

Latest Scheme Amendments

Brief Summary of Changes

Further to our meeting on 26th May 2021, I thought it would be helpful to provide an aid memoir of the minor modifications in response to the observations discussed on that date. The revised drawings and schedules capture these but do not affect the scheme in a substantive way.

In summary, the drawings have been amended to show: -

1. The phasing Plan has been adjusted to reflect the sequence of works and to ensure that the new avenue connecting the north station square to Caversham Road is undertaken at the outset. A description of sub and superstructure is suggested below.
2. The re-adjusted the access and location of the cycle entrances and access to both office buildings and building A. The numbers remain very similar and are compliant or in excess of Reading parking policies.
3. The cycle lane along the avenue has been revised in accord with your highway's colleagues' requirements.
4. We have provided alternative scenarios for the Avenue east west access road in the eventually either our site or the AVIVA site comes forward first to avoid doubling up on roads. These are diagrammatic representations but use both current scheme layouts as a baseline which set out the parameters.
5. The Network Rail (NR) access off Caversham Road has been extended to enable a 16.5M vehicle to drive off the road in front of the retractable bollards for emergency NR access.
6. Disabled parking bays have been added with better adjacent to latter phase (phase 6) of the development to give better provision for the disabled and the disabled bay in front of the retail unit under building E has been re-designated for the health centre.
7. We have now designated the affordable units on the plans broadly in line with the agreement for 16% affordable overall. We have also adjusted the building G layouts to provide two one beds in lieu of the two studios, as requested. This is reflected in the revised schedule of accommodation and provides a slightly greater number of affordable habitable rooms.

To explain point 7), we reviewed the e mail regarding affordable, which mentions both affordable rent (AR) and shared ownership (SO) as 53/ 47 units (that's 16.13%) respectively but was not reflective of habitable rooms. The attached schedule suggests two Shared Ownership (SO) units in building F, which is rather unwieldy and requested that we make the 2 studios into one bed. In doing this we have omitted the two separate SO units and concentrated the affordable in the two standalone buildings G & H and have redesigned to convert the studios to one beds.

In percentage and number terms,

- Scheme was 1550 HR but will now be 1552 with the redesign of studios to one beds.
- The AR building G was 146 hab rooms and becomes 148.
- The SO building stays at 113 hab rooms.
- This totals 261 hab rooms, which then equates to 16.82% a slight increase in affordable but allows for easy management of the two designated buildings.
- The AR units HR's are 57% (56.7% to be precise) and the SO as 43%.

As point 1), we would suggest the following definitions for the phasing plan: -

Sub structure

'All work below underside and including the ground floor slab, including finishes and damp-proof membrane, together with relevant excavations and foundations (includes walls to basements) and removal of existing buildings ground floor slabs and foundations'

Superstructure

"All work to the buildings in creating the structure and finishes above ground floor slab level"

These drawings and schedule now reflect the changes discussed and subject to any comments or observations have been adjusted on the newly submitted material. We have provided a separate issue sheet listing which drawings have been adjusted in this process, noting their new revisions.