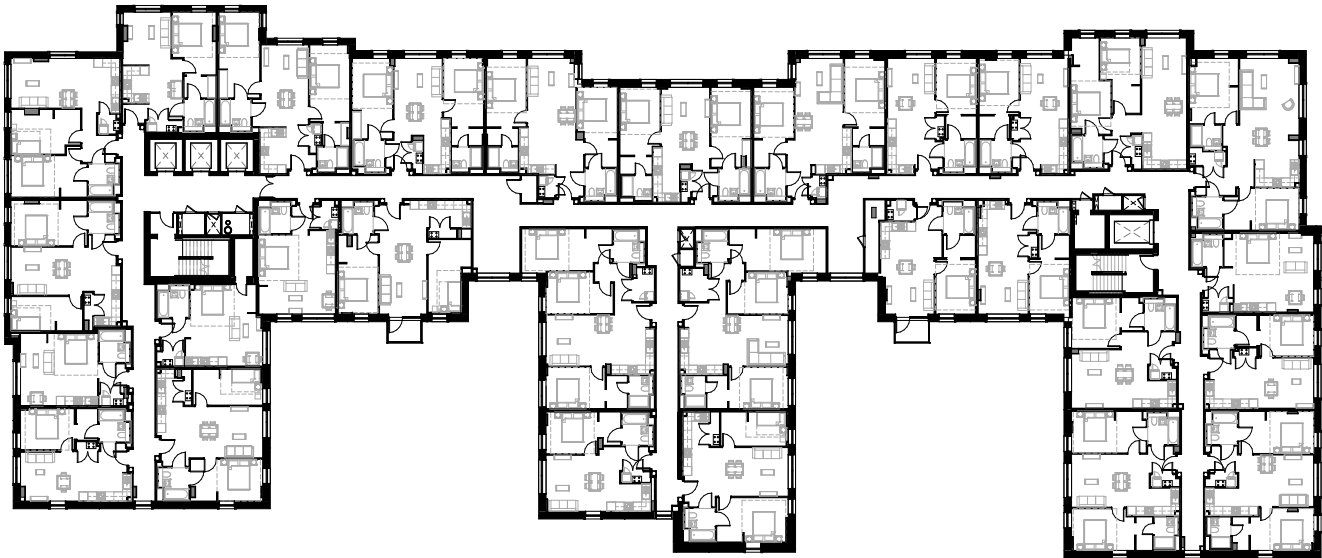
Third floor plan



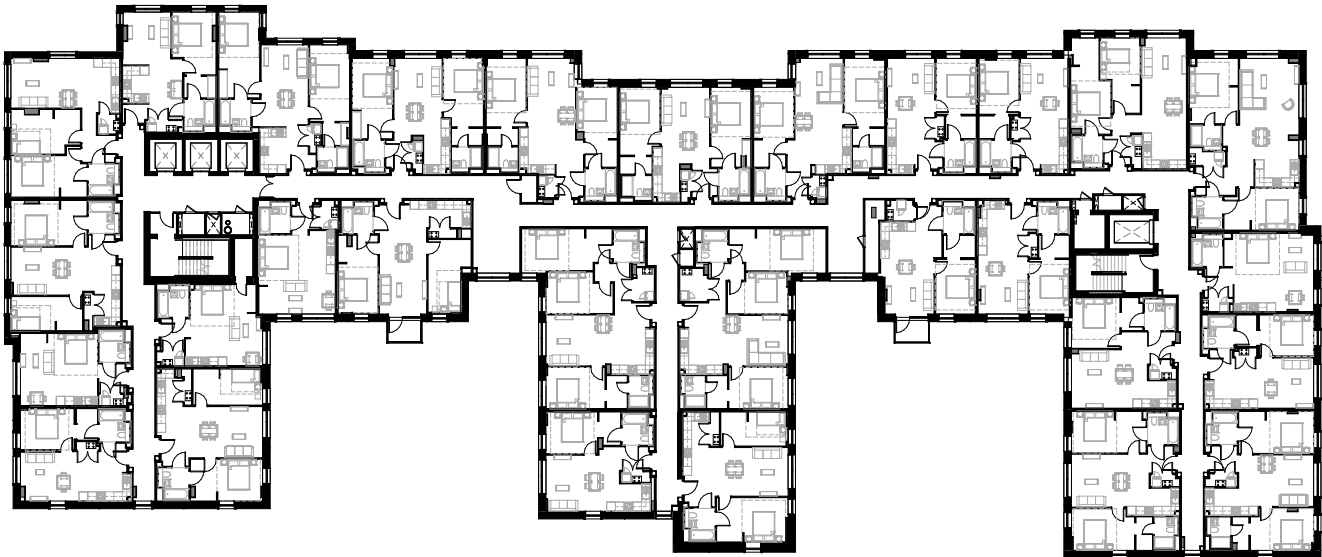
Fourth floor plan



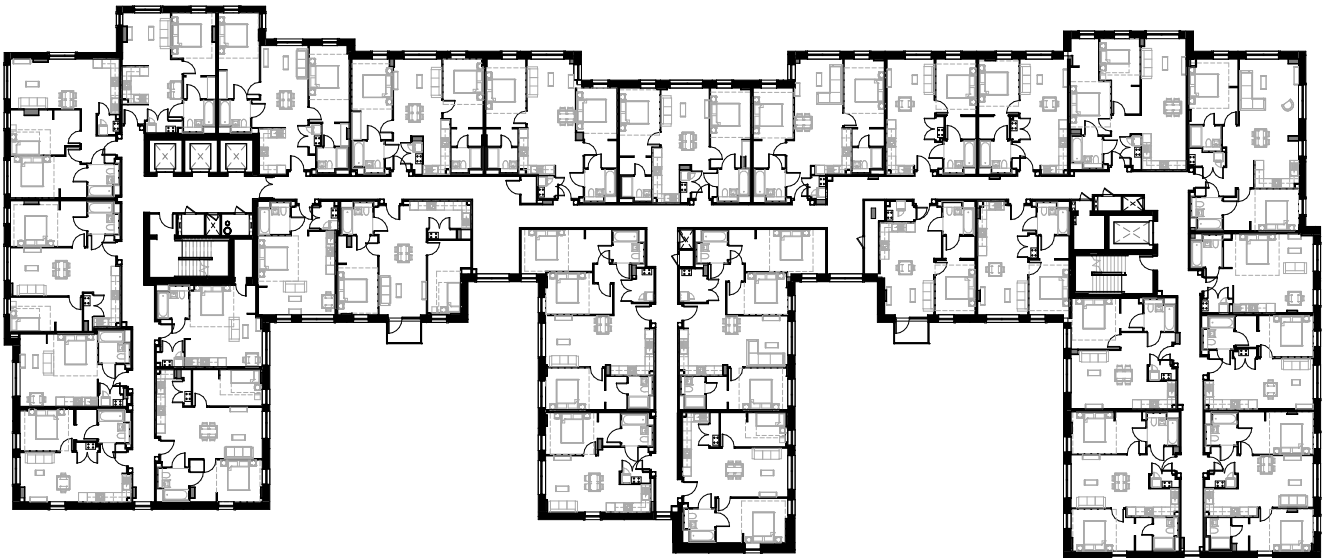
Fifth floor plan



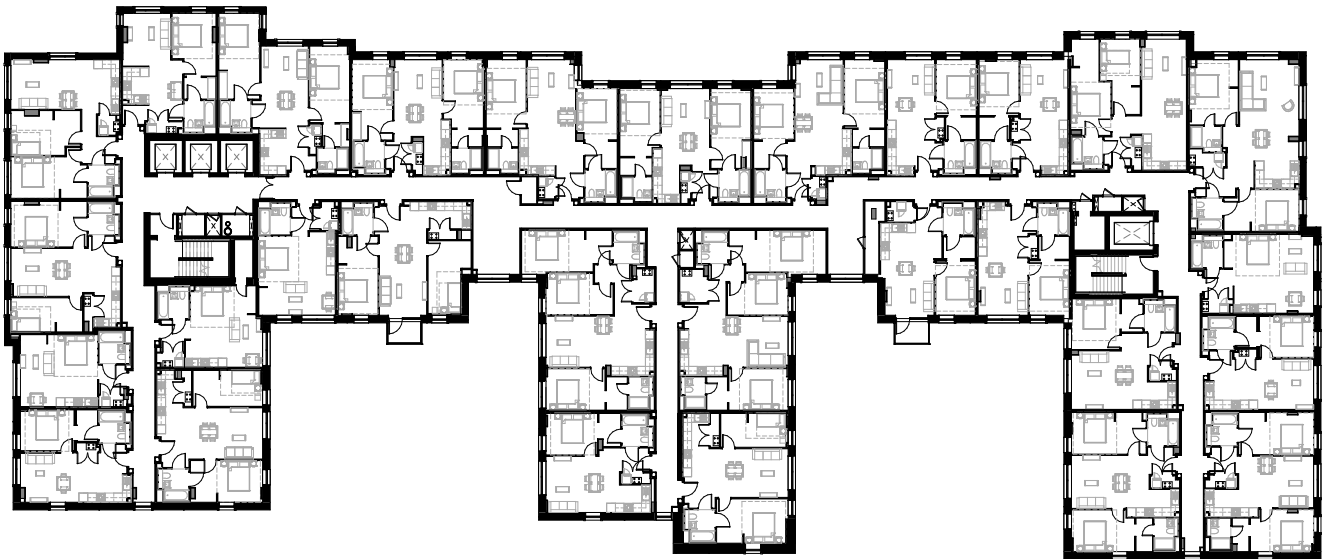
Sixth floor plan



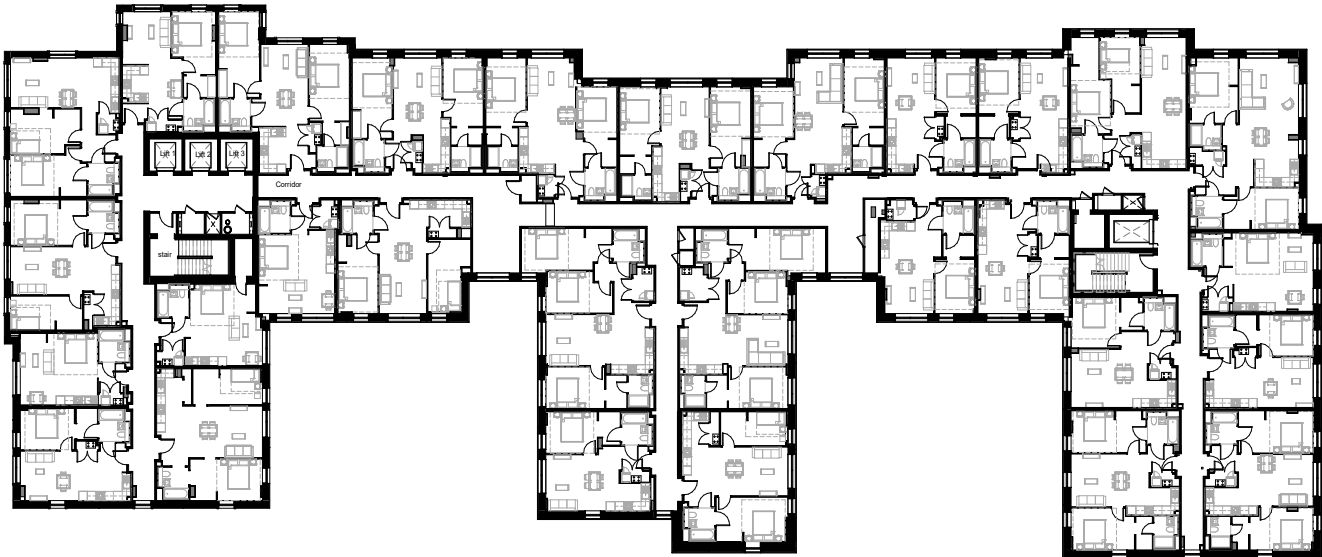
Seventh floor plan



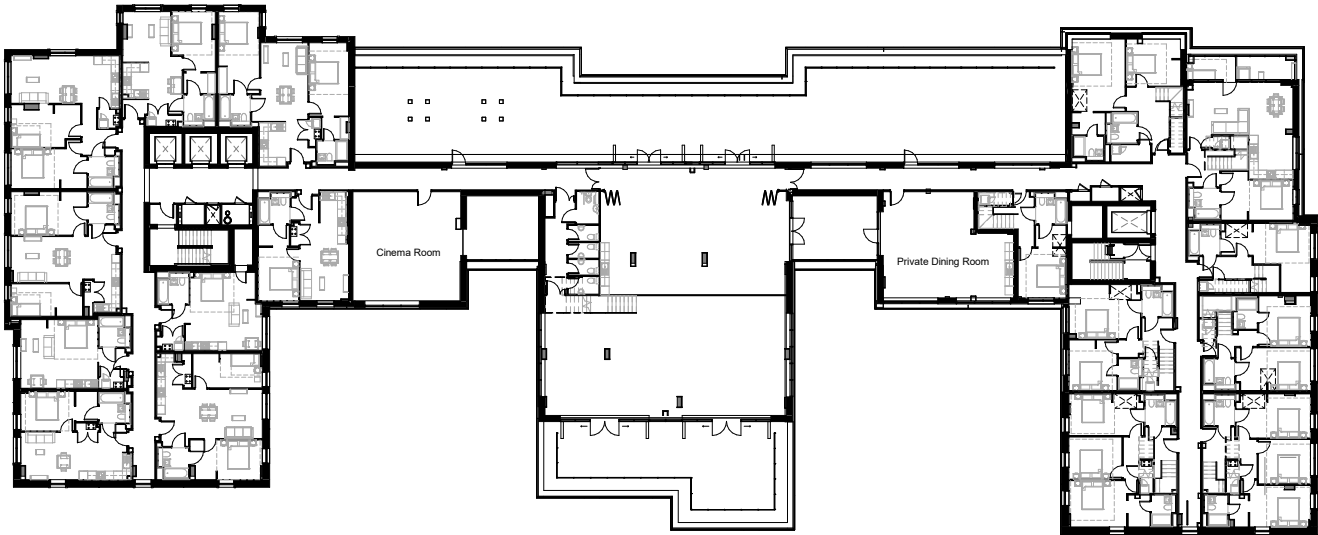
Eighth floor plan



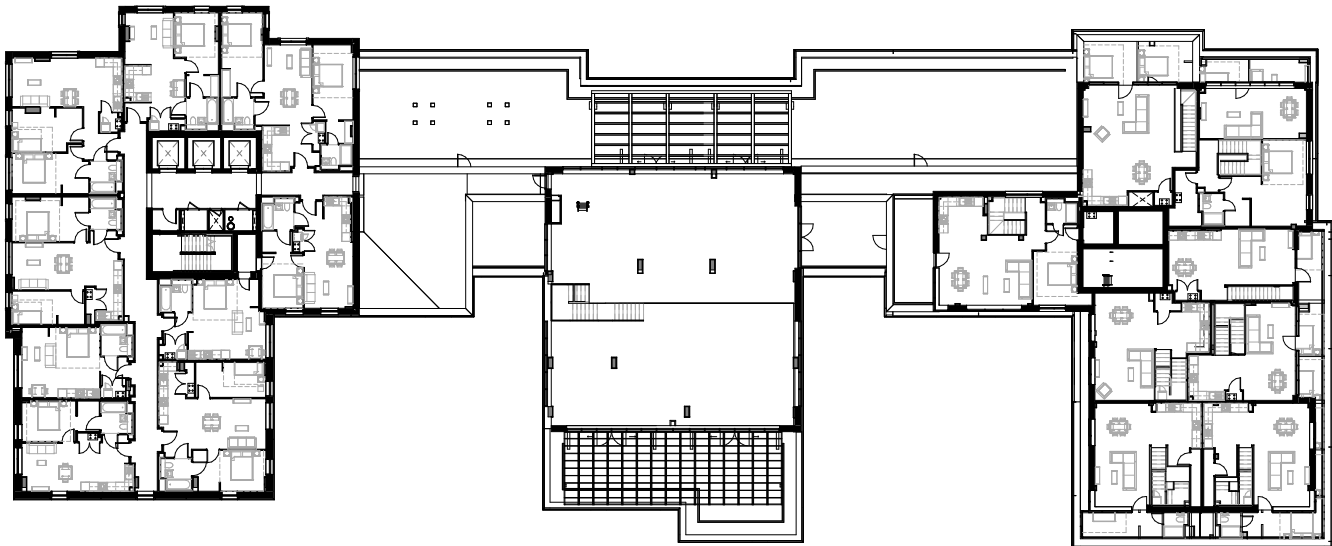
Ninth floor plan



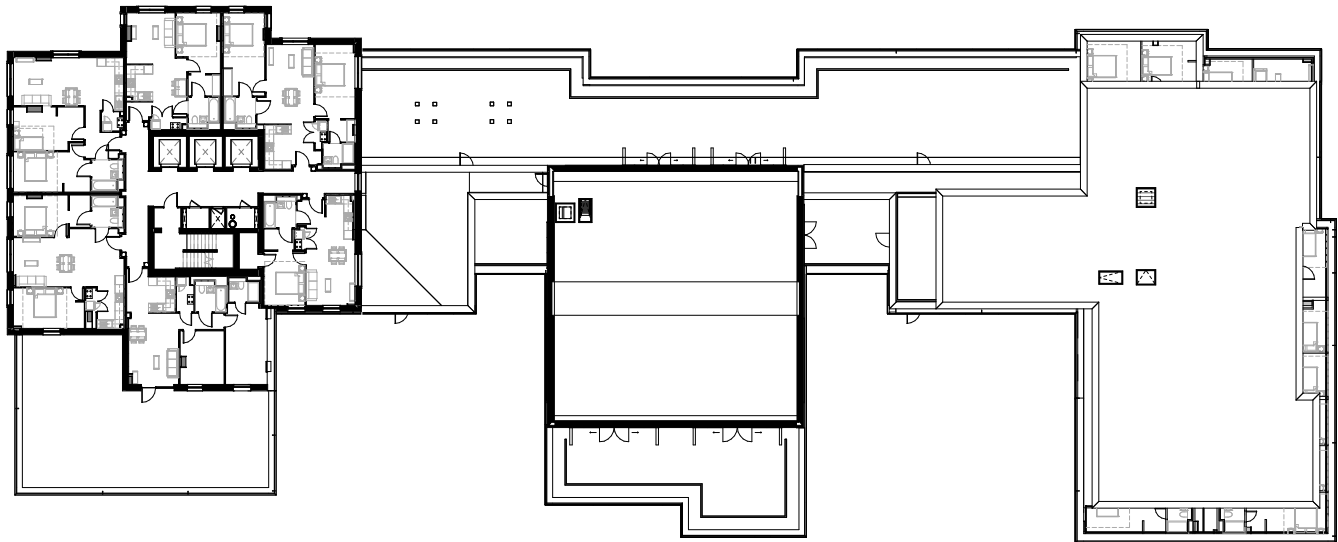
Tenth floor plan



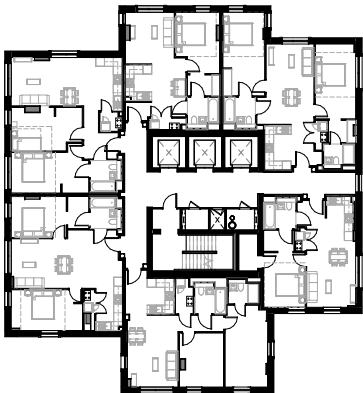
Eleventh floor plan



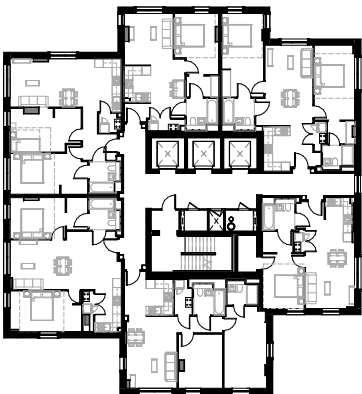
Twelfth floor plan



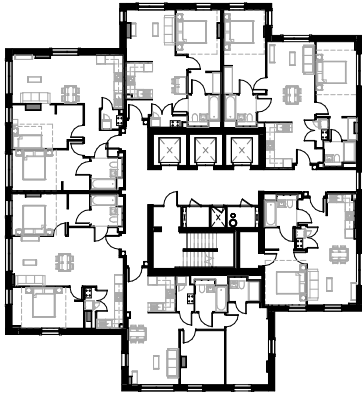
Thirteenth floor plan



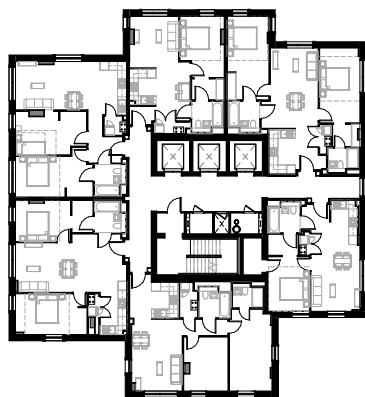
Fourteenth floor plan



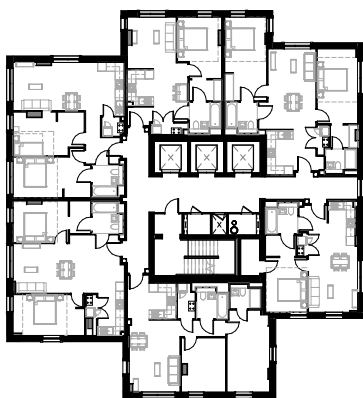
Fifteenth floor plan



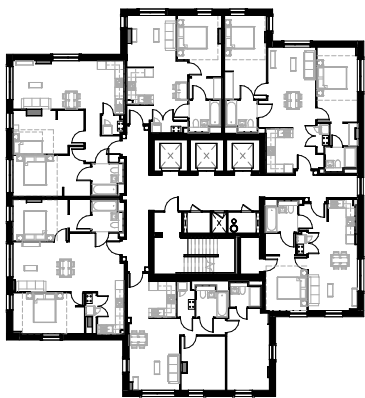
Sixteenth floor plan



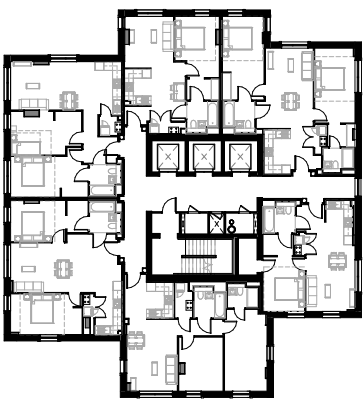
Seventeenth floor plan



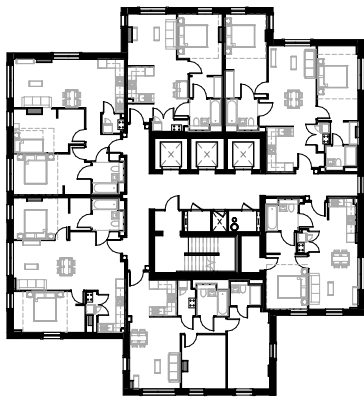
Eighteenth floor plan



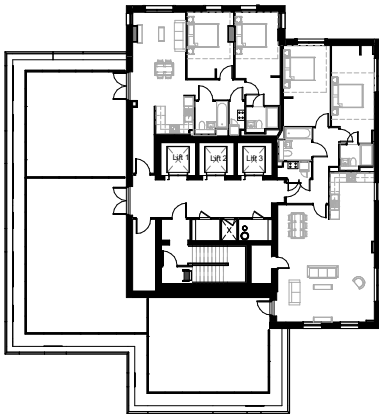
Nineteenth floor plan



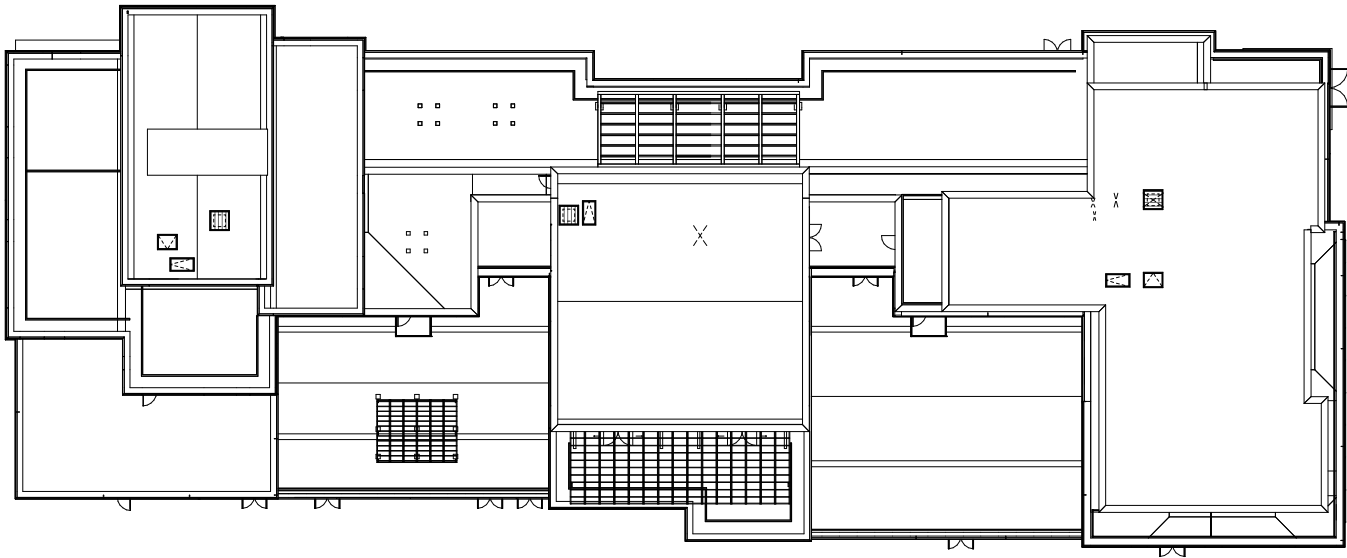
Twentieth floor plan



Twenty-first floor plan



Twenty-second floor plan



Roof plan

5.2 Proposed elevations



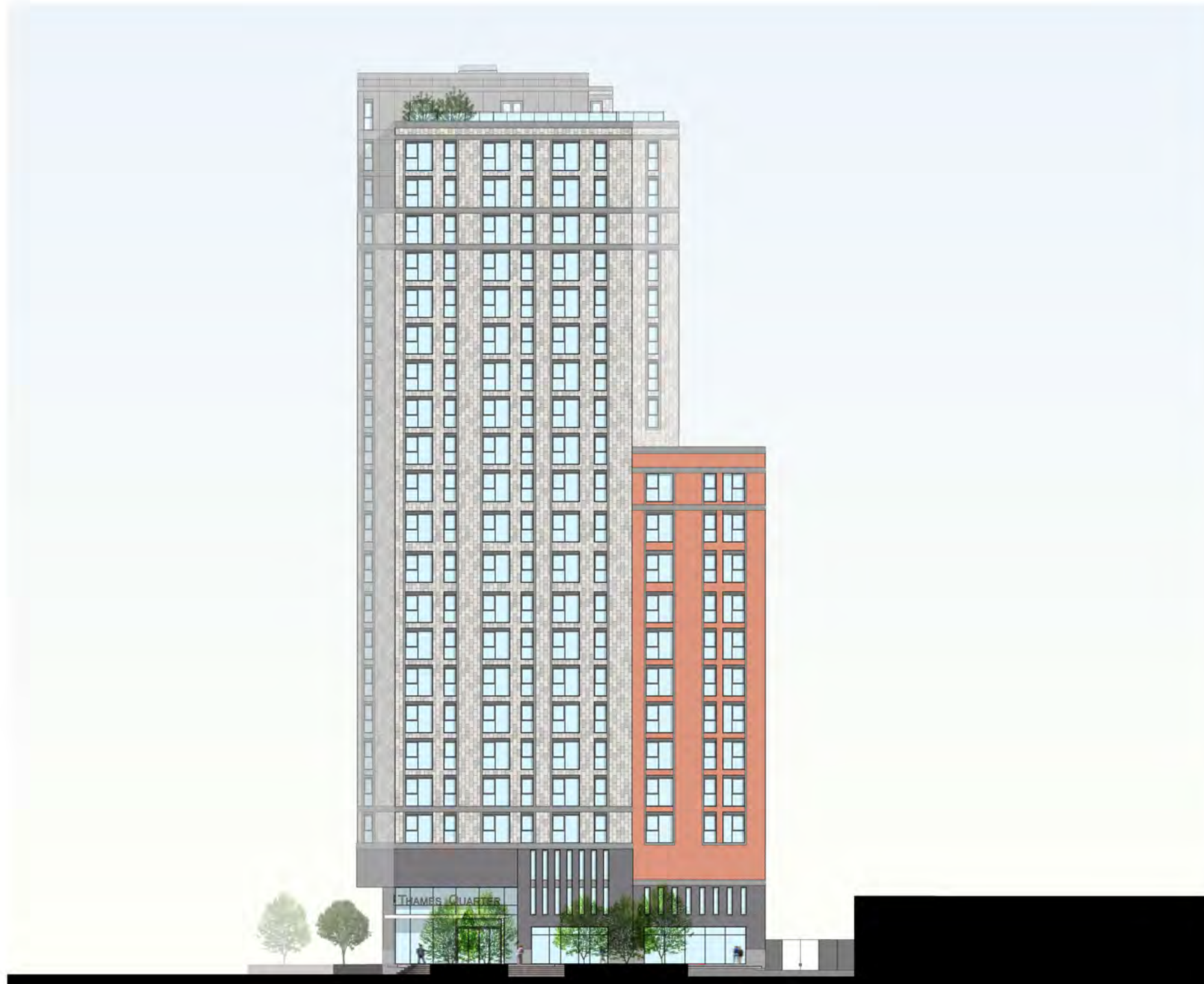
North elevation



South elevation



East elevation



West elevation

5.3 Accurate visual representations



AVR view south-east from Norman Place



AVR view south-west from King's Meadow



AVR view north north-east from Forbury Road



AVR view south-west from Kings Meadow Baths



Consented Building Model



Proposed 338 Building Model

5.4 Conclusion

The proposed development retains the overall scale, massing and appearance of the consented scheme while delivering an additional 23 homes. Overall, this will bring 338 new and much needed build-to-rent homes to the city. Car parking provision will remain the same as the consented scheme, at 49 spaces, while cycle parking will be increased to 338 spaces in the interests of promoting an agenda of sustainable transport for all homes within the development. The amended scheme will continue to facilitate the provision of the Mass Rapid Transport improvements across the front of the site.

The proposed alteration to the consented scheme makes an imperceivable impact upon the building, while allowing to more closely relate to the massing of the surrounding built context. The heights of the 'benchmark' and 'landmark' buildings are in accordance with Reading's tall building strategy and associated SPDs.

The proposal will establish a new local landmark building at an appropriate site within the 'Station Area Cluster'. The 'benchmark' building improves the setting of the King's Meadow Road and Napier Road, while the public realm improvements improve the quality of the built environment and the connectivity through to King's Meadow.

The proposed minor change will make best use of the building's highly sustainable location and, as with the approved scheme, will have high levels of environmental performance.

Its design is the considered product of a coordinated design process between the wider consultant team. This is reflected in the studies, reports and technical appraisals submitted as part of the planning application.

6.0

Chapter 6 of the “Thames Quarter, Reading: Design and Access Statement” describes the landscape elements of the consented scheme, as prepared by Gillespies.

The changes proposed within this application do not affect the site layout, masterplan, public realm design, terraces, or the hard and soft landscape strategies. Please refer to chapter 6 of the consented scheme D&A for detail of the proposed landscape strategy.

LANDSCAPE SITE LAYOUT, PUBLIC REALM, HARD AND SOFT LANDSCAPE STRATEGIES

7.0

The “Thames Quarter, Reading: Design and Access Statement” submitted in the application for the consented scheme has been included for reference.

APPENDIX
THAMES QUARTER, READING:
DESIGN AND ACCESS STATEMENT
REV A - DECEMBER 2016

STRIDE TREGLOWN