STATION HILL NORTH
READING

ADDENDUM TO THE DESIGN & ACCESS STATEMENT
HYBRID PLANNING APPLICATION

MAY 2020

SH READING MASTER LLP

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STATION HILL
TRANSFORMATIVE CHANGE FOR READING

This Design and Statement addendum is submitted in a continued effort to work with Reading Borough Council to deliver an outstanding regeneration project at Station Hill that will be a new gateway for Reading.

This document does not seek to duplicate the information contained within the December 2019 Design and Access Statement, but instead provide clarifications in response to the consultation comments and detail the proposed amendments made to the scheme. This document should be read alongside the Design and Access Statement dated 2019, the full set of Parameter Plans and the Design Code.



Illustrative CGI - One Station Hill and Station Hill Plaza with Reading Station in the background



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1.0

INTRODUCTION

1.0 INTRODUCTION

1.1 INTRODUCTION

This Design and Access Statement addendum has been prepared to clearly set out the proposed amendments that are sought to the Station Hill North, Hybrid planning application (ref. 192032). The revised submission comprises scheme enhancements that have been developed by the project team since the date of submission and responses to consultation comments received from Reading Borough Council ('RBC') as well as comments raised by other third party organisations. The revisions to the proposed development have been discussed in detail with RBC prior to this submission, and comprise the following:

1. Refinement of The Rest
2. Further development of Station Hill Plaza
3. Reduction in width to the Link Bridge
4. Relocation of the Garrard Street Stair
5. Optimisation of One Station Hill
6. Reduction in height of the Maximum Plot Parameter
7. Increased minimum width to Phase 3 Core Public Realm

PHASE 1
(Approved & Under Demolition)

PHASE 2
(Detailed Application)

PHASE 3
(Outline Application)



Station Hill Masterplan

2.0

DETAILED APPLICATION

2.0 DETAILED APPLICATION

2.1 PUBLIC REALM

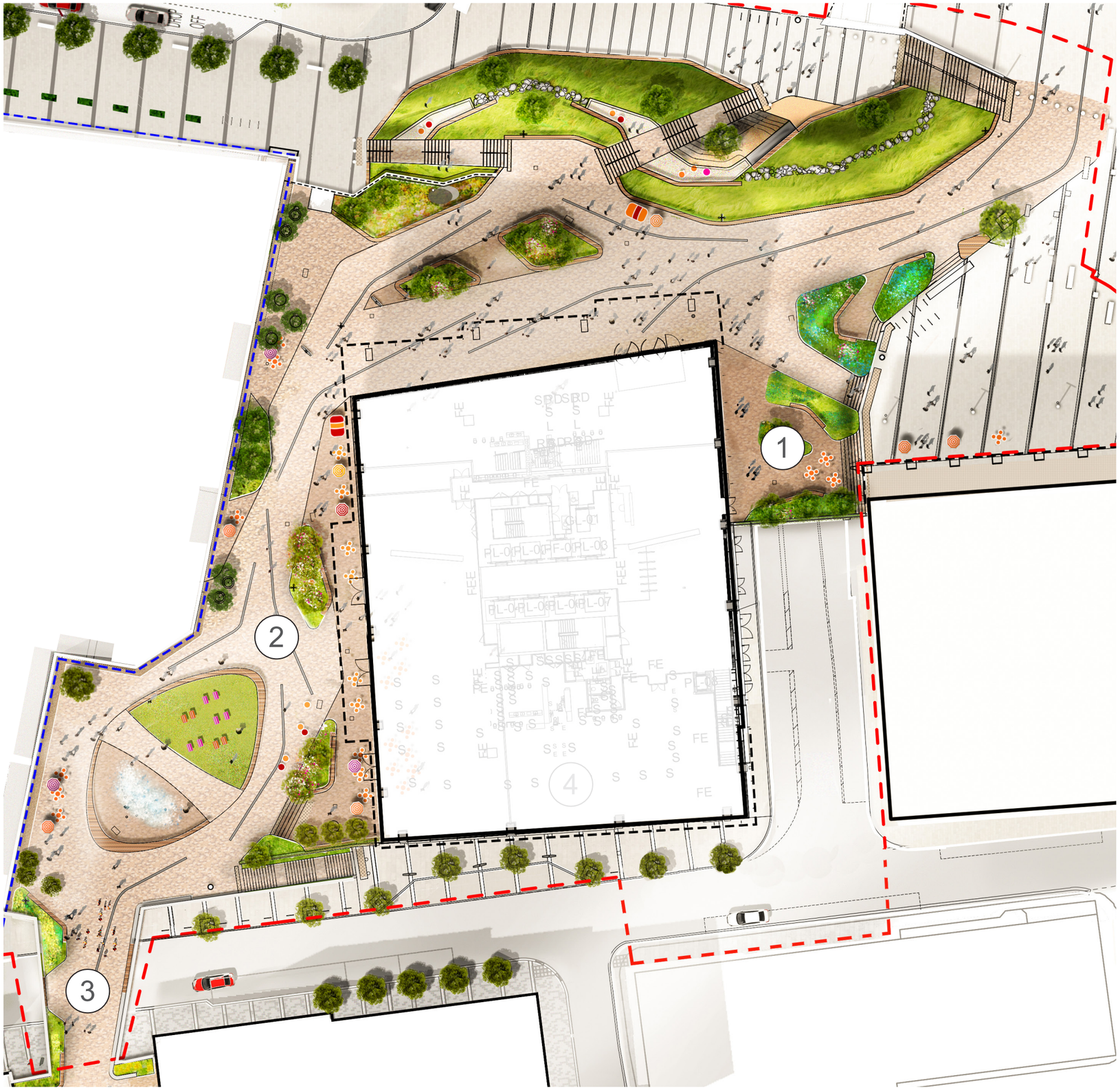
Since the submission of the Planning Application in December 2019, the design of Phase 2 has continued to progress through design development. Enhancements to the project have been incorporated in response to feedback received in public consultations, pre-application meetings with RBC, and input from the consultant team. Some of the main project enhancements relate to the following areas of the project:

1. The Rest

2. Station Hill Plaza

3. The Link Bridge

4. One Station Hill



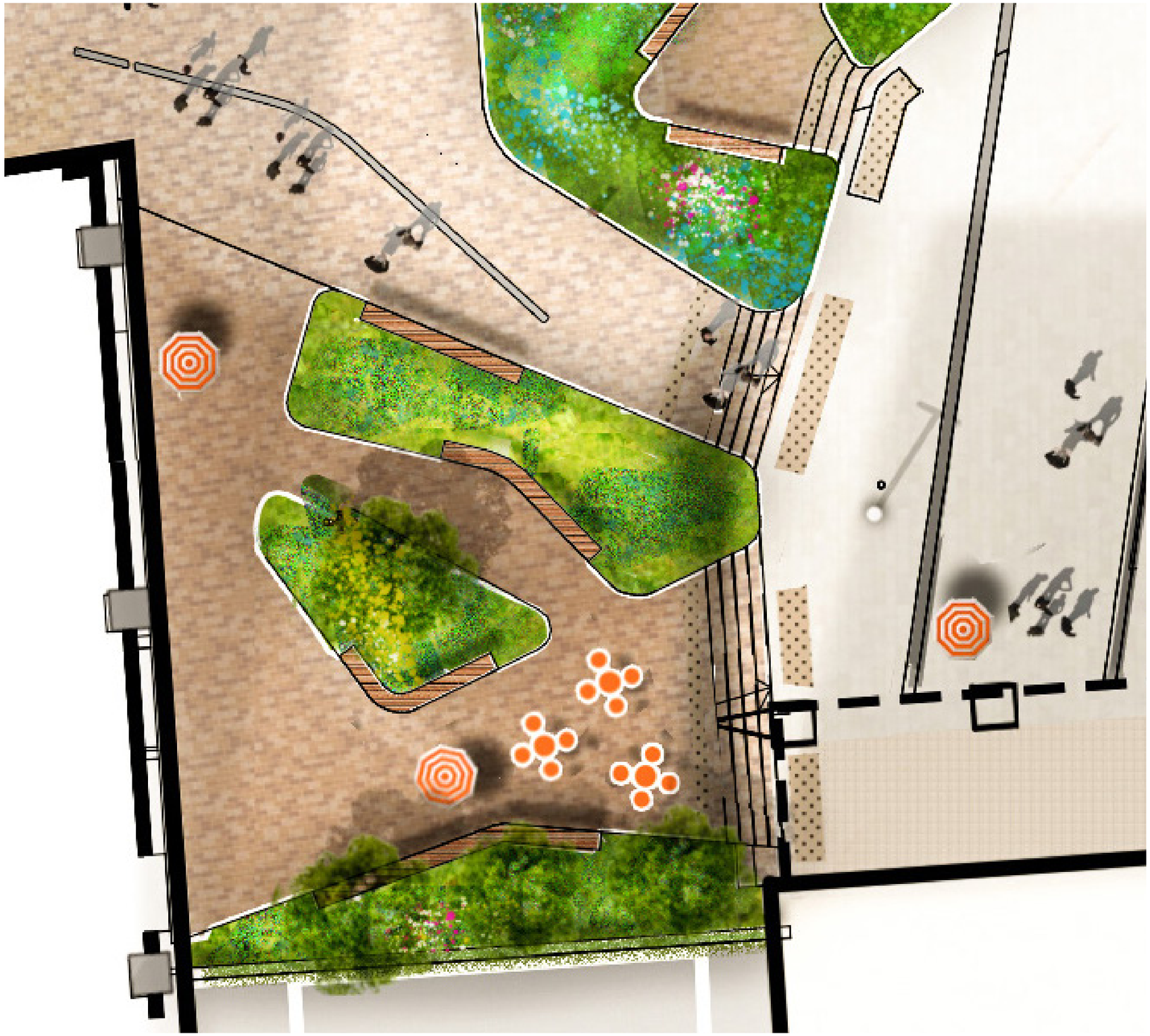
2.0 DETAILED APPLICATION

2.2 THE REST

The design of The Rest was optimised; the podium edge was pushed back (towards the north) to create a more successful space with improved landscape features for One Station Hill and the neighbouring Thames Tower, the proposed design will:

- Align the Public Realm more closely with the buildings to reduce dead-end / unsupervised spaces to address SBD issues (Secure By Design).
- Reducing the overhang to the servicing bay will allow more daylight into the space creating a safer work environment. This also improves vehicle clearance and access to the loading bay which serves Station Hill, Thames Tower and the SSE substation.
- Create a better interface between Thames Tower and One Station Hill, resulting in a more successful space for the neighbouring property.
- Improve the quality of the landscape elements as well as the proportion and scale of The Rest to become more responsive to both existing and proposed conditions.
- Improve the escape route from the East facade of One Station Hill to the outside space

The proposed design of The Rest was presented to representatives from Thames Tower who were supportive of the design and acknowledged the benefits The Rest will have for Thames Tower's and One Station Hill's users as well as the general public.



Illustrative View of The Rest



Illustrative View of The Rest

2.0 DETAILED APPLICATION

2.3 STATION HILL PLAZA

Refinements to the western edge of the podium have been developed during the detailed design phase. The updates include offsetting the podium edge to improve access for construction of Phase 3. This allows for flexibility of design in Phase 3 and ensures deliverability. This is an interim scenario and the delivery of Phase 3 will extend the Phase 2 public realm.

Tracking has been tested along the public realm to allow the access of fire vehicles in accordance with the requisite regulations, as well as vehicle access for temporary events on the main plaza.

Meanwhile uses related to the development of Phase 2 will occur along the western edge of the public realm to increase activation to this space prior to the completion of the Pocket Park. With the completion of the Pocket Park the focus of meanwhile uses will shift to Station Hill Square and the Phase 3 site, as described on the following page and the Design and Access Statement.



Example of temporary food truck



Example of temporary beverage truck



Illustrative example - Station Hill One with activated Phase 3 podium edge



2.0 DETAILED APPLICATION

2.4 THE LINK BRIDGE AND GARRARD STREET STAIR

To address RBC's comments, we have sought to reduce the width of the link bridge and the extent of coverage of Garrard Street. The new proposed design will:

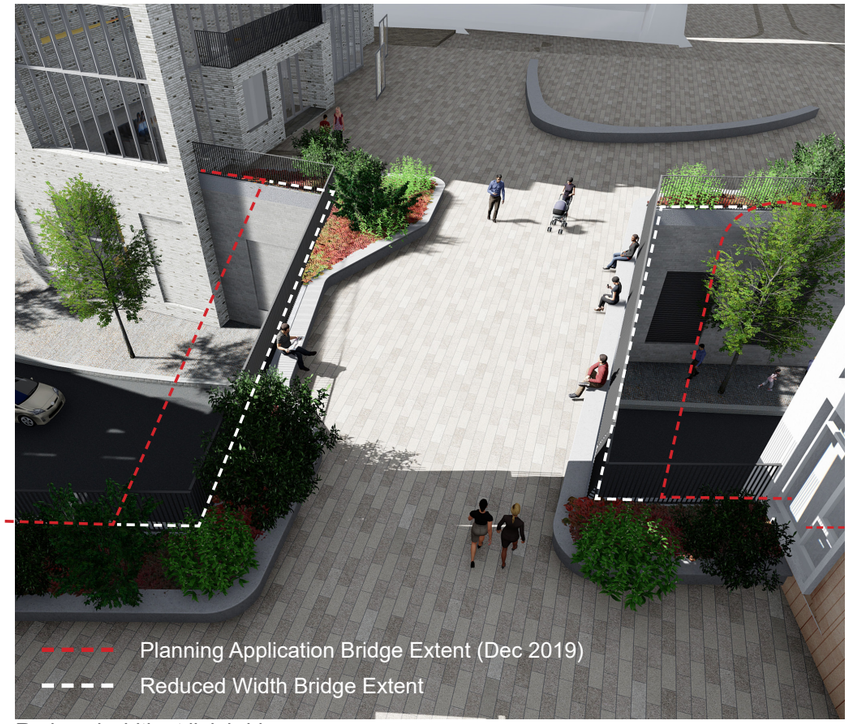
- Make the Link Bridge more elegant and responsive to the urban context by proposing a better proportions which will be more 'elongated' rather than 'wide'
- Create a better space at Garrard Street level by allowing more daylight into the space below making it safer and more inviting
- Prevent overlooking issue into the residential flats on Phase 1

The Link Bridge meets all the necessary requirements and regulations for vehicular tracking, as the bridge needs to be able to accommodate the access of fire vehicles onto the North Site

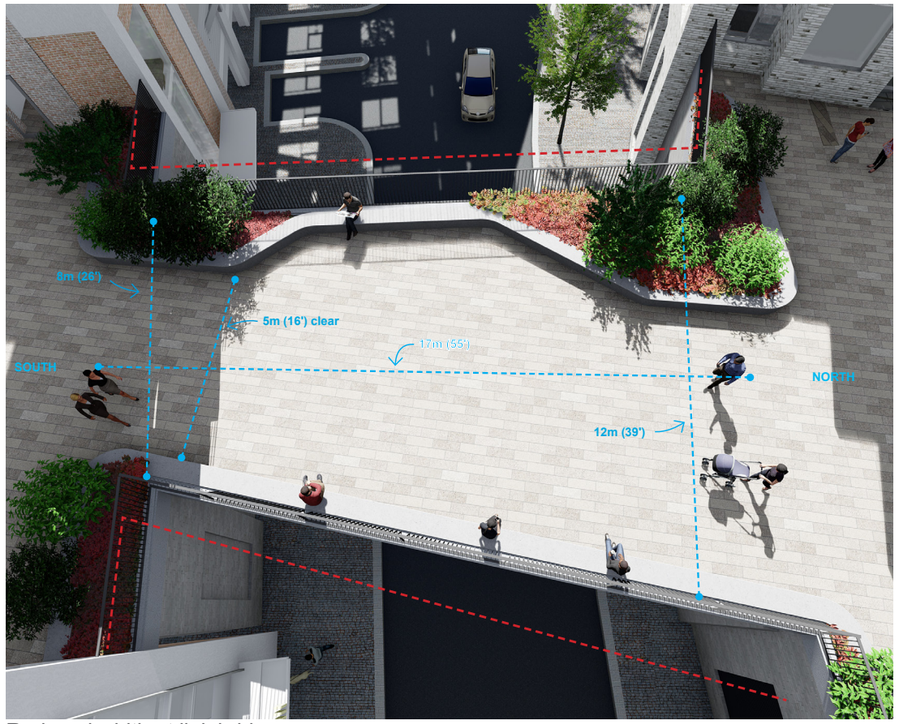
Landscape planters are included within the bridge in an effort to add more greenery into the scheme. The inclusion of soft landscaping helps to soften the space but also provides the opportunity for seating and vehicular barriers.

The Garrard Street stair is relocated from Station Hill South to the north side of Garrard Street. The base of the stair is adjacent to the Garrard Street entry of One Station Hill, while the upper landing is at the north end of the Link Bridge. This location provides a more visible link from Garrard Street to Station Hill Plaza.

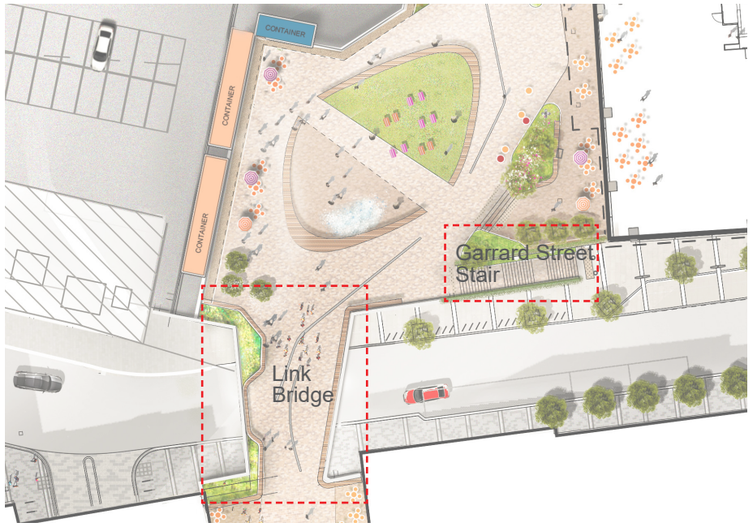
A green wall will enliven the stair and establish it as a continuation of the green space of Station Hill Plaza.



Reduced width at link bridge



Reduced width at link bridge



Key Plan



Relocated Garrard Street Stair

2.0 DETAILED APPLICATION

2.5.1 ONE STATION HILL DESIGN OPTIMISATION: MASSING

- The design of One Station Hill has been optimised by improved building proportions, Phase 3 integration, technical requirements of the project, improved floor plates, and development of reception hub interiors. The key optimisations are;

- Extended Levels 08 - 16 south side by approximately 1.5m southwards.

- Floor to floor height reduced from 4.2m to 4.1m. The overall building height has reduced from 127m AOD to 125m AOD.

- Top of building plant screens have been aligned.

- Re-configured ground level internal spaces, including reception hub stairs, Level 1 and 2 floorplate relation to front facade.

- Minor amendments to elements of the ground and lower ground facades.

- Reduction and detailed elaboration of western downwind mitigation canopy.



Perspective looking towards the South West from Reading Station

2.0 DETAILED APPLICATION

2.5.2 ONE STATION HILL
DESIGN OPTIMISATION: FACADES

The overall building design intent continues to be resolved as previously outlined.

In this view the southern side of Levels 08 - 16 has been extended southwards by approximately 1.5m. This has reduced the Level 8 terrace by the same dimension. As a result, proportions of the central and southern volumes are improved by a wider central section and a narrower southern section.

Following detailed wind studies, the western Ground Floor canopy has been decreased in depth, now cantilevering from the primary building structure. The canopy roof has been developed as a solid non-permeable element.

Set-back Ground, First and Second floor facades have been lightly re-configured, including panel modulations and door positions.



Perspective looking towards the Northeast from Station Hill Plaza

2.0 DETAILED APPLICATION

2.5.3 ONE STATION HILL DESIGN OPTIMISATION: PLAZA AND PLAZA + 1



Perspective looking towards the Southeast from Pocket Park

The overall building design intent continues to be resolved as previously outlined, including the desire to highly activate the internal life of the first three floors across the main entrance facade.

Sections of the First and Second Level floorplates now extend to the glass envelope increasing the occupied area of the triple storey reception hub. This amendment will allow improved use of the this key three dimensional space, placing greater focus on the more intimate central portion around vertical circulation stairs.

2.0 DETAILED APPLICATION

2.5.4 ONE STATION HILL
DESIGN OPTIMISATION: GARRARD STREET

The Ground floor has been extended across a single height Garrard Street reception. The Lower Ground lobby continues to be visually connected to the ground reception by a generous staircase and void. Externally, the building's secondary entrance is celebrated by the discontinuation of adjacent external mullions and expressed double height flush glazed facade and graphics.

Facades along the service yard entrance have been further resolved through the introduction of portal frames set between columns that now appear to reach ground.

Perspective looking at the Garrard Street entrance



3.0

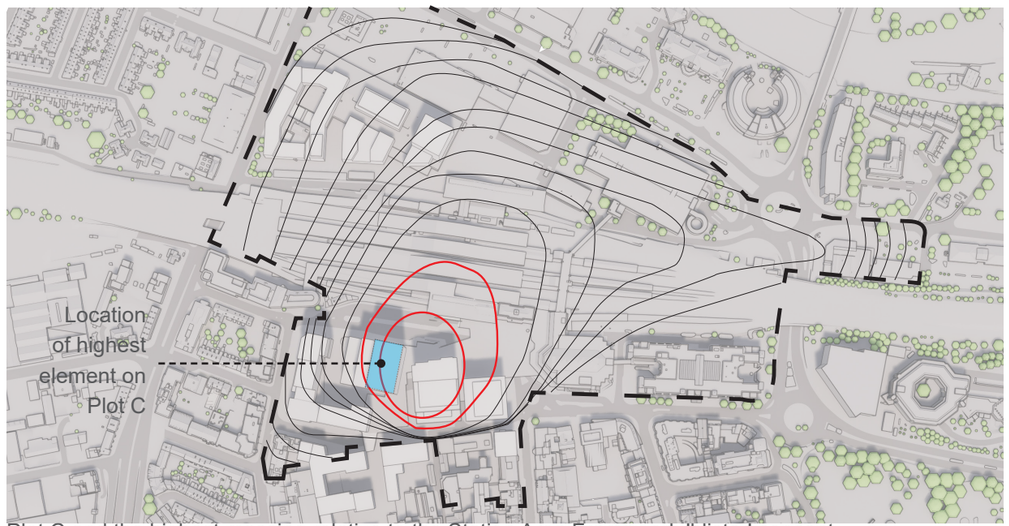
THE OUTLINE APPLICATION

3.0 OUTLINE APPLICATION

3.1 CONSULTATION RESPONSES

To respond to RBC consultation comments we have amendment the parameter plans and Design Code to address the following key comments:

- Removing any vague language within the Design Code
- Inclusion of the illustrative scheme areas within the Design Code Reduction of the overall quantum of development so that it aligns with the largest illustrative Option (Option 3)
- Clarification of key distances between buildings
- Amendment to Parameter Plans to reduce the max parameter height of Plot A by 5 storeys from 151.5m AOD to 136.5m AOD
- Amendment to Parameter Plans to include stepping in height from the eastern edge of Plot C down to Greyfriars Road and Garrard Street
- Amendment to Parameter Plans to clearly define building edges along Garrard Street and Greyfriars Road
- Amendment to Parameter Plans to increase the minimum distance between buildings to create a larger area of public realm.

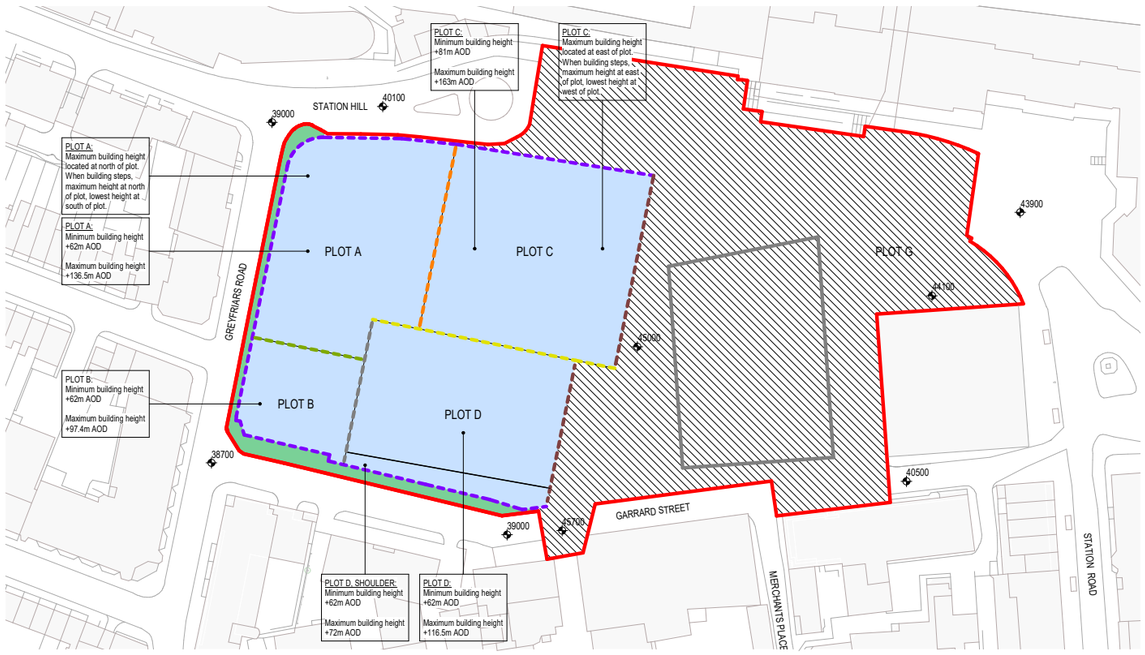


Plot C and the highest massing relative to the Station Area Framework 'blister' concept

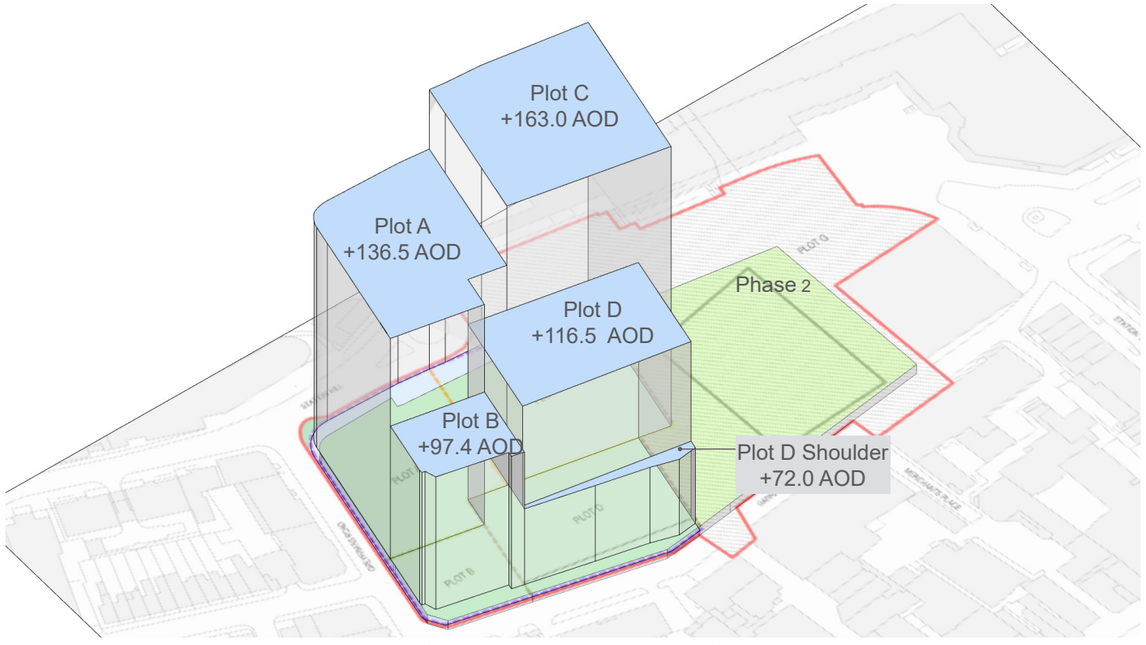
3.2 PARAMETER PLANS

The following amendments have been made to the Parameter Plans:

- Alignment of the Maximum Plot Parameter to the ownership boundary on Greyfriars Road and Garrard Streets to ensure that no building can occur beyond the ownership line in those areas.
- The maximum height of Plot A has been reduced to lower the height of buildings that may occur along Greyfriars Road.
- Notation requiring that the highest point of a building on Plot C must be toward the east of the site and when the building steps down in height, it must do so from east to west. This aligns the massing with the goals of the Station Area Framework.
- Notation requiring that the highest point of a building on Plot A will be to the north, toward the station, and when a building on Plot A steps down in height it must do so from north to south.



Outline Scheme - Above Ground - Refer to the Design Code for parameters relating to each outline plot.



Outline Scheme - Above Ground Maximum Plot Parameters - Refer to the Design Code for more details relating to each outline plot

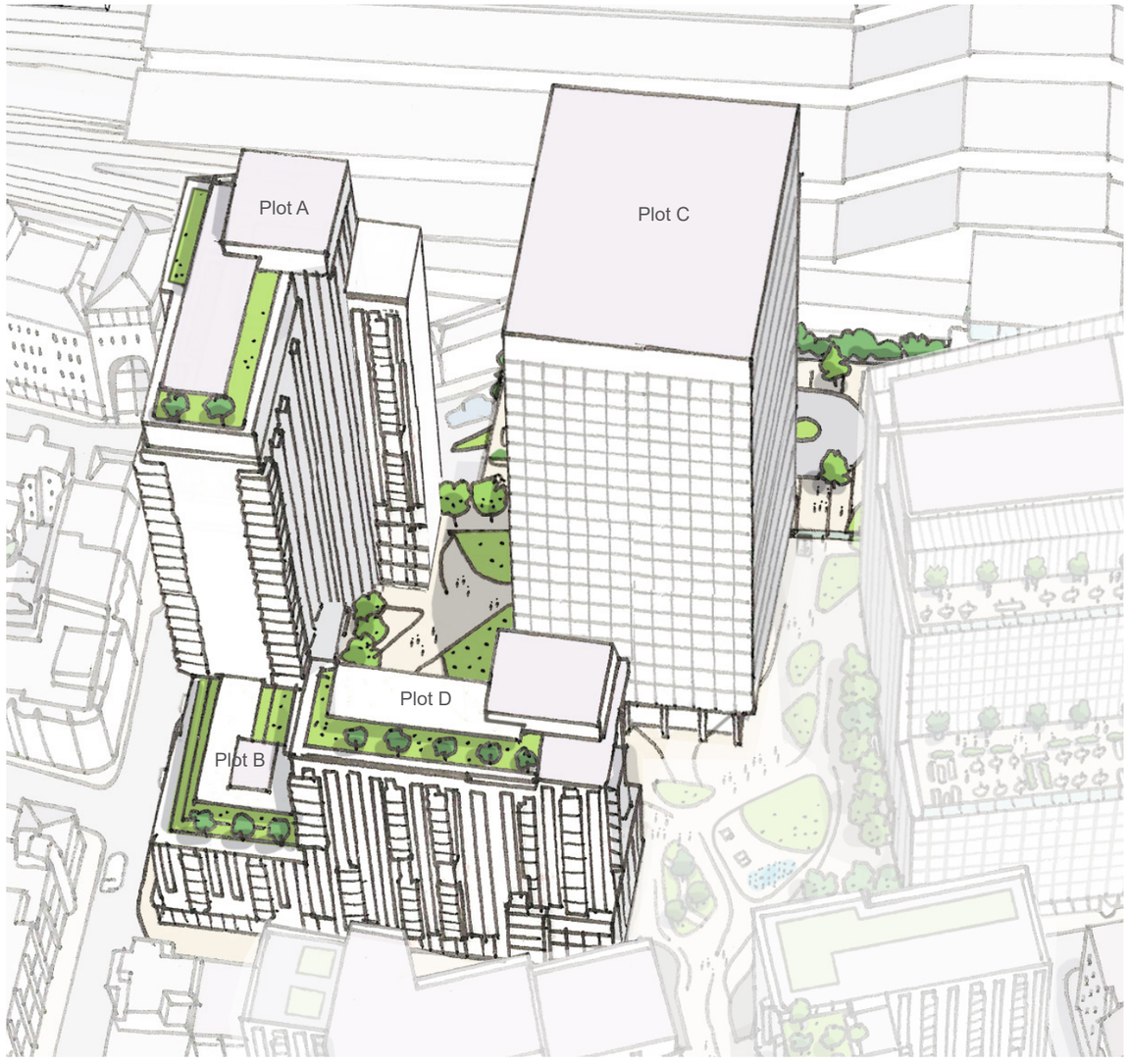
3.0 OUTLINE APPLICATION

3.3.1 OPTION 2 MASSING

In accordance with the reduced height of Plot A, the tallest Outline Option (Option 2) is reduced in height by five levels. The illustration at right indicates the revised massing of Option 2.



Revised Option 2 Massing from the North



Revised Option 2 Massing from the South

Residential / Hotel / Assisted Living Accommodation

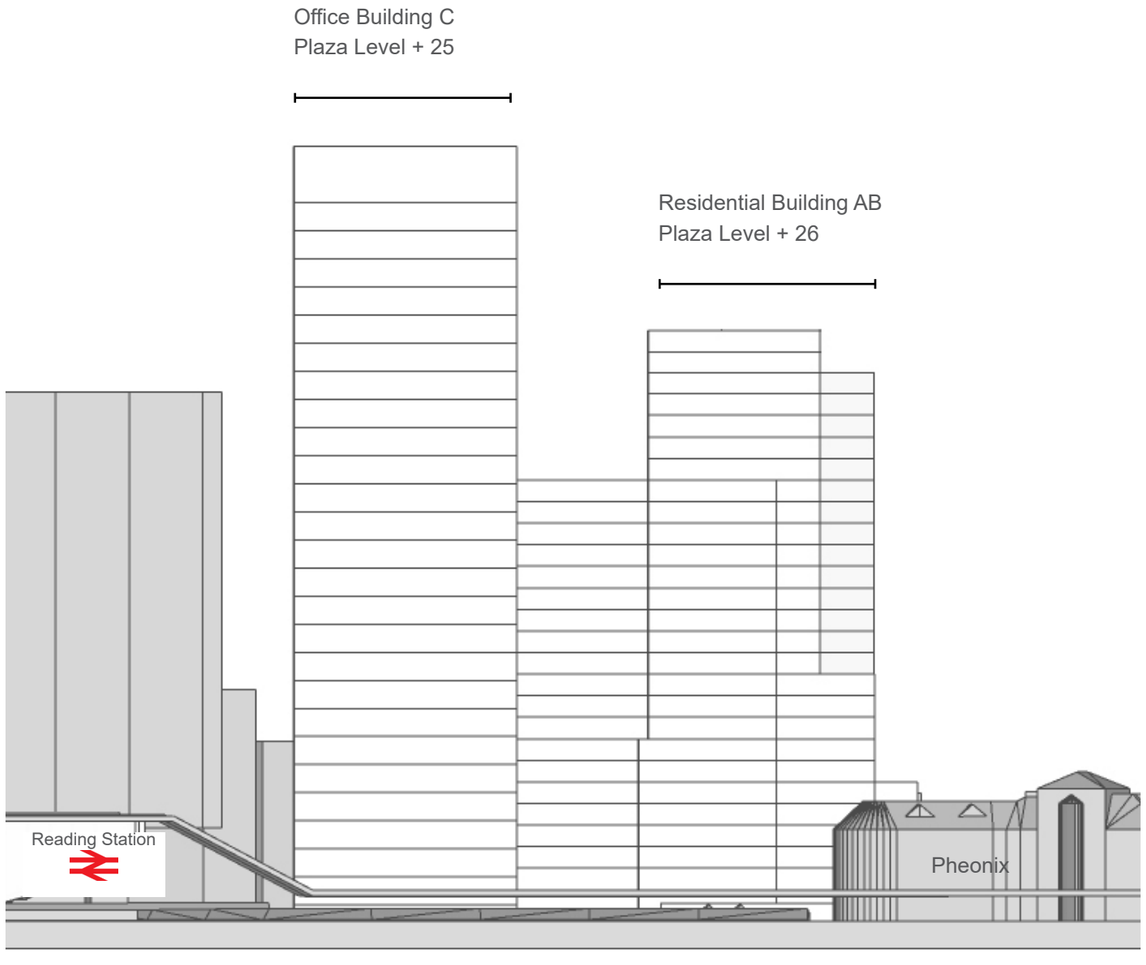
Commercial Office

3.0 OUTLINE APPLICATION

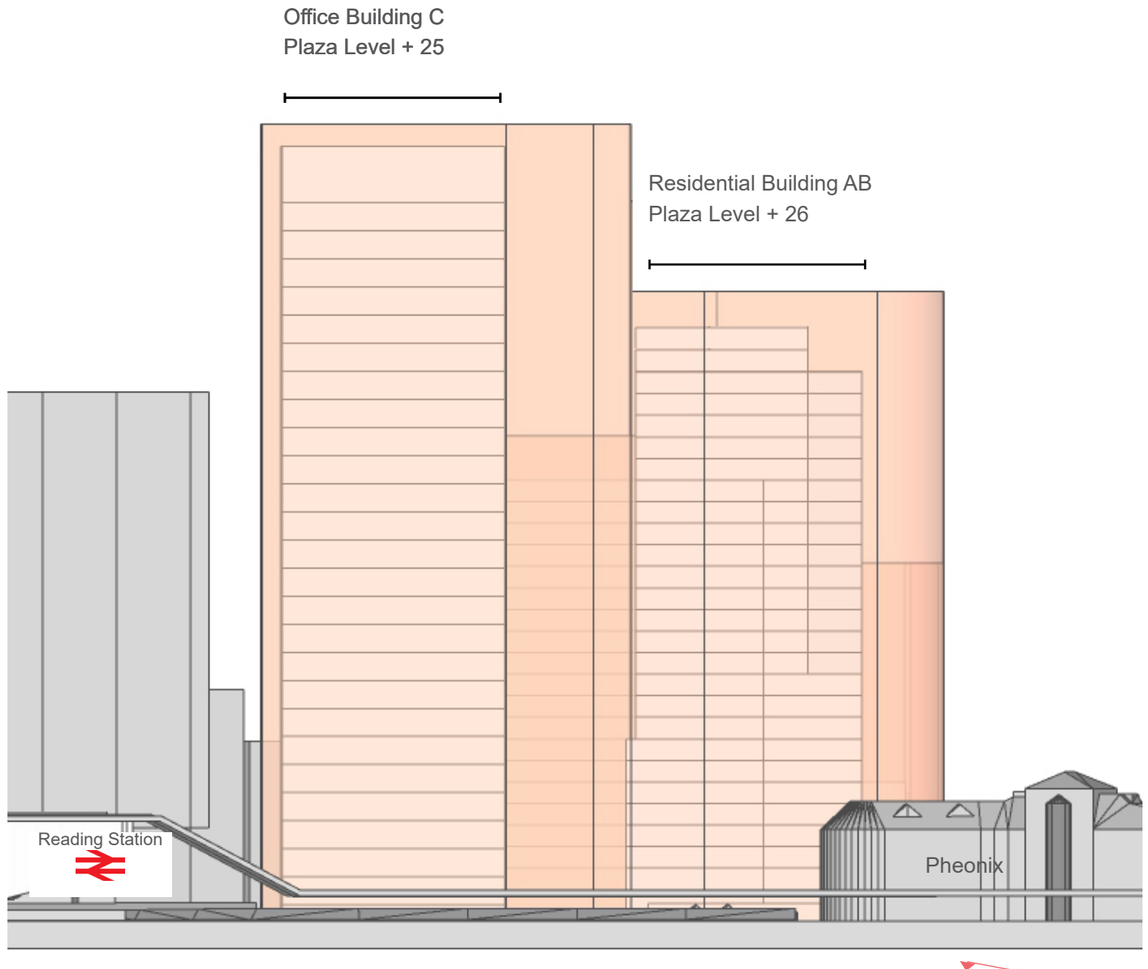
3.3.2 OPTION 2: NORTH ELEVATION

The reduction in the Maximum Plot Parameter over Plot A results in a decrease in the height of the building on Plot A in Option 2.

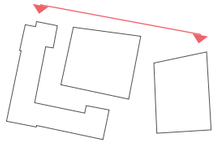
The diagrammatic elevations below indicate the revised Maximum Plot Parameter overlaid on the Option 2 elevations.



North Elevation - Option 2



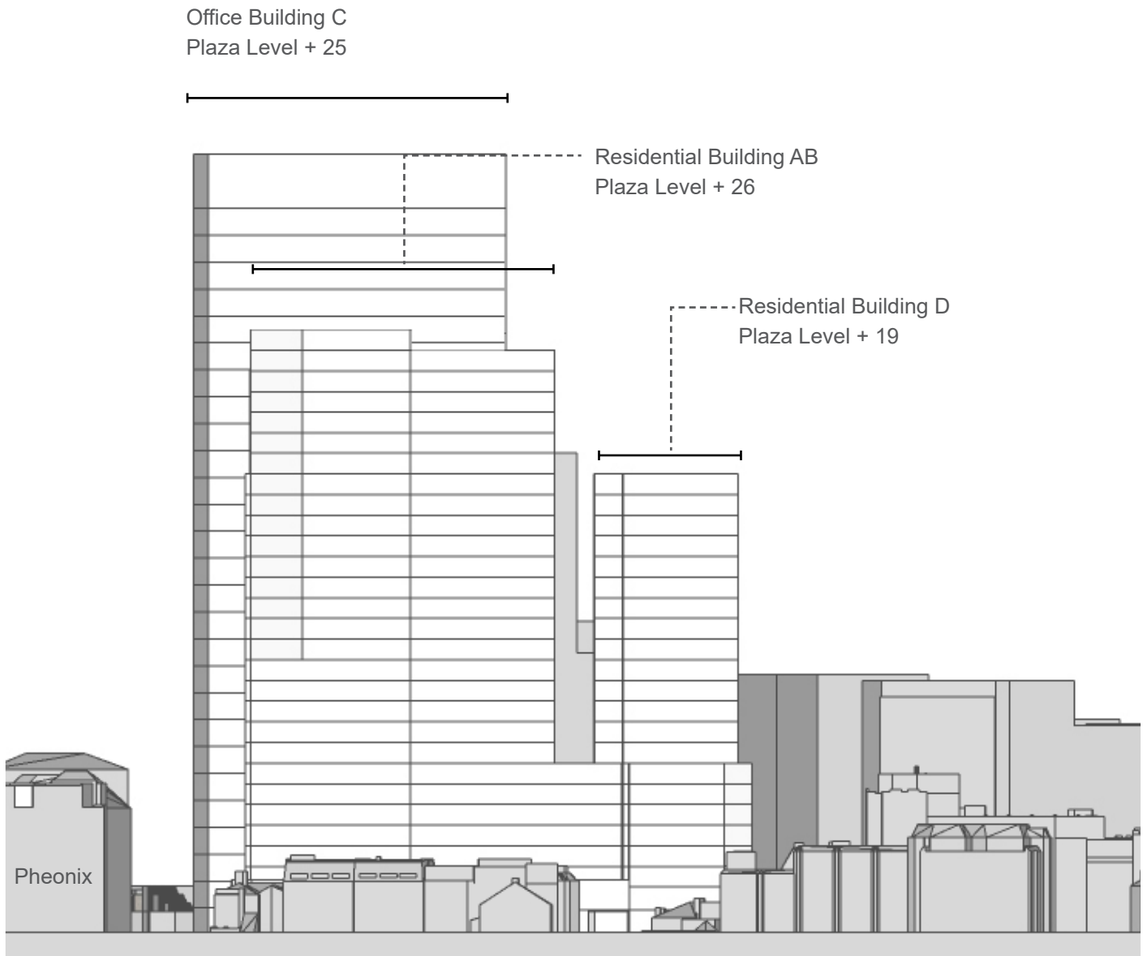
North Elevation - Option 2 with Maximum Plot Parameter



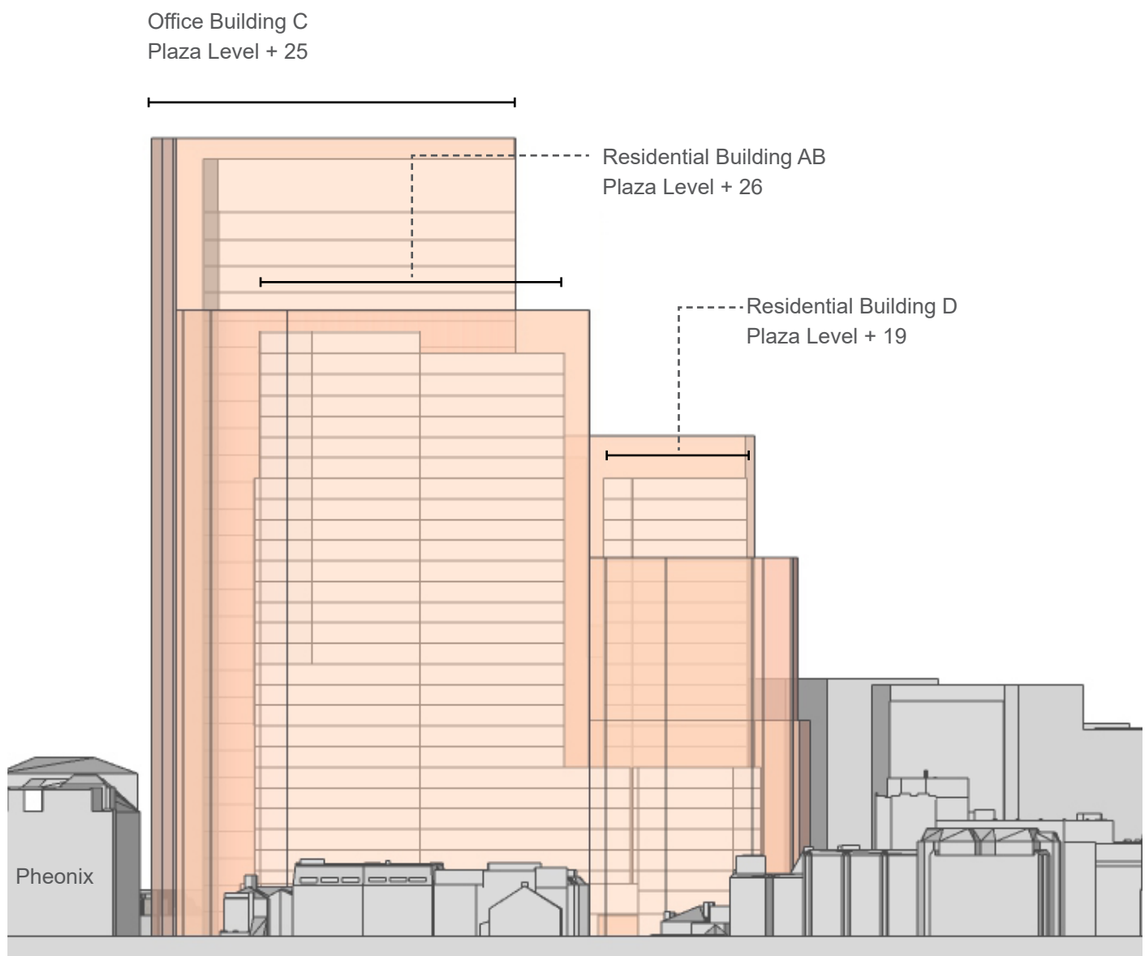
3.0 OUTLINE APPLICATION

3.3.3 OPTION 2: WEST ELEVATION

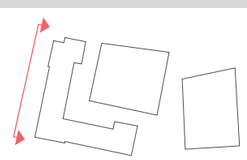
Option 2 in relation to the redefined Maximum Plot Parameter, viewed from the west.



West Elevation - Option 2



West Elevation - Option 2 with Maximum Plot Parameter

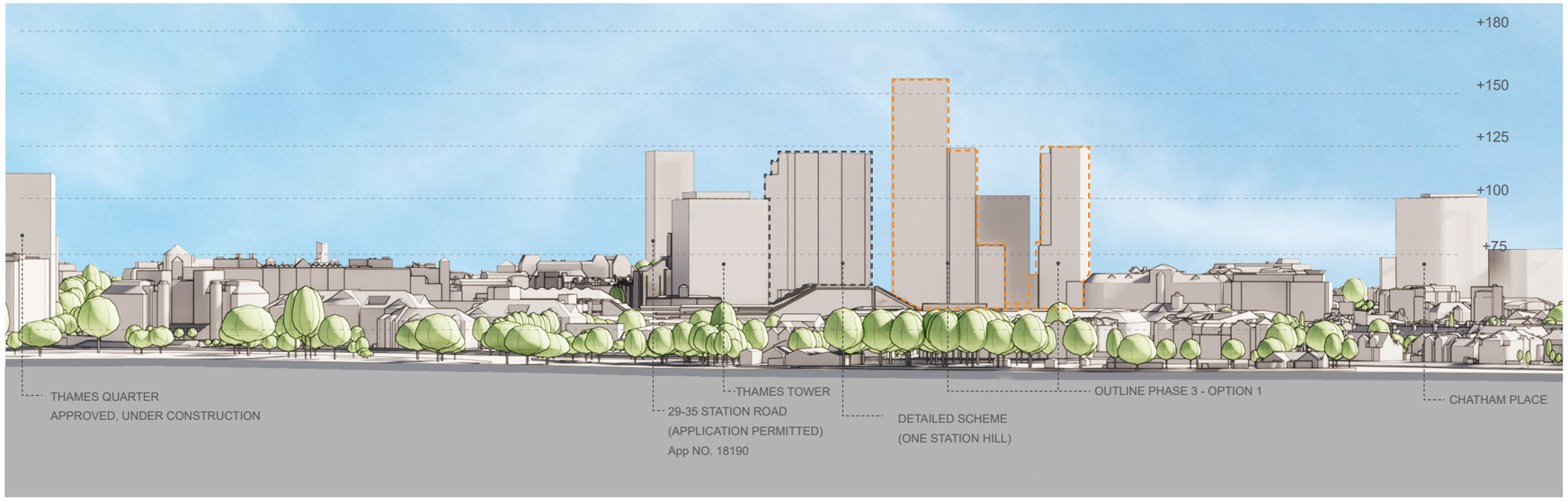


3.0 OUTLINE APPLICATION

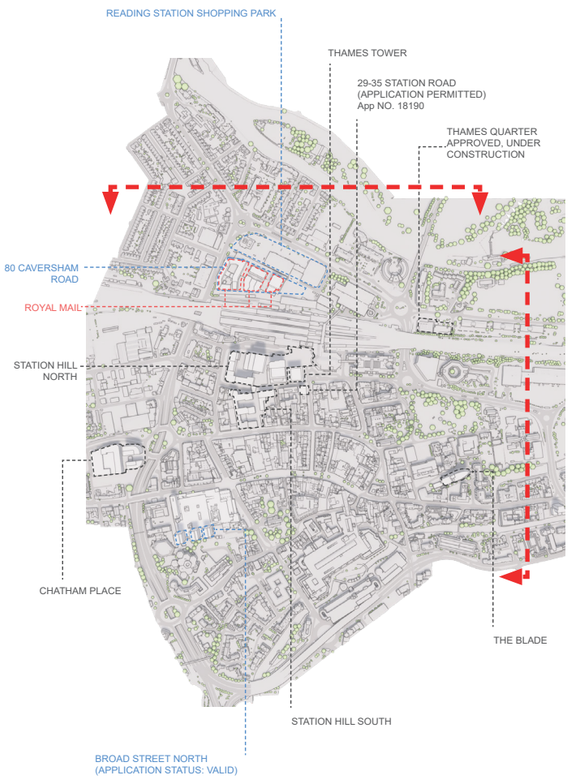
3.4.1 OPTION 1 TOWNSCAPE

The following information is submitted to address RBC's comments on the location and hierarchy of buildings within the site.

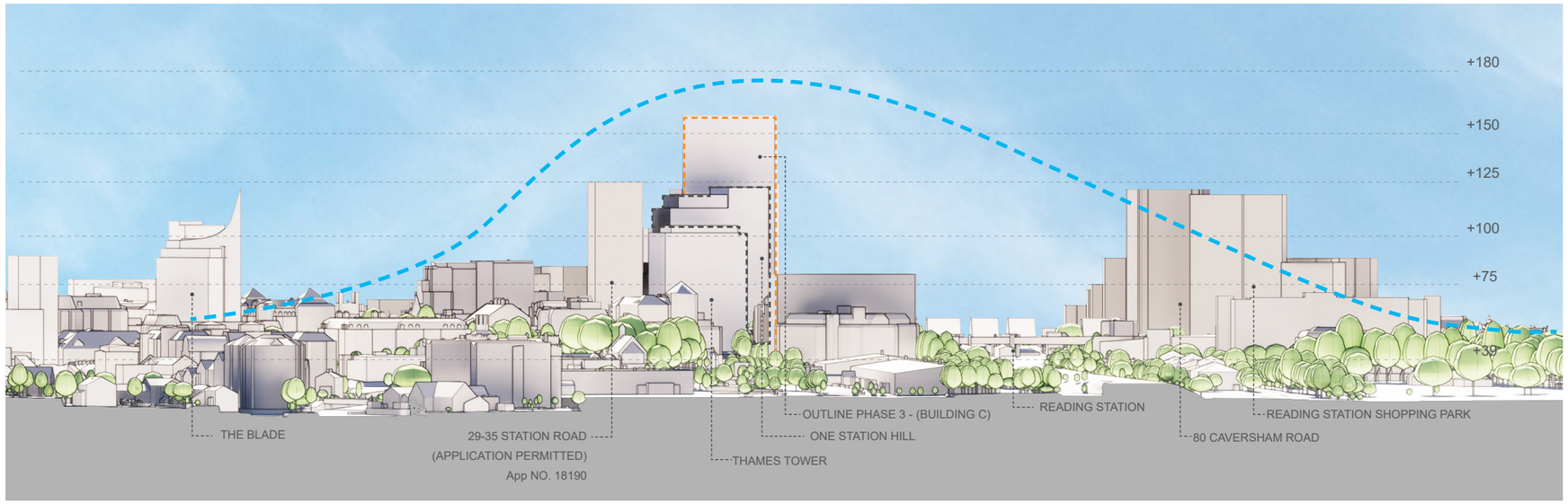
Relative to the context of Reading and the Station Area Framework, the Phase 3 massing locates the tallest tower to the centre of the scheme closest to One Station Hill. The collection of buildings steps up to the centre from east and west, and steps down from north to south.



Option 1: East / West Townscape Section



Section Key

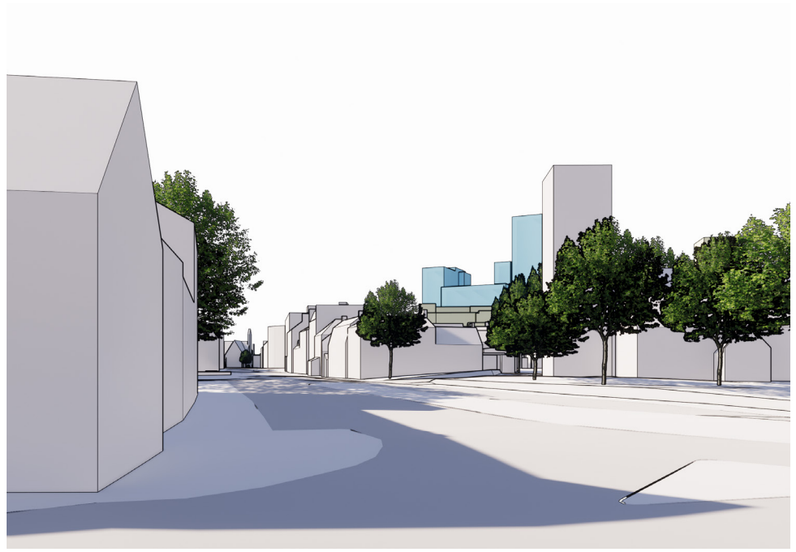


Option 1: North / South Townscape Section

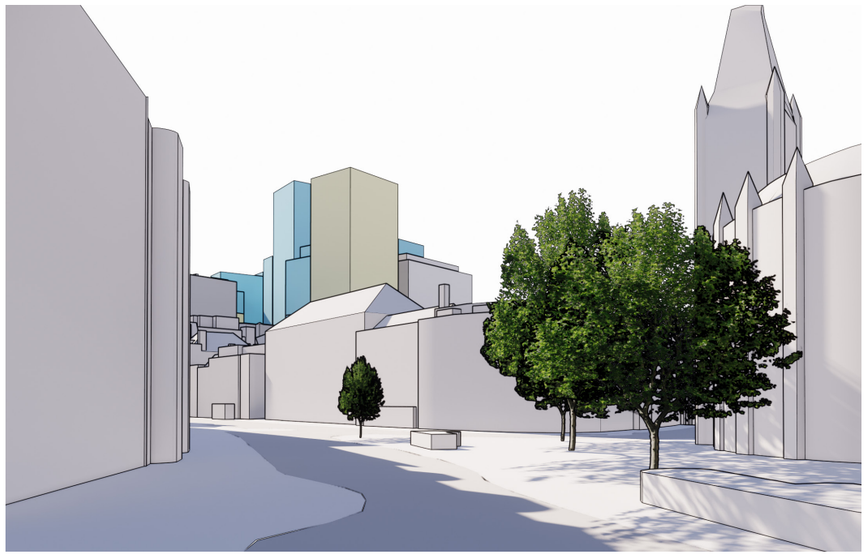
3.4.2 OPTION 1 KEY VIEWS



View 1: Option 1 from Friars Street



View 2: Option 1 from Castle Street



View 3: Option 1 from St. Laurence's Church, Town Hall Square

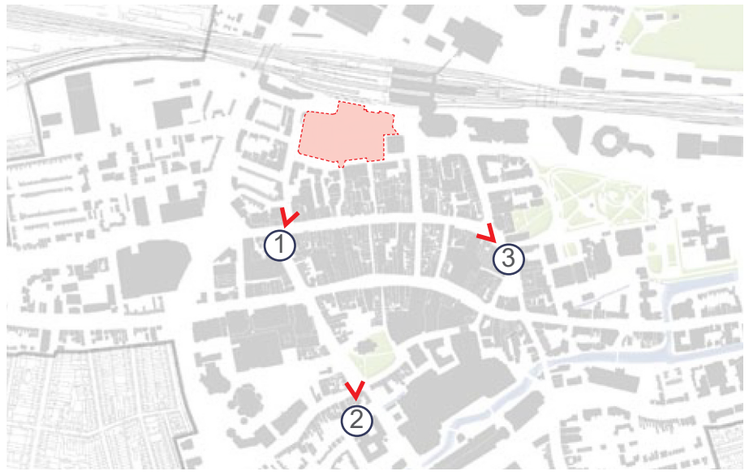
3.2.9 TOWNSCAPE - KEY VIEWS

The massing of the outline Option 1 in the context of key Reading views.

View 1: The proposed massing from the corner of Friars Street and Greyfriars Road.

View 2: The proposed massing from Castle Street.

View 3: The proposed massing from the Town Hall Square.

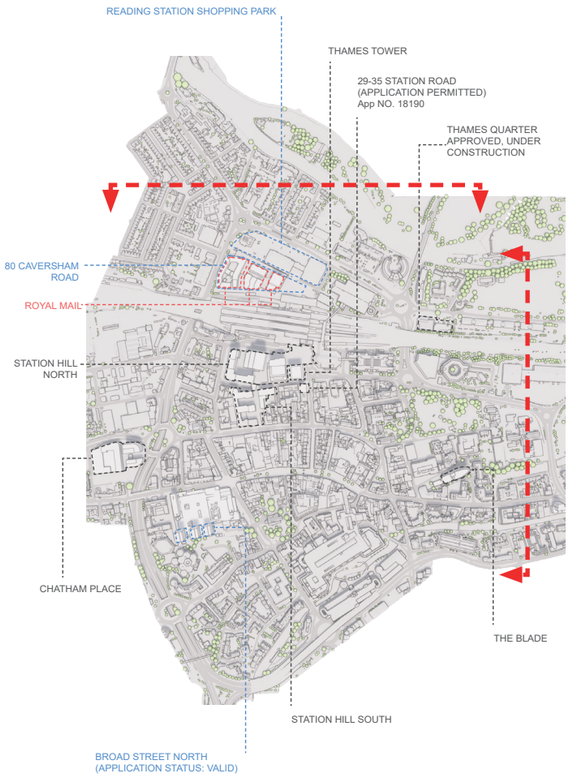


Key Plan

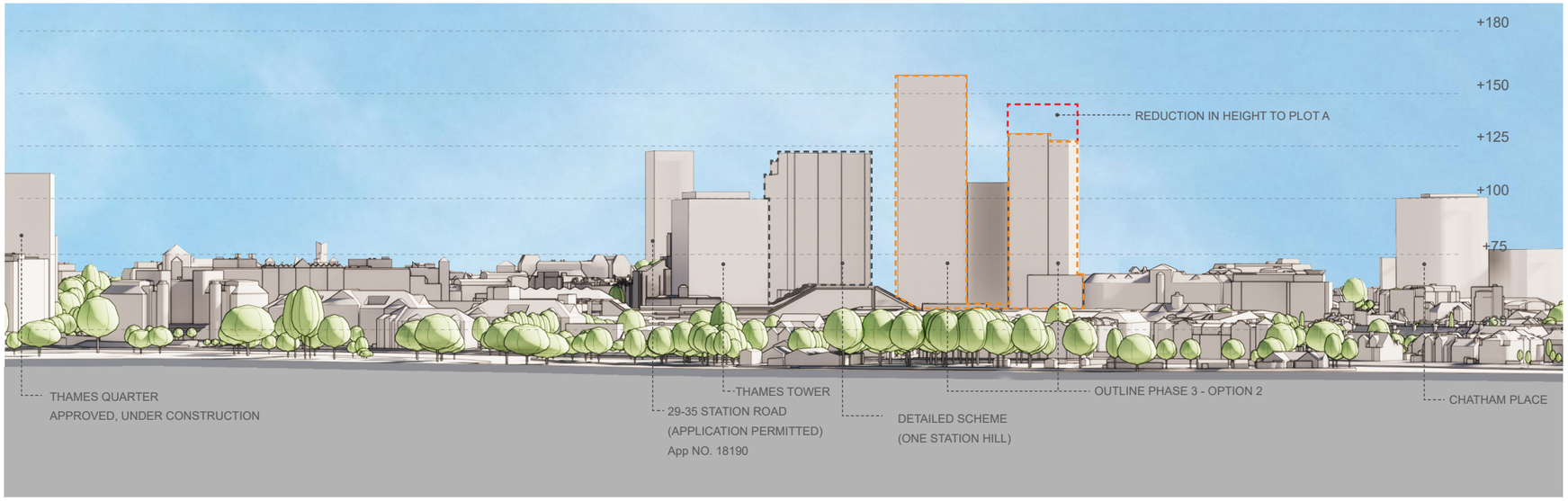
3.0 OUTLINE APPLICATION

3.4.3 OPTION 2 TOWNSCAPE

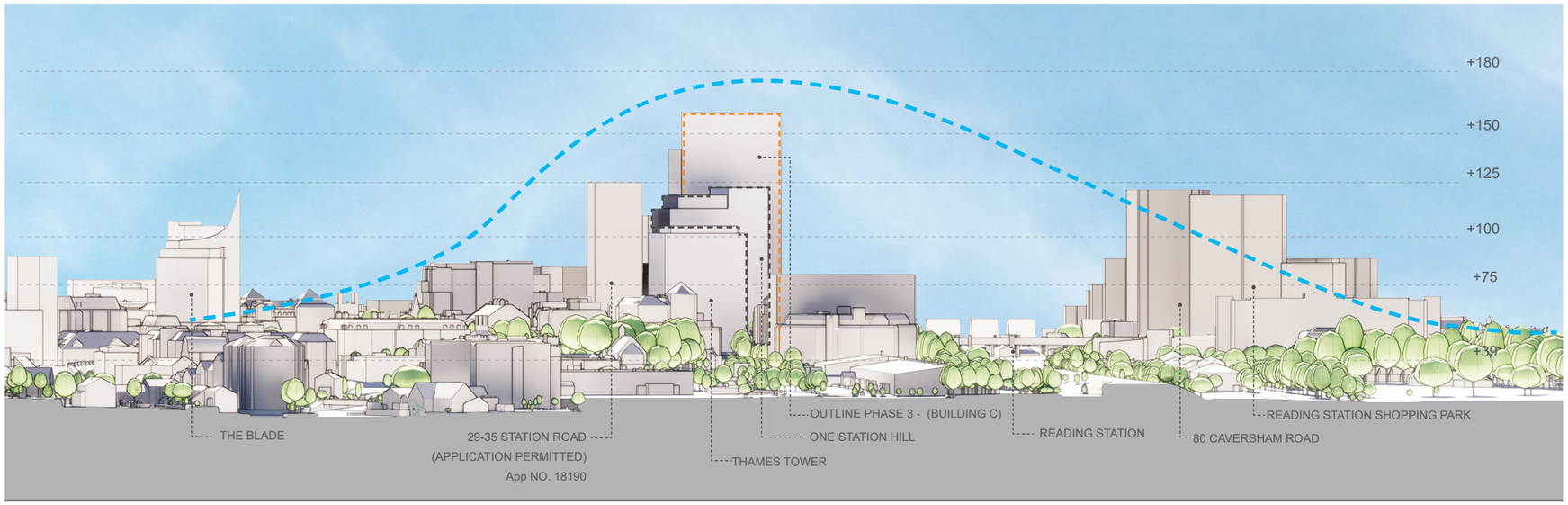
Relative to the context of Reading and the Station Area Framework, the Phase 3 massing locates the tallest tower to the centre of the scheme closest to One Station Hill. The collection of buildings steps up to the centre from east and west, and steps down from north to south.



Section Key

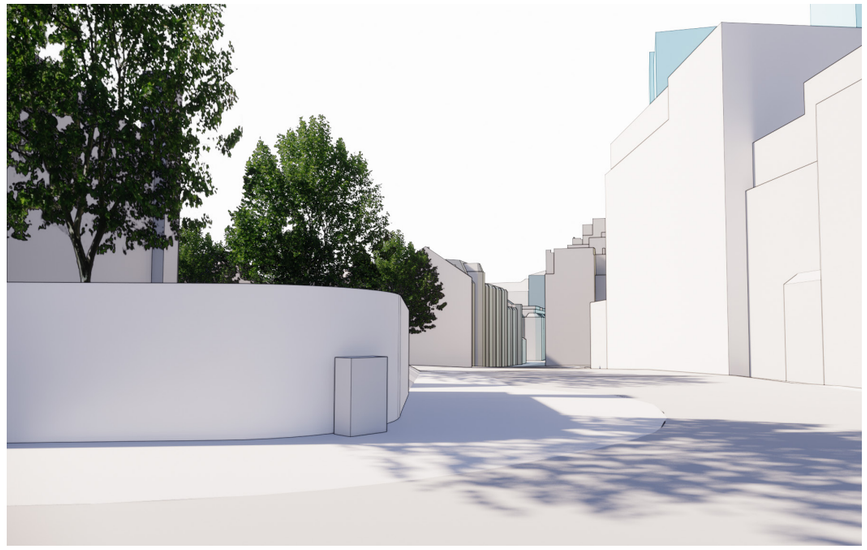


Option 2: East / West Townscape Section



Option 2: North / South Townscape Section

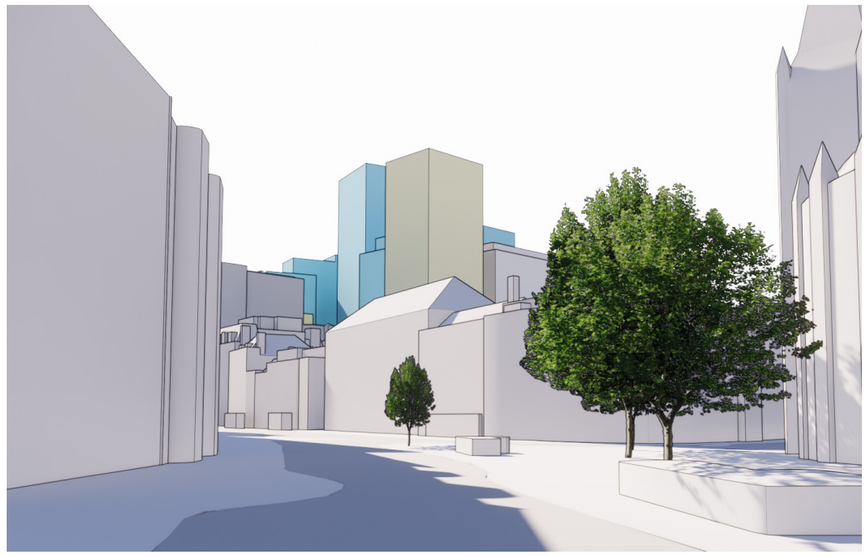
3.4.4 OPTION 2 KEY VIEWS



View 1: Option 2 from Friars Street



View 2: Option 2 from Castle Street



View 3: Option 2 from St. Laurence's Church and Town Hall

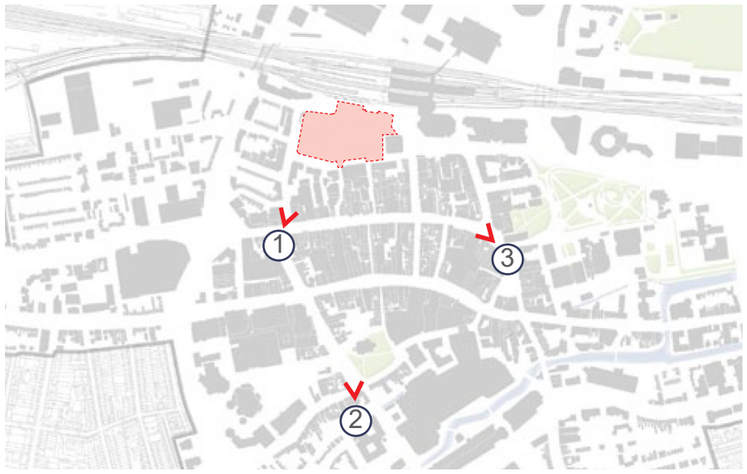
3.2.9 TOWNSCAPE - KEY VIEWS

The massing of the outline Option 2 in the context of key Reading views.

View 1: The proposed massing from the corner of Friars Street and Greyfriars Road.

View 2: The proposed massing from Castle Street.

View 3: The proposed massing from the Town Hall Square.

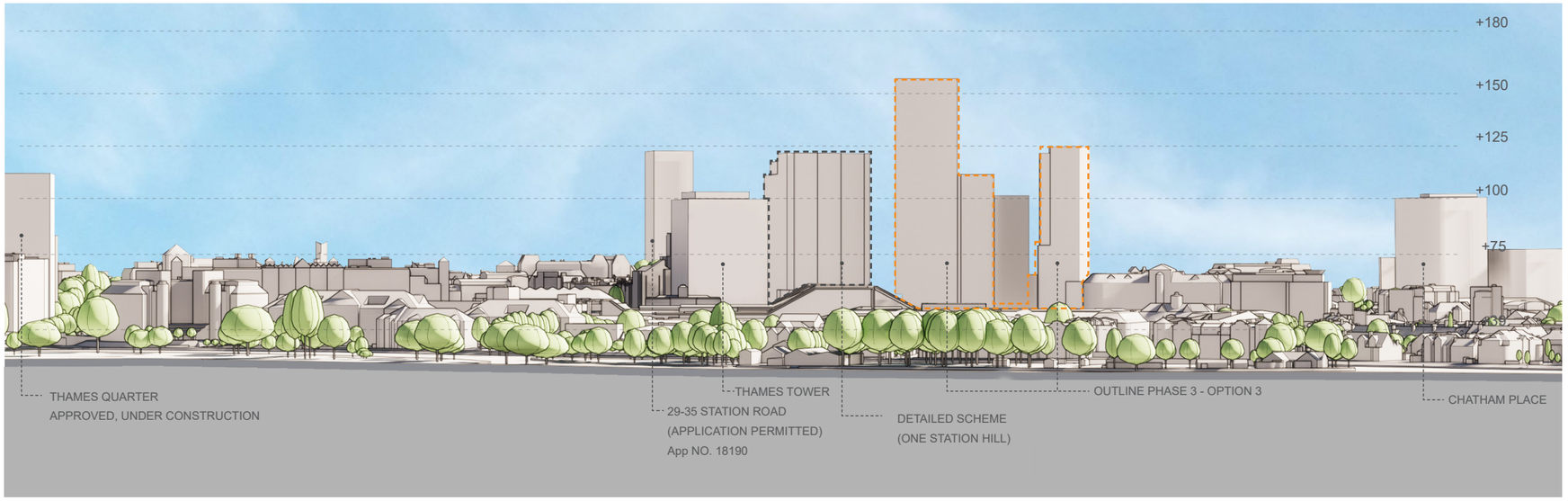


Key Plan

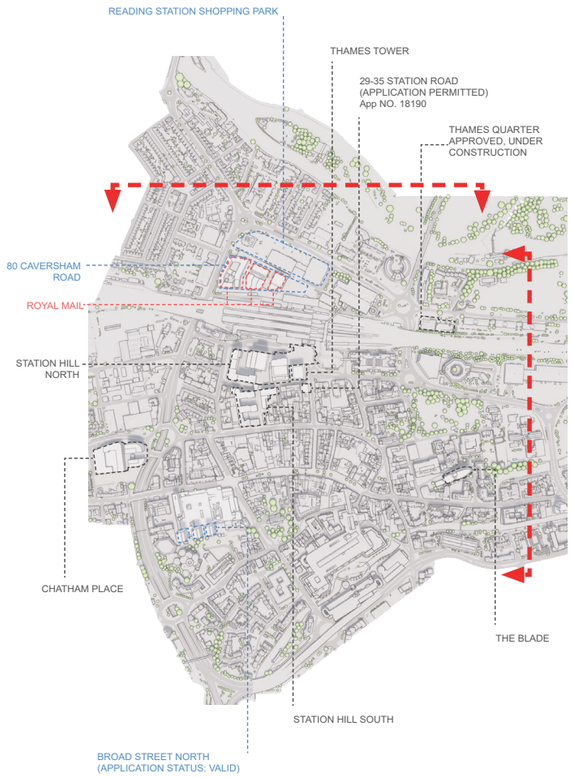
3.4 OUTLINE - OPTION 3

3.4.5 OPTION 3 TOWNSCAPE

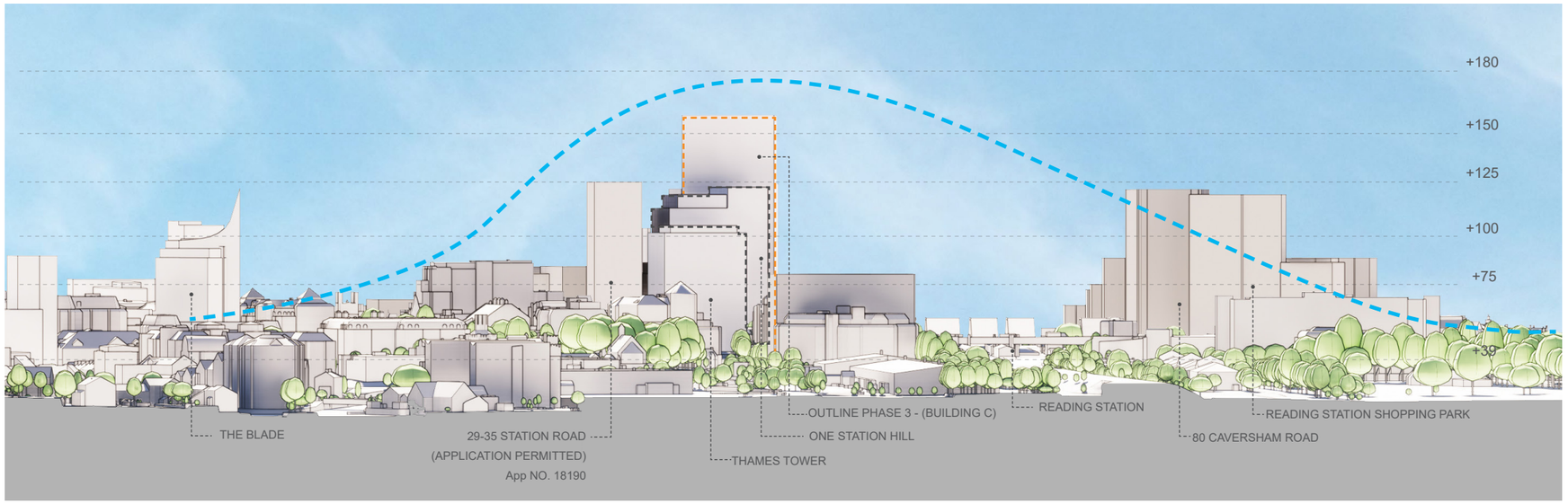
Relative to the context of Reading and the Station Area Framework, the Phase 3 massing locates the tallest tower to the centre of the scheme closest to One Station Hill. The collection of buildings steps up to the centre from east and west, and steps down from north to south.



Option 3: East / West Townscape Section



Section Key

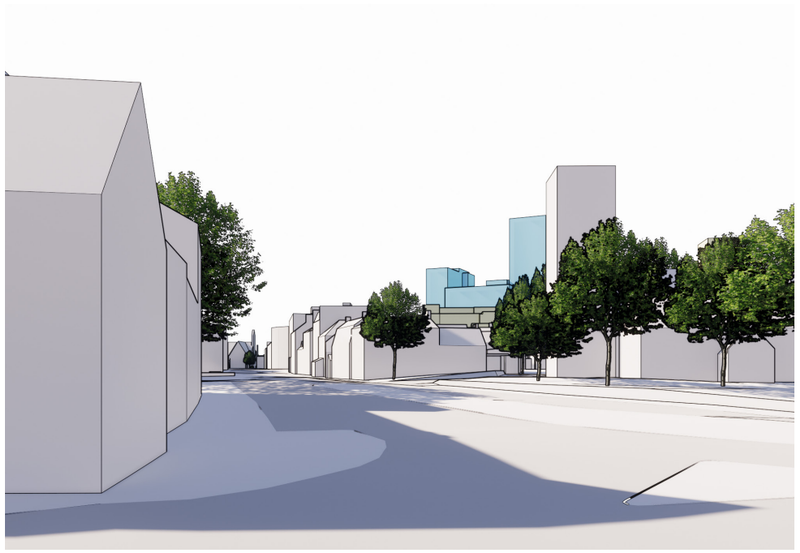


Option 3: North / South Townscape Section

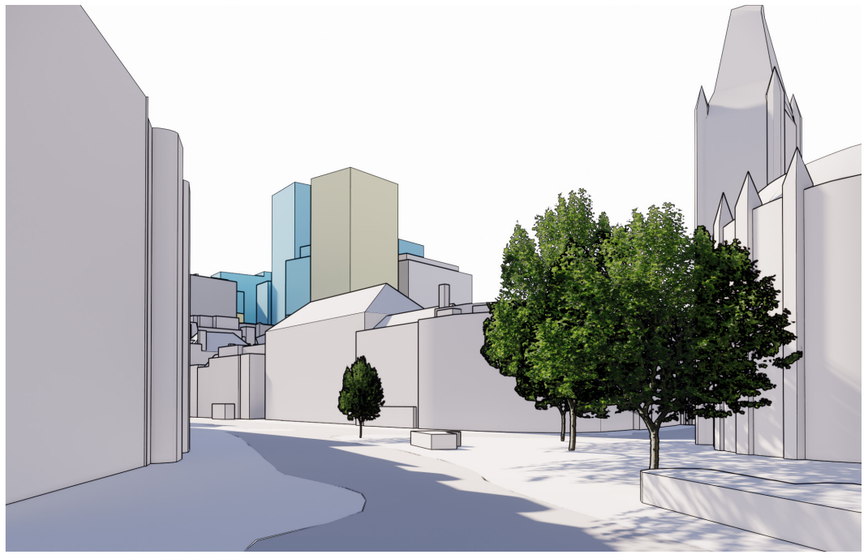
3.4.6 OPTION 3 KEY VIEWS



View 1: Option 3 from Friars Street



View 2: Option 3 from Castle Street



View 3: Option 3 from St. Laurence's Church and Town Hall

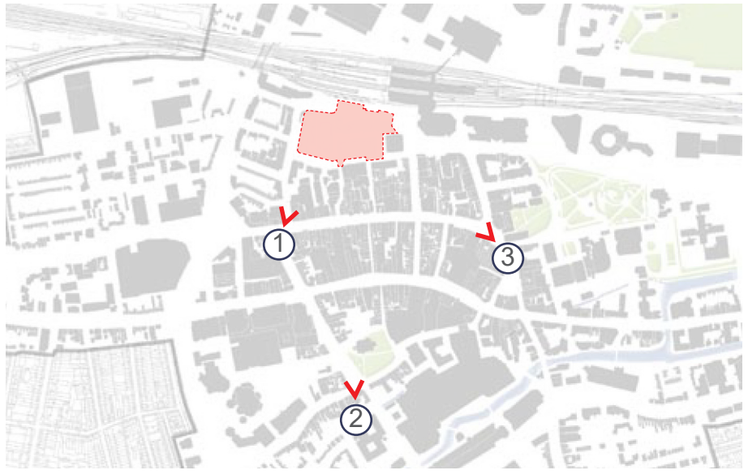
3.2.9 TOWNSCAPE - KEY VIEWS

The massing of the outline Option 1 in the context of key Reading views.

View 1: The proposed massing from the corner of Friars Street and Greyfriars Road.

View 2: The proposed massing from Castle Street.

View 3: The proposed massing from the Town Hall Square.



Key Plan