

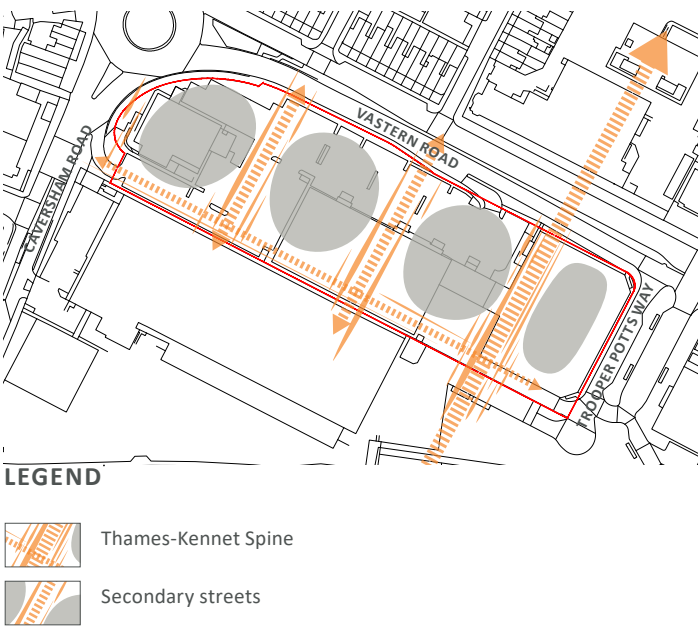
7. ILLUSTRATIVE LANDSCAPE SCHEME

7.1 LANDSCAPE STRATEGIES

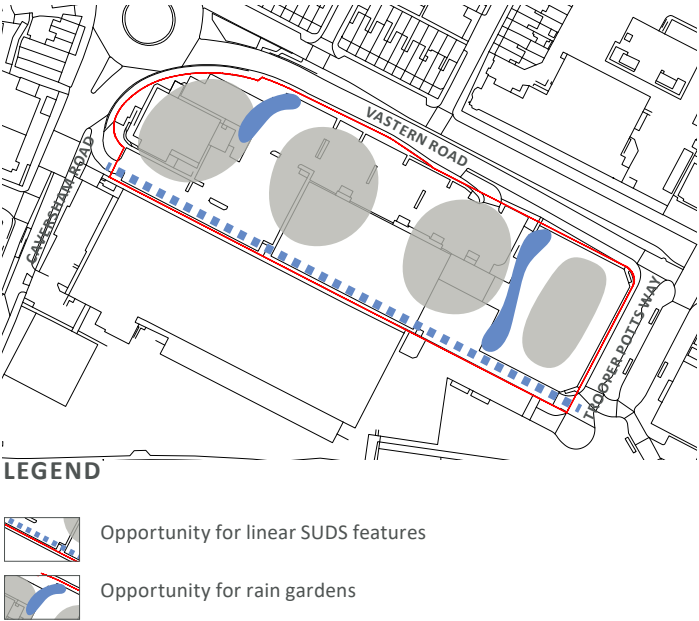
L10. Green Infrastructure



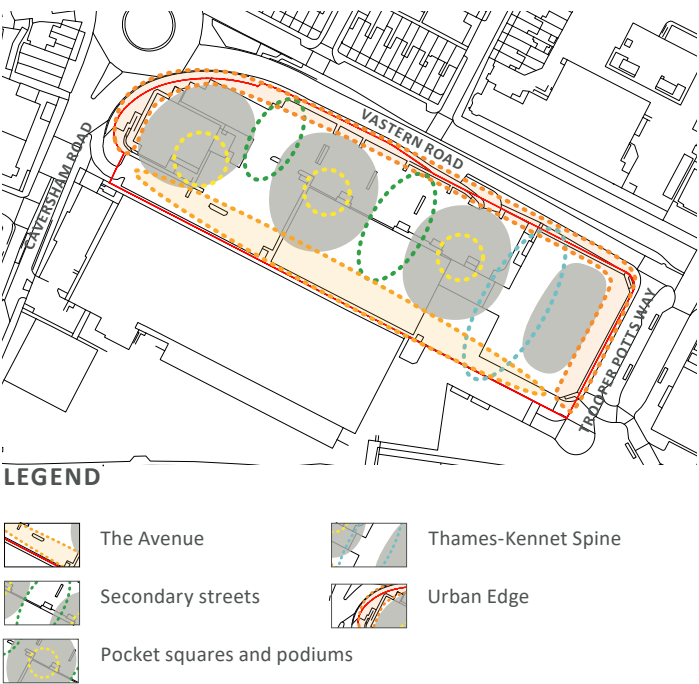
L12. Pedestrian Connections



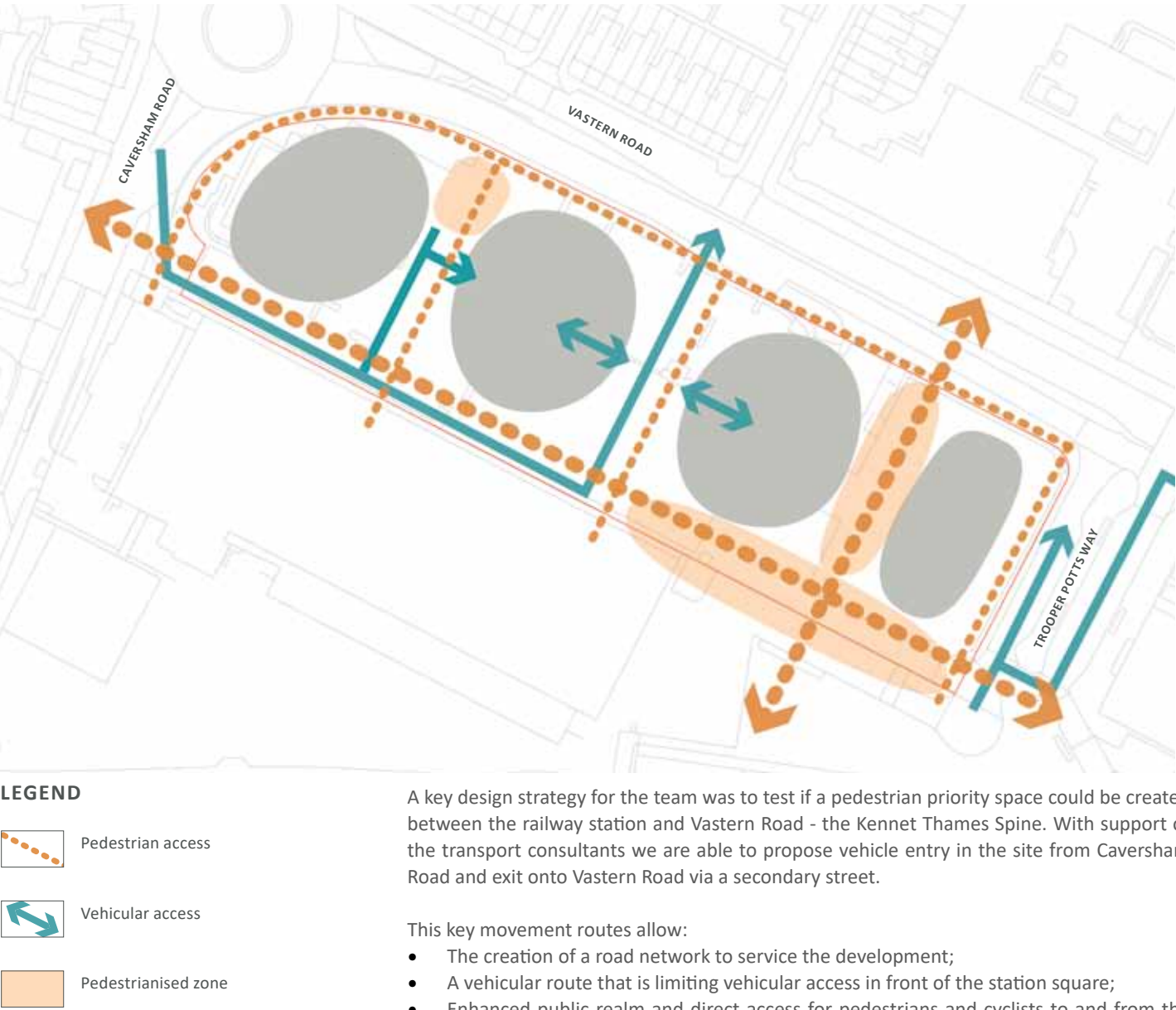
L11. Blue Infrastructure



L13. Character Areas



L14. Access Diagram



A key design strategy for the team was to test if a pedestrian priority space could be created between the railway station and Vastern Road - the Kennet Thames Spine. With support of the transport consultants we are able to propose vehicle entry in the site from Caversham Road and exit onto Vastern Road via a secondary street.

This key movement routes allow:

- The creation of a road network to service the development;
- A vehicular route that is limiting vehicular access in front of the station square;
- Enhanced public realm and direct access for pedestrians and cyclists to and from the station;
- The potential for a well connected station plaza, a key feature for the redevelopment of Reading.

7. ILLUSTRATIVE LANDSCAPE SCHEME

7.2 KENNETT - THAMES SPINE

The Kennet-Thames Spine will deliver a new strategic connection between the town centre and the River Thames, required under the local area framework. This new route will provide a car free route from the railway station to Vastern Road, which when crossed will lead to the Thames Path, King’s Meadow and over the new pedestrian footbridge to Christchurch Meadow.

The Spine will provide a generous clear route that is shared by pedestrians and cyclists. The width and treatment are designed to minimise the risk of conflict between the two different users. A secondary pedestrian only route is provided adjacent to the building on Plot D. This route is sheltered by a colonnade up to 2nd floor height.

A central green linear park using a rich mix of trees and shrubs with herbaceous planting combines both native and ornamental species to provide seasonal interest, colour and wildlife value. New lawns, within the sunniest part of the site, will provide open space for both active and passive recreational activities. Within this linear park a meandering pedestrian route is provided to allow users to explore, relax and enjoy the space at their own leisure.

High quality paving materials are proposed to create an attractive and low maintenance space. A variety of colours and patterns will help define a hierarchy of spaces with different activities, including spill-out space for commercial properties on the ground floor. A variety of seating options will be provided to ensure people can pause, rest and enjoy the space.

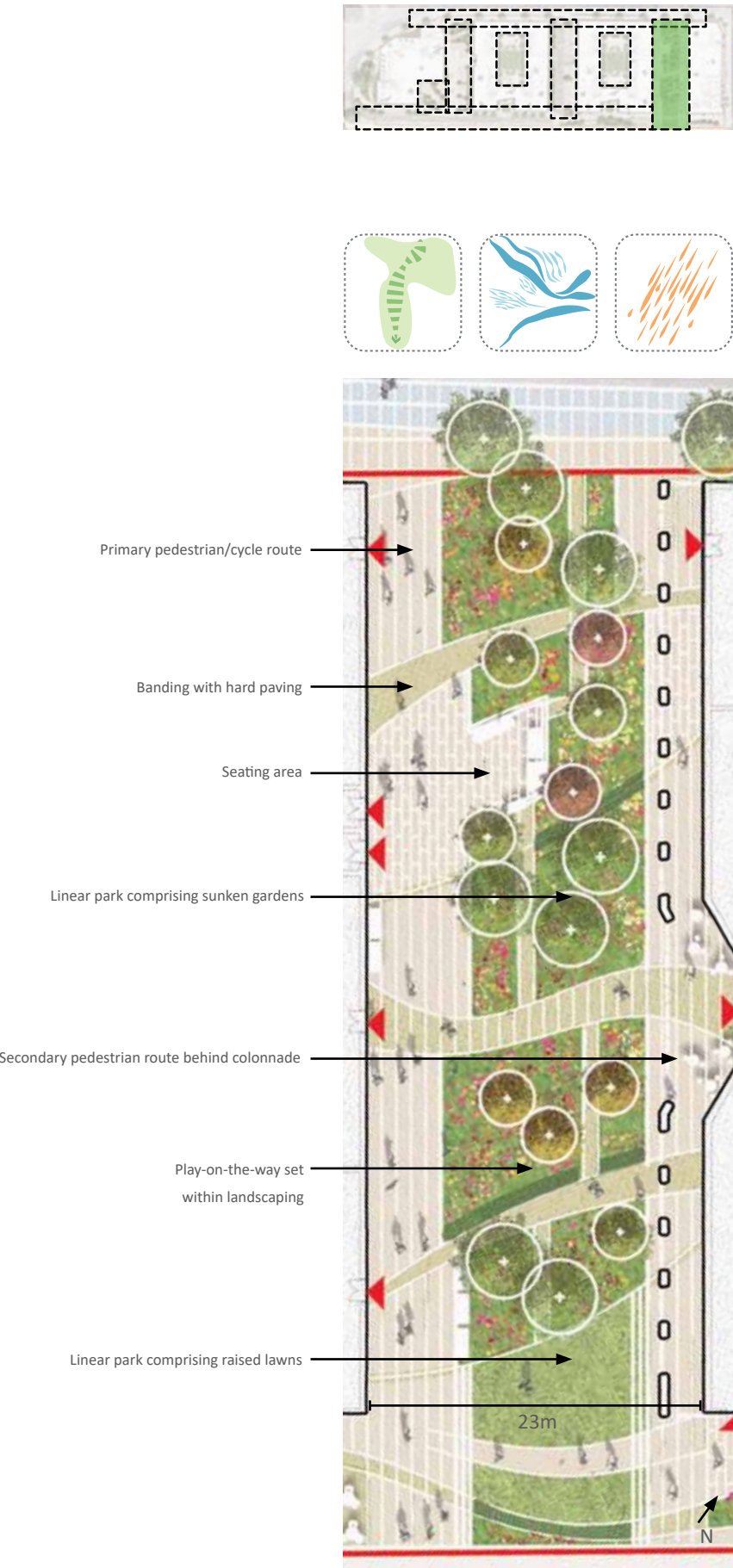


Figure L15: Kennet-Thames Spine (North-south green link)



Figure L16: Kennet-Thames Spine section 1



Figure L17: Kennet-Thames Spine section 2



Figure L18: Seating along the way



Figure L19: Generous soft landscaping



Figure L20: Open lawns and trees

7. ILLUSTRATIVE LANDSCAPE SCHEME

7.3 CHARACTER AREAS

THE AVENUE

The Avenue forms the primary access route into the Site for vehicles, and permeability for pedestrians and cyclists. This route allows access to building services, deliveries, emergency access and access to car parking.

The design aspiration is for the avenue to be a tree lined boulevard incorporating large specimen tree planting within blocks of structural shrub planting, punctuated by street side parking.

The Site access from Caversham Road will be designed to create a welcoming entrance, opening up key views into the development.

The vehicular route heads east from Caversham Road, turning north up the eastern secondary street. This allows the eastern end of the Avenue to be a pedestrianised zone, connecting the linear park and new station square. The route will provide generous landscaping with recesses for seating and building entrances.

Areas of carriageway will be kept to the absolute minimum required for access, ensuring that space for pedestrians is maximised. This will help slow and de-prioritise traffic and encourage walking journeys. Loading bays will be provided for deliveries and servicing.

The generous areas of landscape allow opportunities for rain gardens with varied planting and features that are welcoming and inviting to children to encourage play along the way.

Pavements in a high quality paving material are wide enough to accommodate spill-out spaces from the ground floor retail units.



Figure L21: Large species street trees



Figure L22: Large species street trees

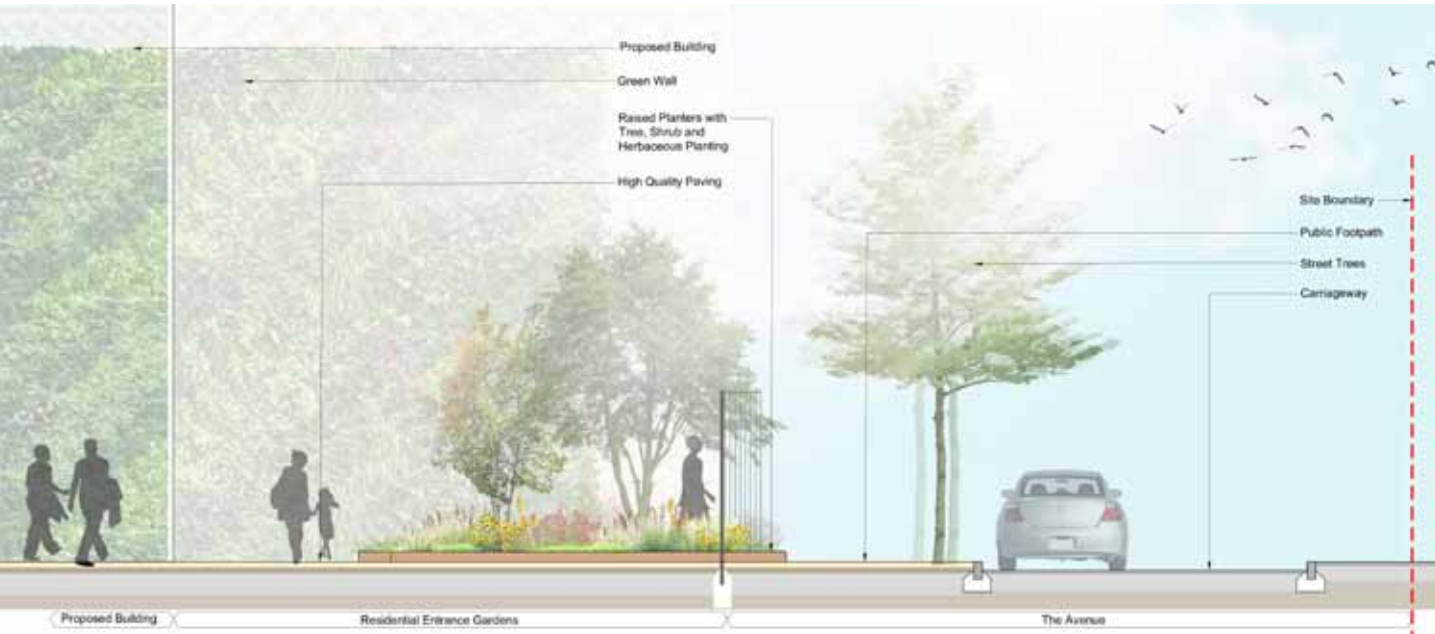


Figure L23: The Avenue section



Figure L22: The Avenue

7. ILLUSTRATIVE LANDSCAPE SCHEME

SECONDARY STREETS

The secondary streets provide access through the Site for blue badge parking and servicing.

The eastern street is one way for vehicles and provides egress onto Vastern Road. It will use high quality kerbs and paving with a contrasting material or colour tone to demarcate the blue badge parking bays. This street will be a shared surface, acting as a link between Vastern Road and The Avenue for pedestrians.

The vision for the western street is for a shared surface with priority given to pedestrian and cycle use. The pocket park at the end of the street creates the opportunity for increased tree planting and improves separation between the development and Vastern Road. A simple palette of hard landscape materials is proposed, block paving and flush granite kerbs.

The western street also opens onto the entrance plaza to provide and reinforce pedestrian priority. Servicing will be via the shared surface space on the western street.

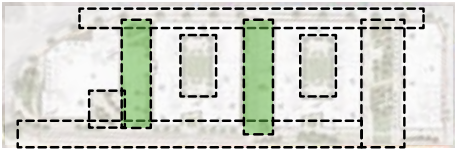


Figure L25: The western secondary street



L26: Illustrative View of the Eastern Street

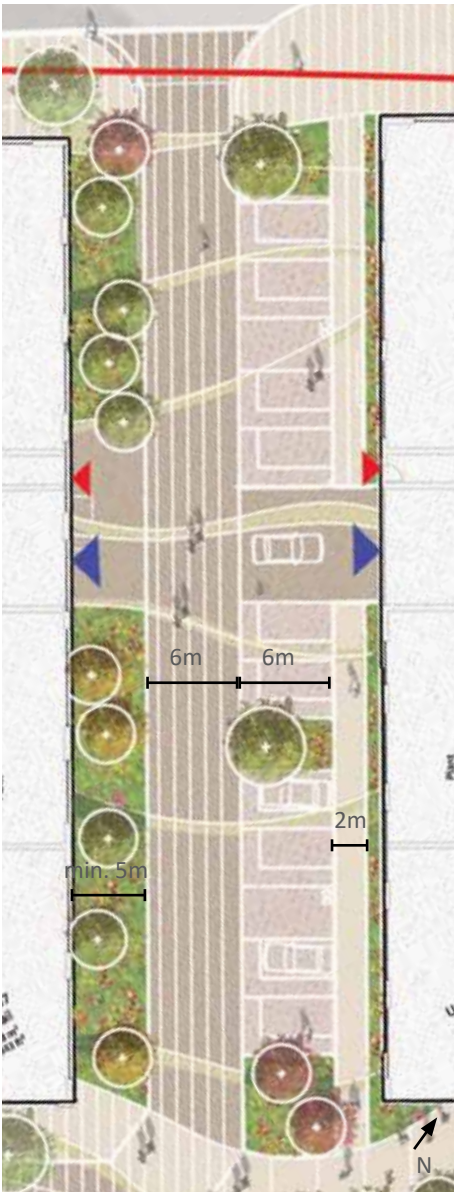


Figure L29: The eastern secondary street



Figure L27: Street level soft landscape



Figure L28: Street level soft landscape

7. ILLUSTRATIVE LANDSCAPE SCHEME

URBAN EDGE

The Urban Edge forms the frontage of the development to Vastern Road and Caversham Road.

The Urban Edge will provide a positive setting to the development where it faces the two main roads. It will have a width no smaller than 5m, which will allow for a pedestrian and cycleway alongside soft planting where space allows.

Final tree positions will need to be coordinated with existing services that might overlap with the proposed footway.

The dedicated cycle route will improve transport for both existing commuters and new users on routes between Caversham down the town centre or the Railway Station. This will be facilitated by a new pedestrian crossing across Vastern Road, simplifying the journey across the dual carriageway.

The plan seeks to retain a group of existing, large street trees adjacent to the Site entrance along Caversham Road where possible, enhanced with new planting to create a welcoming edge to the development and retain maturity in the landscape.

The works beyond the Application Boundary are indicative as these are dependent on further agreement.



Figure L30: Large species street trees



Figure L31: Trees providing shade



Figure L34: Cyclist friendly routes



Figure L35: Robust landscape features



Figure L32: Biodiverse sustainable planting



Figure L33: Urban edge



Figure L33: Urban edge

7. ILLUSTRATIVE LANDSCAPE SCHEME

PLAZA

The Plaza adjacent to Plot A is a high quality space which welcomes both residents and the wider public. The space will be framed by substantial quantities of soft landscaping and will incorporate dynamic paving designs. Large species trees will be used so that as they grow they will add maturity to the landscape and shelter for users and passersby.

The lighting scheme will ensure the space is welcoming through the dark hours, with a unique theme to help differentiate the space from others across the site. Large spill-out areas will provide space for ground floor cafes and restaurants to provide alfresco dining opportunities. This will ensure a bustling and activated space with people coming and going throughout the day.

An exemplary planting scheme will ensure the space looks good throughout the year, with a riot of colour in the spring and summer months.



Figure L41: Plaza section

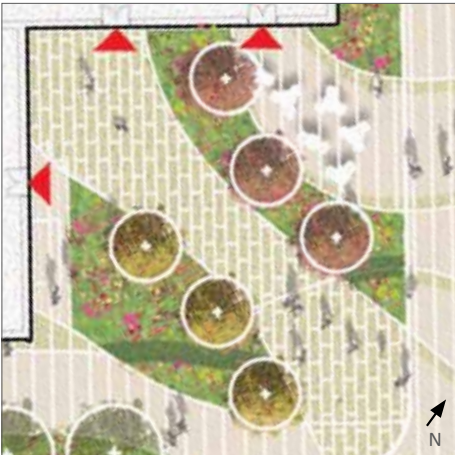


Figure L37: Riverine paving bands



Figure L39: Riverine paving bands



Figure L38: Riverine paving bands



Figure L40: Riverine paving bands

PODIUMS

The first floor podium gardens provide high quality and enjoyable amenity space for the new residents in the development, ensuring they have a shared outdoor space to enjoy the outdoors and promote wellbeing.

The proposals provide a variety of spaces that create a green setting for different outdoor activities like reading, sunbathing, walking, eating and relaxing.

A diverse range of perennials, bulbs, shrubs and small multi-stem trees in raised planters provide visual interest for residents, mark the changing of the seasons, and provide varied habitat for local birds and invertebrates. Central lawns will provide open space for residents to relax, have picnics and for children to play.

Ample seating in the form of comfortable benches will ensure the space will be well-used and welcoming to all residents.



Figure L43: Podium garden



Figure L44: Podium garden



Figure L42: Attractive planting



Figure L46: Podiums



Figure L45: Social spaces

7. ILLUSTRATIVE LANDSCAPE SCHEME

7.4 GREEN ROOF

Where possible the proposed buildings will seek to provide green roofs to encourage biodiversity and local wildlife. These will use a diverse mix of sedums and wildflowers that will provide habitat and food for bees, butterflies, insects and birds.

Biodiversity features will include mounded substrate and large rocks, to mimic brownfield, low fertility habitats that are at risk of being lost in our cities. The exposed, sunny aspect of the roof will provide a unique habitat that will compliment the more lush, denser vegetation of the shrubs and tree canopies at lower level.

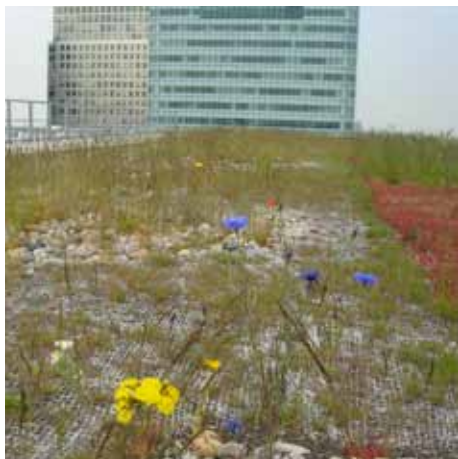


Figure L45: Biodiverse green roof



Figure L46: Biodiverse green roof



Figure L47: Biodiverse green roof
Example of a biodiverse roof with a variety of substrates and standing water.

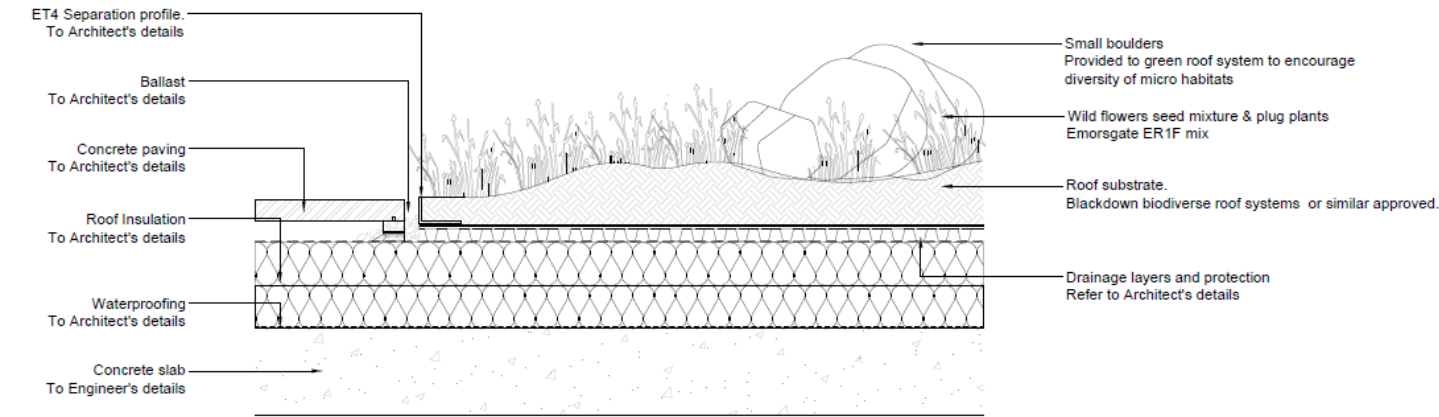


Figure L48: Biodiverse green roof section

7.5 PLAY

Doorstop play for children will be a crucial part of the amenity provision on the site. All young children deserve somewhere safe to play outside and within easy reach of where they live.

A combination of playable landscape on the ground floor, and safe, inclusive play features on the podium gardens will ensure the youngest residents have somewhere to explore, socialise, experience and enjoy the outdoors.

Due to the Site's location on the Kennet-Thames Spine, the design will provide 'play along the way', encouraging children to enjoy the route between Caversham and Reading.

The closest existing play area to the Site is the play park in Christchurch Meadows 400m away. This also includes a public swimming pool and tennis courts. This would involve a 5 minute walk across Vastern Road (facilitated by the new crossing) and over the new Christchurch pedestrian bridge.



Figure L50: Play along the way

Other play areas nearby include Kings Meadow Play Park (circa 600m to the East), which includes dedicated play equipment, with the adjacent open fields along the Thames providing informal recreation space.

Victoria Park is approximately 800m from the Site, with a dedicated, equipped play area around 11 minute walk away.

The dedicated play area in Rivermead Park is also 800m away, with a walking distance of circa 11 minutes. Rivermead Park has extensive open fields and a variety of dedicated sports facilities for older children.



Figure L49: Local play areas



Figure L51: Play along the way

7. ILLUSTRATIVE LANDSCAPE SCHEME

7.6 MATERIALS

Material selection will be of a high standard, appropriate for a site that forms a key gateway to Reading. This will ensure a positive contribution to the local environment.

Paving materials include a robust palette of high quality pavers and cobble setts suitable to the urban setting while also reflecting the local character. A variety of textures, patterns and sizes will help denote hierarchy within the street scene, assisting with wayfinding across the Site.

Furniture will be consistent across the Site to give it an identity, while being practical and welcoming.

Street furniture within the highway in land proposed to be adopted will meet the Highways Authority’s adoptable standard.



Figure L55: Cycle parking



Figure L56: Warm coloured block paving



Figure L57: Bollards



Figure L58: Warm coloured slab paving



Figure L59: Robust planters/seating



Figure L60: Robust planters/seating

7.7 TREE STRATEGY

The tree strategy for the Site will use a mix of tree species of varying scales, creating a tree hierarchy which increases biodiversity and insurance against future disease or failure.

Large species semi-mature trees will be used along the Avenue to create a uniform, formal character for the primary thoroughfare.

Trees along the secondary streets will be medium and small specimens. Trees will be selected to have a minimum clear stem of 2m when proposed in important sight lines or adjacent to parking bays.

Trees within the Thames-Kennet Spine will be of a more gardenesque character, using ornamental species and multi-stem varieties to create a more intimate landscape.

Indicative Tree Species

The Avenue

- L58. Corylus columna
- L59. Liquidambar styraciflua
- L60. Tilia cordata ‘Green Spire’

Secondary Streets

- L61. Acer campestre
- L62. Carpinus betula ‘Frans Fontaine’
- L63. Pyrus calleryana ‘Chanticleer’

Thames-Kennet Spine

- L64. Acer palmatum
- L65. Amelanchier lamarckii
- L66. Betula utilis ‘Jacquemontii’
- L67. Prunus umineko



7. ILLUSTRATIVE LANDSCAPE SCHEME

SOFT LANDSCAPE

The planting palette for the scheme has been chosen for its variety of colours and forms, using key species as opposite. Differing colour schemes, such as ‘cold’ and ‘warm’, will help define different character areas and add variety in the landscape.

The palette will ensure there is year round interest with evergreen species, interesting bark, stems, flowers and berries. Plants chosen will be resilient and suitable to the urban context and high pedestrian footfall.

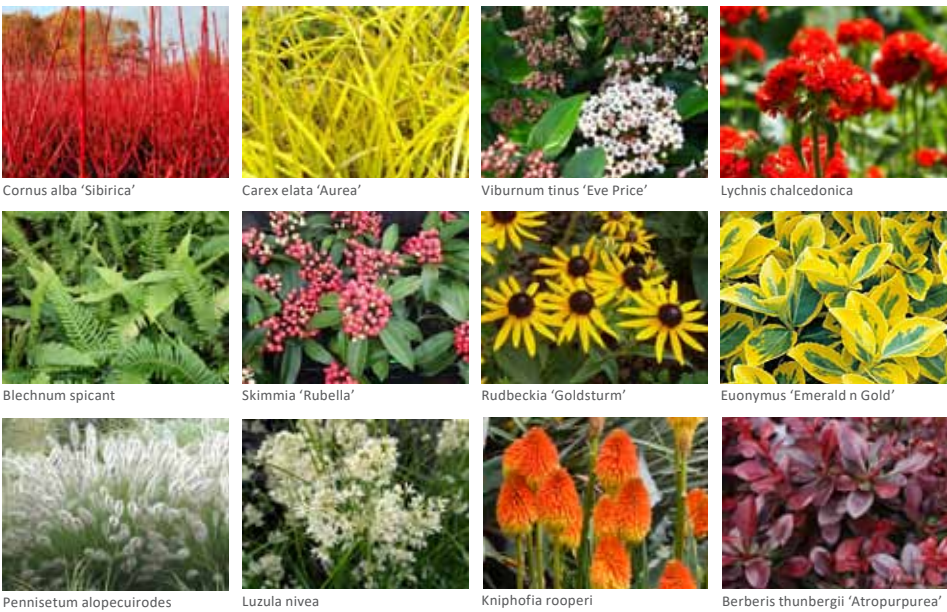
Species rich in nectar for local pollinators and deciduous shrubs like *Cornus* will increase the biodiversity of the site.

In areas of rain gardens, species chosen will be taken from riverine typologies, ensuring they are drought tolerant to match the permeable substrate as well as able to cope with flood events.

‘COLD’ COLOURED SPECIES PALETTE



‘WARM’ COLOURED SPECIES PALETTE



7. ILLUSTRATIVE LANDSCAPE SCHEME

7.8 ILLUSTRATIVE LANDSCAPE MASTERPLAN



LEGEND

 SITE BOUNDARY

 PEDESTRIAN ACCESS

 VEHICLE ACCESS

 1 PEDESTRIANISED GREEN STREET

 2 RESIDENTIAL SECONDARY STREETS

 3 THE AVENUE

 4 PLAZA

 5 ACTIVATED FRONTAGE / SPILL OUT SPACES

 6 RETAINED EXISTING TREES

 7 PODIUM GARDENS

 8 NEW STREET TREE PLANTING

 9 ACCESSIBLE PARKING BAYS (20 TOTAL)

 10 SITE VEHICULAR ACCESS

 11 SEMI PRIVATE ENTRANCE GARDENS

 12 SUNNY RAISED LAWN

ColladoCollinsArchitects