Design & Access Statement
Foundry Quarter
Weldale Street, Reading

ISSUE 4 (Updated for Section 73 Application)
July 2019



For: Ropemaker Properties Ltd

Prepared by:

AWW inspired environments

Client Representative: Crossmark Developments
Architect: AWW
Project Manager: Crossmark Management
Planning Consultant: Ridge
Structural Engineer: Fairhursts
M&E Engineer: Hydrock Consultants
Quantity Surveyor: Currie & Brown
Transport Consultant: Phil Jones Associates
Landscape Designer: Matthew Wigan

Revisions

Issue and Approval Schedule

Issue 1 Draft	Name	Signature	Date
Prepared by	Rosa Simpson	RS	05/01/2017
Reviewed by	James Chard	JC	
Approved by	Mark Alkerstone	MAS	22/02/2017

Revision Record

Issue	Date	Status	Description	By	Checked	Approved
2	31/07/2019	Issue 2	Updated for Section 73 resubmission.	RS	JC	JC
3	22/08/2019	Issue 3	Unit mix on page 40 updated, additional commentary re. ground floor link A1-A2 added to page 49. Proposed landscape, lower ground floor & ground floor plans replaced throughout.	RS	JC	JC
4	30/08/2019	Issue 4	Notes amended.	RS	JC	JC

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1.0 Introduction

This document has been prepared on behalf of Ropemaker Properties. It supports the planning application for the proposed development of the former Wickes / Iceland site at Weldale Street, Reading.

The Weldale Street site was purchased in a semi-derelict state with vacant and deteriorating buildings, narrow and unwelcoming pedestrian routes and hidden underused corners of the site that currently provide a location for antisocial behaviour. Our proposals will reinvigorate the site, provide much needed residential development and act as a catalyst for the regeneration of the wider area. The site is also identified within the 'Borough of Reading, Central Area Action Plan- Jan 09' as an 'area of major opportunity.'

This Design and Access Statement sets out the process and design decisions which have informed the preparation of the design proposals for the site.

A separate planning statement has been prepared by planning consultants Hunter Page to accompany this report.

Purpose of the Statement

A Design and Access Statement is required by government legislation to support most planning applications. The National Planning Practice Guidance (Reg. 1014-02902014.03.06) explains that Design and Access Statements provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Updates for Section 73 Application

Changes have been made to the internal layout of Blocks A1 & A2 since the development received full planning approval in March 2018 (application ref. 170326). This has also had some minor impact on the associated building elevations. Blocks B1 & B2 remain as previously approved.

This issue of the report supports the current Section 73 application by describing and capturing the proposed updates to the development in terms of amount, layout, landscaping, appearance and access. No changes are proposed to the use, massing or scale of the previously proposed scheme.









Fig.1.1.1- Photos of the existing site



Fig.1.1.2 - Aerial View of Proposal in Context

2.0 Contextual Analysis

2.1 Location

The site is located in Reading town centre, lying to the west of the A329 (IDR) and to the south of Weldale Street. The site extends to 1.32 hectares (3.26 acres), is broadly rectangular in shape and covers (with exception of the northeast corner) a complete town block.

The site is situated on the IDR, a major arterial route through the city. The site has excellent public transport links and is located close to a wide range of local amenities, employment opportunities, shops & leisure facilities.



Fig.2.1.1- Aerial photo of Reading with the site indicated

2.2 Existing Site

Existing Site & Buildings

The current layout consists of grade level surface parking with a single deck of additional parking spaces above. The existing car park is accessed from grade level along Weldale Street. There is an additional vehicular exit at upper deck level onto Chatham Street, heading in an easterly direction towards the IDR roundabout.

Existing commercial buildings on the site appear to have been constructed in the 1980's and are arranged as three independent units with a triple frontage to Weldale Street, the IDR and Chatham Street. The buildings facing onto the IDR and Chatham Street currently remain vacant and in a poor state of repair. The building facing onto Weldale Street is currently occupied by Iceland. This lease is due to expire shortly and it is fully expected that Iceland will be vacating this building. This would render all buildings on the site vacant and at greater risk from the effects of a the lack of natural surveillance. The upper deck of the carpark is also currently closed to the public due to possible structural concerns.

Area Redevelopment History

There have been a number of significant redevelopment schemes within the town centre over recent years. These include Station Hill (which will comprise 300 residential units, office and retail accommodation) and Chatham Place (the £35 million second and final phase has recently been completed).



Key



Fig. 2.2.1 - IDR roundabout looking north west (view 1)



Fig 2.2.2 - Aerial looking east (view 2)



Fig. 2.2.3 - Weldale Street looking east (view 3)



Fig 2.2.4 - Weldale Street looking west (view 4)



Fig. 2.2.5 - Weldale Street looking west (view 5)



Fig.2.2.6 - Rear pedestrian access looking north east (view 6)

2.3 Urban Setting: West

The site is located at the intersection between a wide variety of architectural characters, scales and forms.

Four main character areas that have been identified adjacent to the site include:

- Low to medium scale residential development, red brick terraces (to west of site).
- Light industrial area, metal cladding etc (to north of site).
- High density apartment led residential development Chatham Place (to south of site)
- Commercial high street & listed Greyfriars church (to east of site).

The following pages include a range of photos describing the street scenes, individual building features & materials for each of these distinct areas.



Fig. 2.3.1 - Street scene photos of residential development to west of site

Low/ medium scale residential development

The area to the west of the site consists mainly of low to medium scale residential development, predominantly constructed of brick (red & buff) and arranged as terraces fronting onto the road, with small front yards and larger back gardens. Buildings tend to range from 2-4 storeys in height with slate pitched roofs and chimney stacks.

Building details



- White painted / PVC framed windows
- Dormers and porches
- Small scale domestic development



- Coloured render
- Central and side chimneys



- Terraced housing
- Red brick



- 2-4 stories + steep pitched roofs
- Little or no planting in these areas

Fig. 2.3.2 - Building details of residential development to west of site

Urban Setting: North





Fig. 2.3.3 - Street scene photos of light industrial development to north of site

Light industrial area

The area directly to the north of the site consists of low to medium scale industrial / commercial development. Materials include corrugated metal panels.
This area along with the site forms Major Opportunities Area RC2b, as identified in the Central Area Action Plan (January 09).

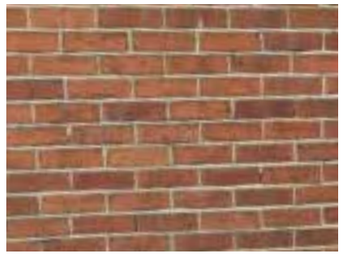
Building details



- Industrial units/ portal frame construction
- Simple utilitarian architecture



- Corrugated metal cladding



- Red brick



- Some limited use of buff, grey / blue brick
- 1-2 storeys with a range of flat & pitched roofs
- Little or no planting to the north of the site

Fig. 2.3.4 - Building details of light industrial development to north of site

Urban Setting: East







Fig. 2.3.5 - Street scene photos of commercial development to east of site

Commercial / high street & Greyfriars listed church

The area directly east of the site leads onto the main shopping area. Buildings are of medium to large scale with a wide range of different materials including brick, glass & concrete. The Grade I listed Greyfriars Church is finished in flint. To the east of the site is the IDR, a major highway with ramped junctions leading up to the Chatham Street roundabout. The IDR continues at the lower level under the roundabout, pedestrian access across this major highway is in the form of pedestrian crossing points to the south east corner of the site.

Building details



- Variety of architectural styles
- Red/ buff brickwork are prominent materials
- White painted sash and casement windows



- Metal rainscreen cladding
- Areas of curtain walling



- Variety of brick tones and bonds



- Large amount of properties dating from the 1960's.
- 2-13 storeys

Fig. 2.3.6 - Building details of commercial development to east of site

Urban Setting: South







Fig. 2.3.7 - Street scene photos of high density residential development to south of site

High density residential

The area directly south of the site consists of recently completed high rise residential development. Materials include insulated metal cladding panels, render & coloured glass. Chatham Place is 19 storeys in height providing residential accommodation in the form of apartment units with grade level parking under the building. The buildings all have flat roofs.

Building details



- Metal rainscreen cladding
- Protruding windows details



- Timber cladding
- Metal perforated screen



- Grey/ silver tones
- Dark grey window frames
- Areas of glazing and active frontage



- Light render at high level
- Timber cladding
- Coloured glass / window reveals
- 9-19 storeys

Fig. 2.3.8 - Building details of high density residential development to south of site

2.4 Background & History

The following pages include an introduction to the historic, social and planning context of the site.

Historic Context

Between 1870 and 1930 the area making up the site was predominantly residential and appeared as an continuation of the tightly knit terraced housing that still remains to the west of the site. The residential buildings were later demolished to make way for a bus depot in the 1950s. By the 1970's to 80's the IDR, underpass and round about to the south east corner of the site had been constructed and the bus depot was subsequently replaced by the current retail buildings & car park.



1870-1890



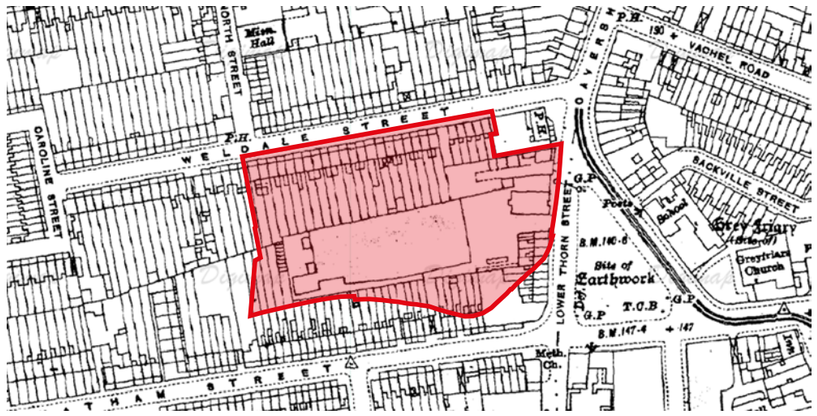
1950



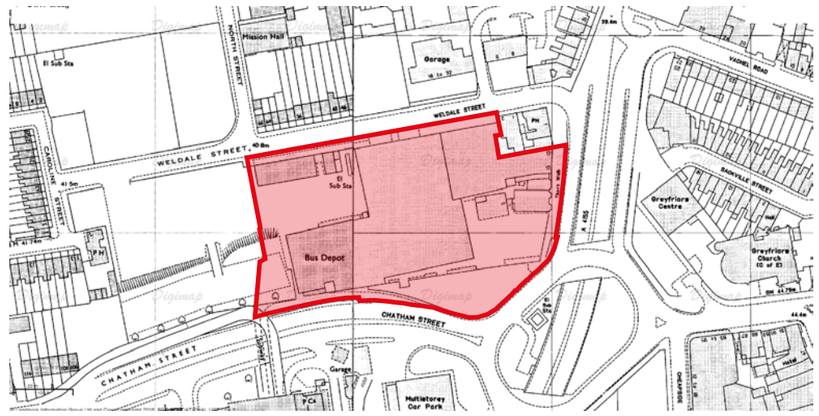
1910



1960

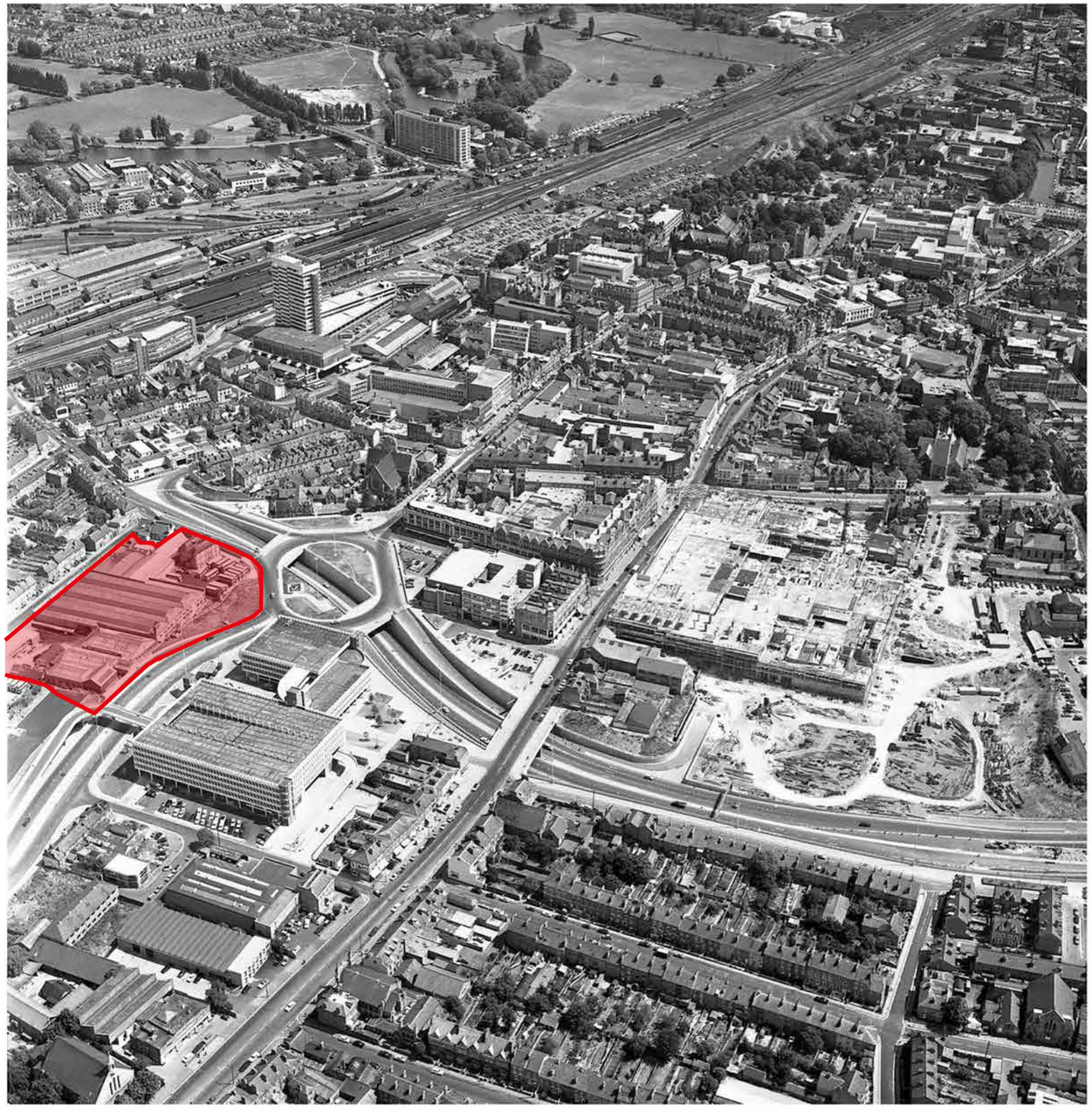


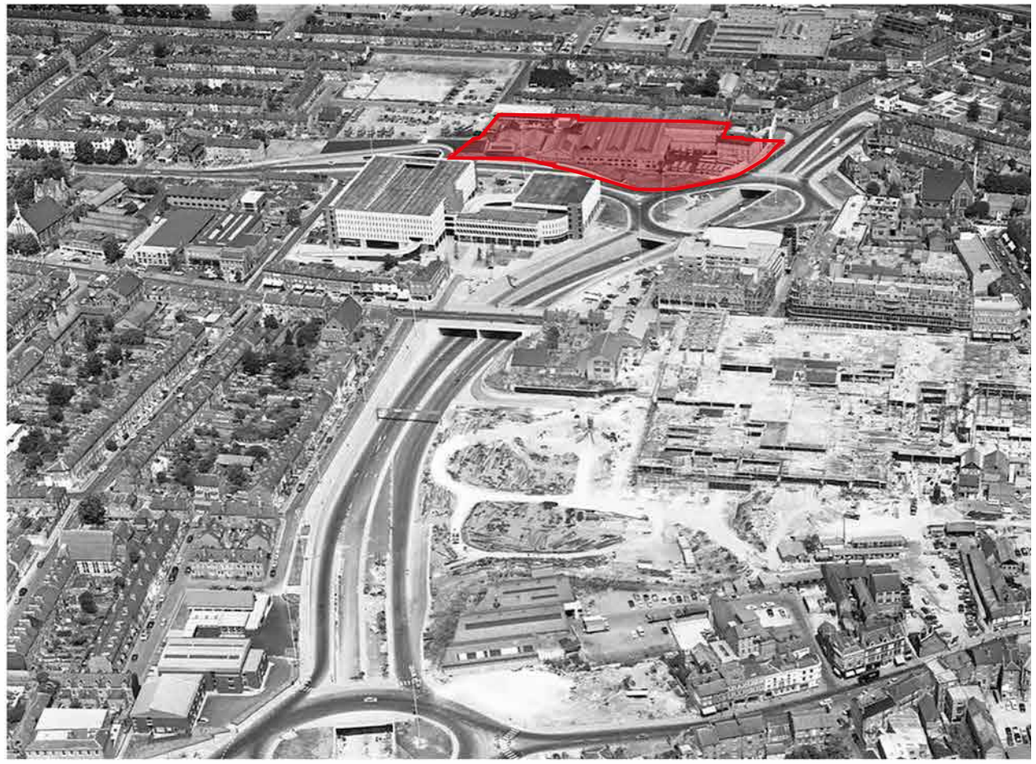
1930



1970-1980

Fig. 2.4.1 - Historic maps & aerial photographs (with redline boundaries to indicate extent of proposal site).







1970-1980

Protection and Enhancement of the Historic Environment

Reading Borough Council planning policy CS33: Protection and Enhancement of the Historic Environment aims to protect and enhance historic features and areas of historic importance within the town. This includes listed buildings, conservation areas and other features with local or national designations, including their setting.

The Built Heritage Statement by Heritage Collective identifies 257 listed buildings within 1km of the site, as well as a number of Conservation Areas. The majority of those listed have been identified as sharing no functional or visual connection to the site due to the dense urban nature of the surroundings, and will therefore not be impacted by the proposals. The site itself does not include any buildings of historic interest and is not located within a conservation area.

For further information refer to the full statement by Heritage Collective.

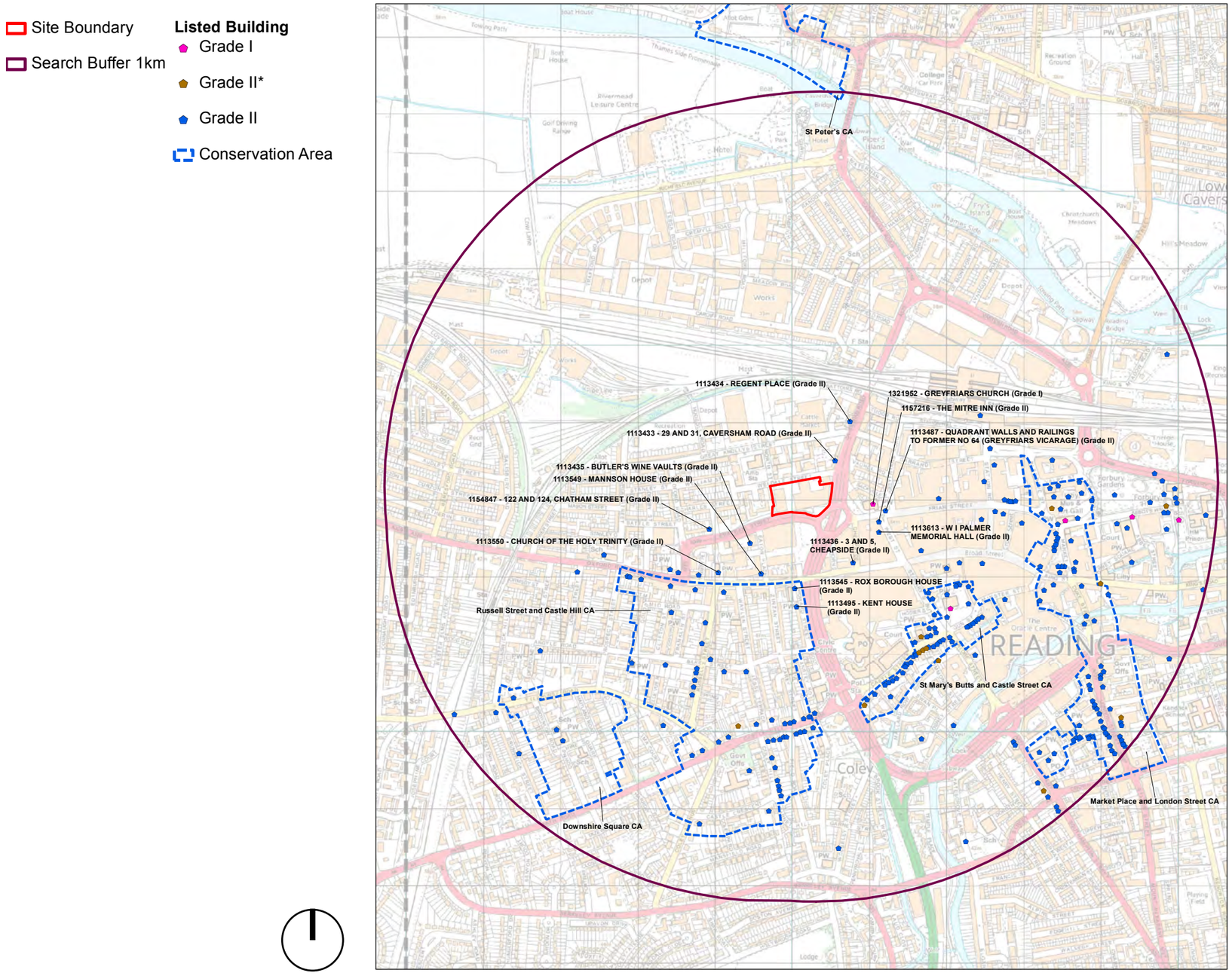


Fig 2.4.2 - Extract from Built Heritage Statement

Greyfriars Church

Greyfriars church is a grade I listed building. The church was constructed in 1285. The Historic England listing states that it is 'Said to be the most complete surviving example of Francisian architecture in England'. The church fell into religious disuse with the Dissolution of the Monasteries in the sixteenth century, however it continued in use as a guild hall, hospital and a prison. Following a period of disuse it later became derelict and was close to demolition before it was reconstructed as a church in 1863.

The building is constructed from squared knapped flints with cut stone dressings, buttresses and a pitched tiled roof. At the western end of the nave an extension was added between 1969 and 1974. This consists of a single-storey, semi-circular, flat roofed extension which sits below the large western window. This is constructed in sympathetic materials.

The immediate and wider setting of the building has been largely altered in the twentieth century, removing a significant proportion of the building's historic context. The existing buildings on the Weldale Street site are currently considered to make a very minor negative contribution to the setting of the asset. Any future proposals for the site will therefore need to be sympathetic to the church so not to distract from its historic importance to any greater extent.

Other listed assets along Friar Street

Other listed assets along Friar Street include the Quadrant Walls and railings to former no. 64 (Grade II listed) and The Mitre Inn, known locally as the Thai Corner restaurant, (Grade II listed). Both listed assets are in close proximity to Greyfriars Church and the setting of these will need to be considered alongside that of the church in views of the site from the east along Friar Street.



Fig 2.4.3 - Photo of Greyfriars Church from the IDR roundabout to the west



Fig 2.4.4 - Photo of Greyfriars Church with listed Quadrant Walls and railings of former no. 64 in the foreground



Fig 2.4.5 - Photo of The Mitre Inn (known locally as 'Thai Corner')



Fig 2.4.6 - Photo of Greyfriars Church from east along Friar Street

Butler's Wine Vaults

The pub at the corner of Chatham Street and Eaton Place is designated a Grade II listed building. It was first established as a public house in 1830, although the building itself has earlier origins. The building is constructed primarily in brick, some of which has been rendered, with sash windows. It is two storeys in height with a hipped roof. Decorative features include stone quoining, ornate pilasters, architraves and segmental pediments containing high-relief fruit and flower carvings.

The immediate setting of the pub consists of a small seating area to the front, along with parking to the rear. The wider setting is made up with modern buildings, including a large multi-storey car park to the east, which are generally of a much greater scale. There are no other buildings of historic interest in the close proximity. The existing setting is therefore currently considered to have a negative contribution to the significance of the building in heritage terms.



Fig 2.4.7 - Photo of Butler's Wine Vaults from opposite side of Chatham Street



Fig 2.4.8 - Photo of Butler's Wine Vaults from west along Chatham Street



Fig 2.4.9 - Photo of site from west along Chatham Street



Fig 2.4.10 - Photo of site from west from roundabout at junction of Chatham Street and Bedford Road

Listed assets along Caversham Road (the IDR)

No. 29 and 31 Caversham Road are jointly listed as a Grade II listed building. The building was constructed in c. 1847 and consists of two semi-detached houses, three storeys in height plus basement & hipped roof. The building is constructed in red brick with sash windows, slate roof and a prominent central brick chimney stack. The basement and ground floor of no. 31 appear to have been subsequently rendered. To the side of each property there is a porch extension, which is set back from the front façade and up a short flight of steps. Decorative features include semi-circular arched surrounds and ornamental urns over the entrance porches.

Regent Place is a Grade II listed building. The building was constructed in 1847 and consists of a row of six terraces at three storeys in height plus a basement. The building is constructed from red brick with stucco at basement level and sash windows. The roof is hidden behind a high parapet. Decorative features include stucco cornicing, architraves & date panel.

The immediate setting of both the above heritage assets is made up of small front paved areas with historic cast iron railings. The iron railings add some degree of historic context for the assets. To the rear what would have been the gardens have been partly tarmacked to provide car parking behind Regent Place. The wider setting is made up of late twentieth and early twenty-first century developments, which are much larger in height and scale. These do not contribute to the significance of the asset in any positive way and instead are considered to have some degree of negative impact. The recently completed Chatham Place development also sits within the wider setting and demonstrates a general change in the character of the area in the twenty-first century resulting in an increasing number of tall buildings and urban intensification of the towns core.

Views of the proposals from the north of the site along Caversham Road will be carefully considered.



Fig 2.4.11 - Photo of No. 29 and 31 Caversham Road



Fig 2.4.12 - Photo of Regent Place



Fig 2.4.13 - Photo of site from north along Caversham Road with No. 29 & 31 in foreground



Fig 2.4.14 - Photo from north of site along Caversham Road with Regent Place in the foreground

Terraced properties on Sackville Street

The terraces on Sackville Street are identified as being of low (local) heritage significance and a non-designated heritage asset. The terraces have been highlighted due to their close proximity to the site. Views into the proposed development from this position will therefore be considered.



Fig 2.4.15 - Photo of Sackville Street from east



Fig 2.4.16 - Photo of Sackville Street, close up



Fig 2.4.17 - Photo of site from east with Sackville Street in the foreground



Fig 2.4.18 - Photo of site from Sackville Street

RBC Major Opportunity Areas

The Reading Central Area Action Plan identifies the Weldale Street site within the boundary of Major Opportunity Area RC2b. The site occupies approximately half of this identified area. The RBC strategy proposes that the area is developed primarily for residential development. Major Opportunity Area RC2b extends up to include the urban block on the north side of Weldale Street as well as the site, as identified in Fig. 2.4.19.

RC5: Design in the Centre / RC9: Living in the Centre / CS7: Design & the Public Realm

Reading Borough Council Planning Policies RC5, RC9 & CS7 outline various overlapping design requirements for all developments within the Reading central area. A summary of the policies main requirements is as follows:

- Developments must maintain & enhance their immediate context (in terms of layout, urban grain, landscape, density & mix, scale, appearance & the historic environment).
- Provide continuity, enclosure and frontages that engage with the street at lower levels.
- Allow for ease of movement and permeability.
- Provide high quality, well designed public realm.
- Incorporate high quality details & materials.
- Be legible, adaptable & meet a wide range of needs.
- Create safe and accessible environments
- Include a mix of 1, 2 & 3 bed apartments, including affordable housing.
- Be backed up by comprehensive noise & air quality strategies.
- Allow for suitable provision of community facilities (where local need is increased by the development).
- High density developments encouraged
- Create a place with its own identity and sense of place.

This design and access statement, along with its supporting documents, aims to address all of the above matters.



Fig. 2.4.19 - Major Opportunity Areas (shaded in grey). Extract from Reading Central Area Action Plan, 2009.



Fig.2.4.20 - Planning Policy documents

2.5 Transport Connections

Existing road links

Reading is served by the M4 motorway, which closely skirts the borough and serves it with three junctions (J10-J12). Other main roads serving Reading include the A33 from Basingstoke, the A327 from Farnborough, the A329 from Bracknell to Thame, the A4074 to Oxford, and the A4155 to Henley-on-Thames.

Within Reading there is the Inner Distribution Road (IDR), a major ring road for local traffic movements. The A329(M), A33 and A4 national routes link the town with junctions 10, 11 and 12 of the M4 motorway respectively. The IDR is linked with the M4 by the A33 relief road, which runs past the Madejski Stadium and Green Park Business complex.

Existing rail and bus links

An extensive local and regional bus network operates within the local vicinity of the site. The nearest stops are located at Caversham Road fire station, Waylen Street and Friar Street.

The nearest railway station is Reading Station. This station plays a key role in serving the Great Western Main Line. The line runs from London Paddington to the east. To the west of Reading station, the line splits into two branches, allowing it to serve a variety of communities in the West and South West of England and onward into South Wales.

Crossrail

Crossrail is a 118-kilometre (73-mile) railway line under development, the line will provide a high-frequency commuter and suburban passenger service that will link parts of Berkshire and Buckinghamshire, via central London, to Essex and south-east London. From December 2019, two Elizabeth line trains an hour will allow passengers to travel right through central London from Reading station without having to change trains

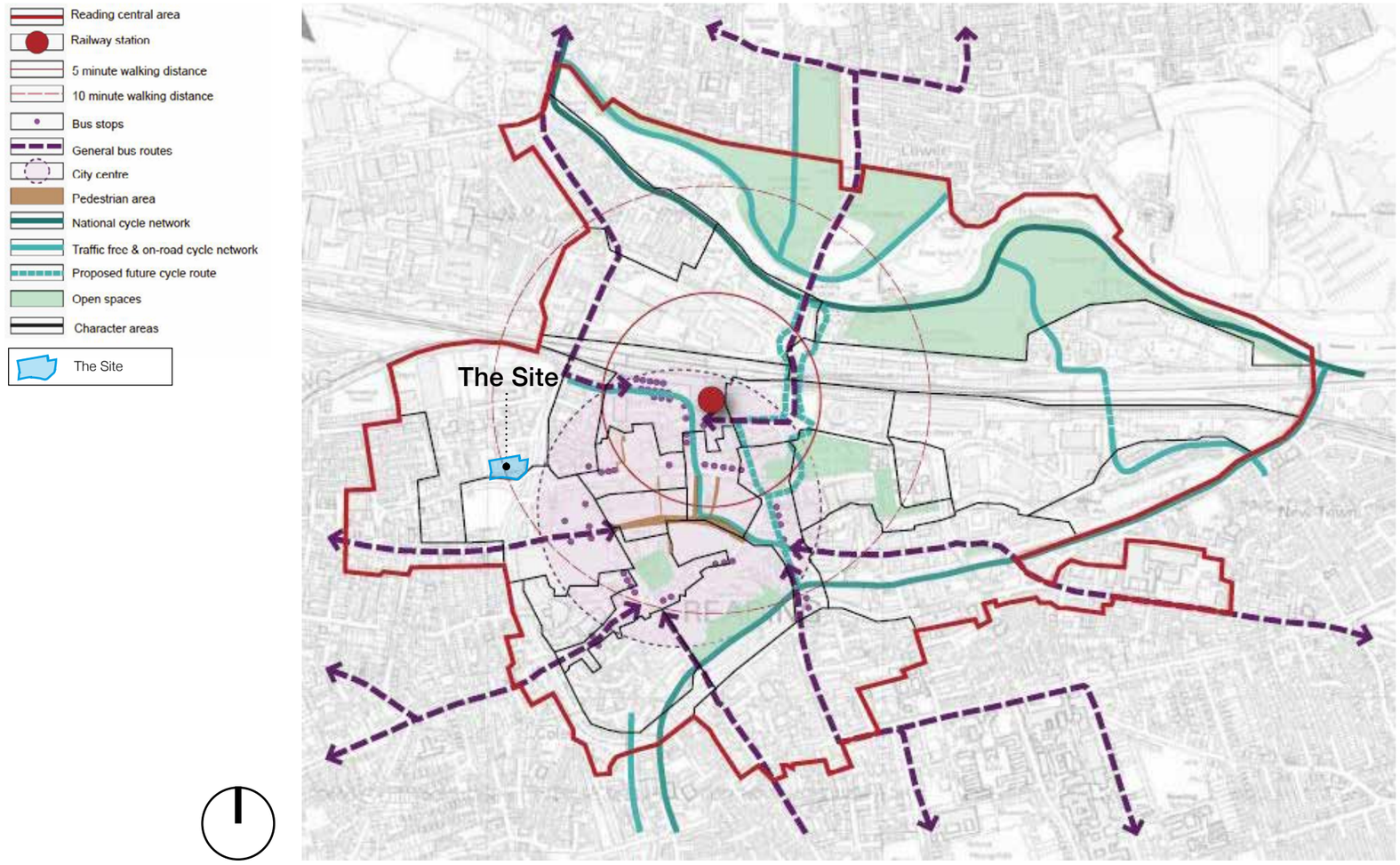


Fig. 2.5.1 - Transport Links Analysis Diagram of central Reading, Extract from Reading Tall Building Strategy, 2008

Existing footpaths and cycle routes

A network of traffic free cycle routes exist around the site and wider area. The R5 which runs from Tilehurst Station to the centre and the R60 which runs from South cote to the Reading Central are the closest in proximity to Weldale Street.

Existing pedestrian footpaths run along the outside perimeter of the site along the north, east & south perimeter of the site. To the west edge another pedestrian footpath currently runs south-north within the site's red line boundary. This rises from Weldale Street to Chatham Street approximately 4m above.

Due to site levels across Chatham Street access to Chatham Place and the wider area to the south of the site is limited. Crossing points include a staggered controlled crossing point to the west of the site near to Malthouse Lane and a new crossing created as part of the recently completed Chatham Place development that links to the south east corner of the site near the roundabout. There are no other opportunities in the vicinity of the site along Chatham Street for crossing north to south.



Fig. 2.5.2 - Local pedestrian & movement diagram

Key

- Walking route from Site to city centre & Reading Station
- Bus from site (Skyblue 15/15a/16) to City Centre & Reading Station
- R60 Cycle Route
- Bus stop
- Reading Train Station
- Pedestrian crossing
- Pedestrianised area/ city centre
- IDR
- Edge of flyover
- Pedestrian footpaths
- P Public Car Park

2.6 Uses - Live, Work & Play

There are a number of existing facilities in the area surrounding the site. A number of these are illustrated on the image to the right.

- Nearby Schools include EP Collier Primary School & Oxford Road Community School.
- Reading was the 16th most profitable business location in the country in 2000 (Experian) and was voted England's Best Working City in a survey for Healey & Baker in 1999. Reading is ranked equal 8th in the UK (with Newcastle-upon-Tyne) in terms of the value of commercial property investment, worth some £1.6 billion at the end of 1999.
- The Museum of Reading opened in 1883 in the town's municipal buildings. It contains galleries relating to the history of Reading and to the excavations of Calleva Atrebatum. The Hexagon Theatre is also located within close proximity to the site, providing a multi-purpose entertainment venue in the heart of Reading.
- Reading town centre is a major shopping centre. The main shopping street is Broad Street, which runs between The Oracle Mall and Broad Street Mall in the west of the city and is a short walk from the site.



Fig 2.6.1 - Logos of some of the many global businesses and organisations, as well as SMEs and start ups, that are located within the Reading Economic Area (www.livingreading.co.uk)

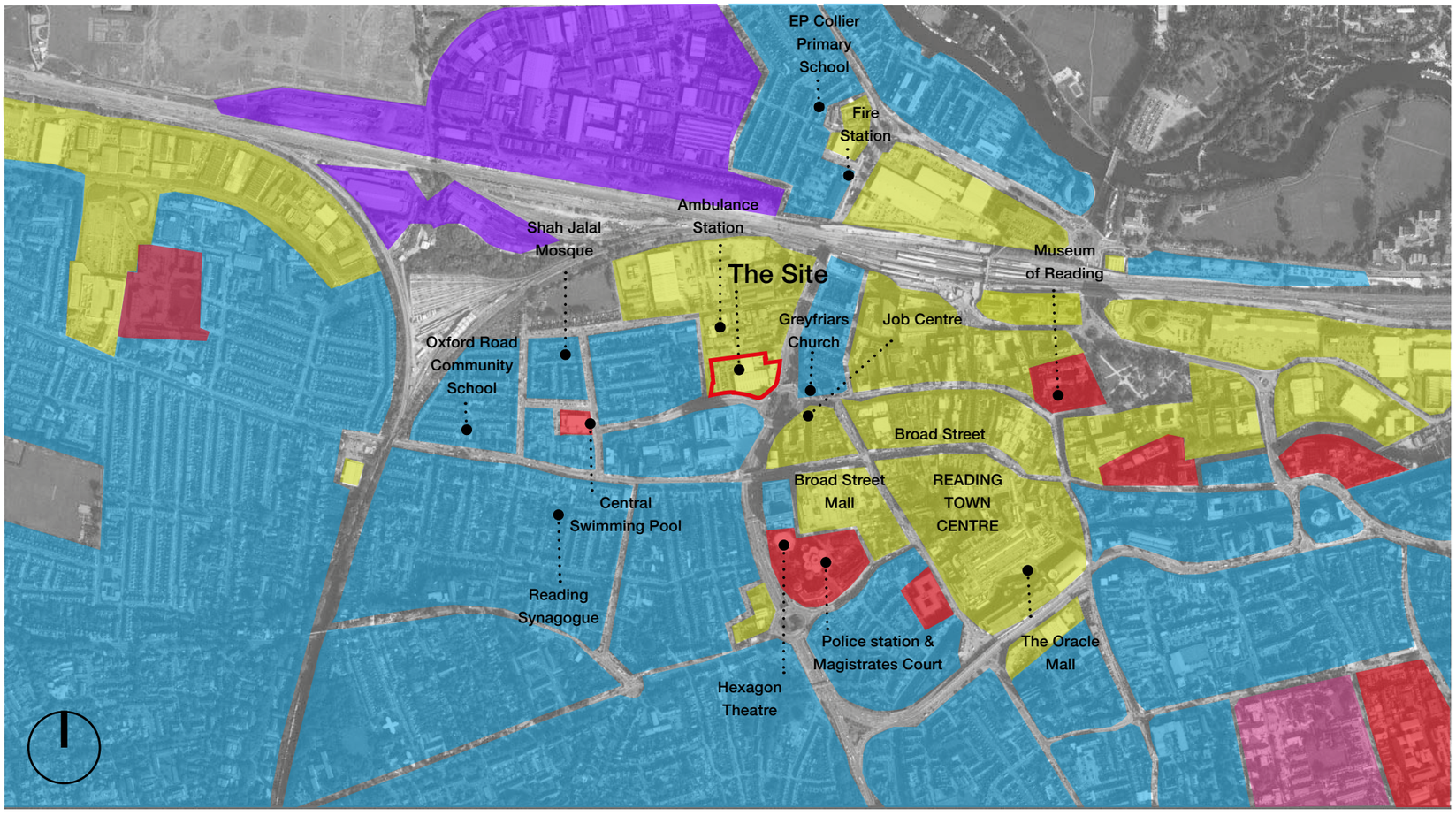


Fig 2.6.2 - Existing Uses Diagram

Key

- Residential
- Civic Buildings
- Industrial Sites
- Commercial/Office/Mixed Use/ Light industrial
- University/College Campus & Halls

2.7 Environmental Analysis

Prevailing wind

In Britain the prevailing wind is from the South West. This will need to be taken into consideration when positioning buildings on the site and in relation to the orientation of public walkways and landscaping.

Green space

Reading has over 100 parks and playgrounds, including 5 miles (8.0 km) of riverside paths.

Victoria Park is located 0.2 miles walking distance from the site off Great Knollys Street.

In the town centre is Forbury Gardens, a public park built on the site of the outer court of Reading Abbey. This is located 0.5 miles walking distance to the east of Weldale Street.

Kensington Park is another medium sized neighbourhood green recreational area located within the existing residential area approx. 1 miles walking distance to the west of the site.

The largest public park in Reading is Prospect Park, previously an estate owned by Frances Kendrick and acquired by the Reading Corporation in 1901. Prospect Park is located 1.5 miles to the south west of the site.

Existing Waterways

The centre of Reading is on a low ridge between the River Thames and River Kennet, close to their confluence, reflecting the town's history as a river port. Just above the confluence, the Kennet cuts through a narrow steep-sided gap in the hills forming the southern flank of the Thames floodplain. The absence of a floodplain on the Kennet in this geographical location enabled the development of wharfs.

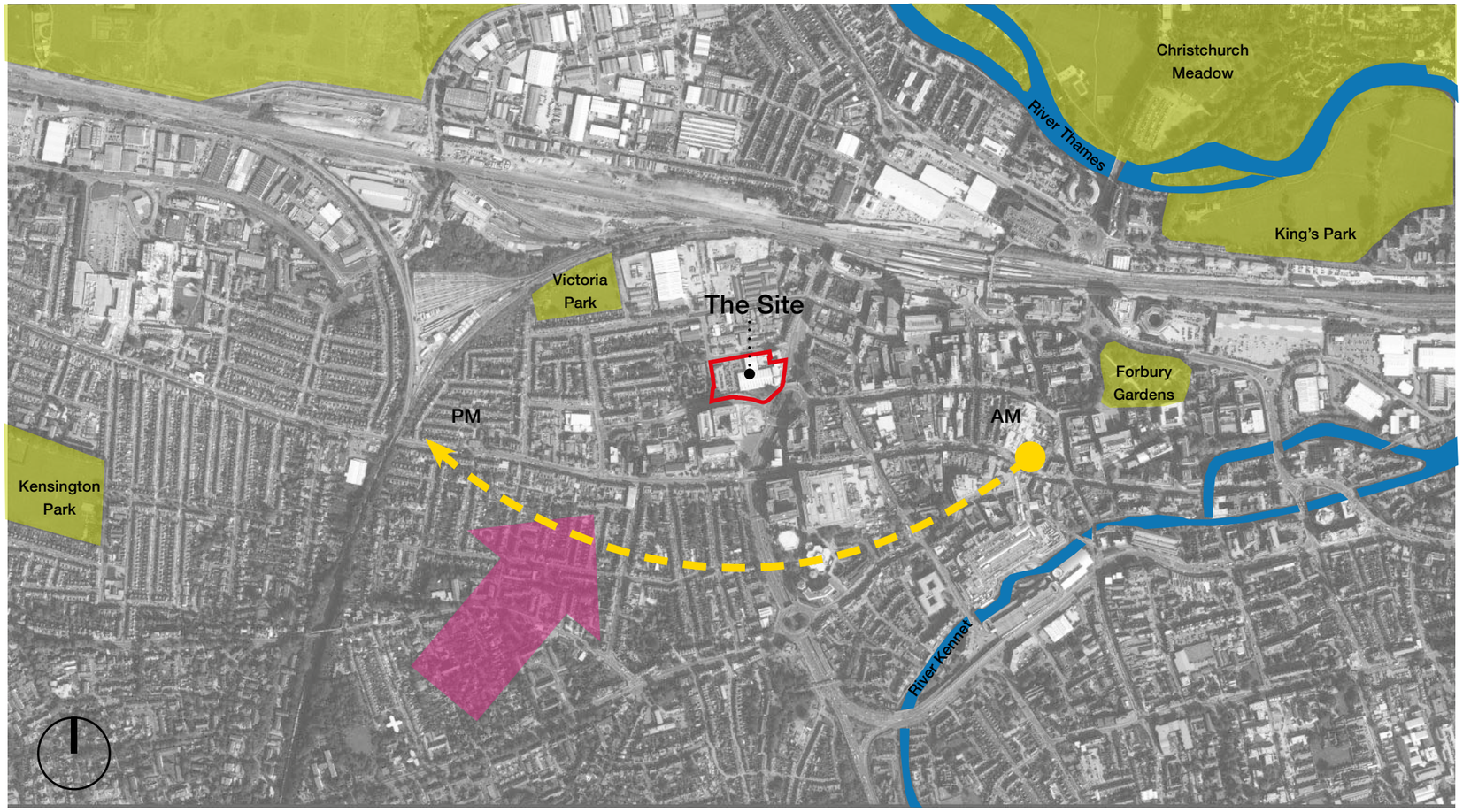


Fig 2.7.1 - Environmental Analysis Diagram

Key

Prevailing Wind (South-westerly)

Existing Waterways

Key Green Spaces

Sun Path

3.0 Scheme Development

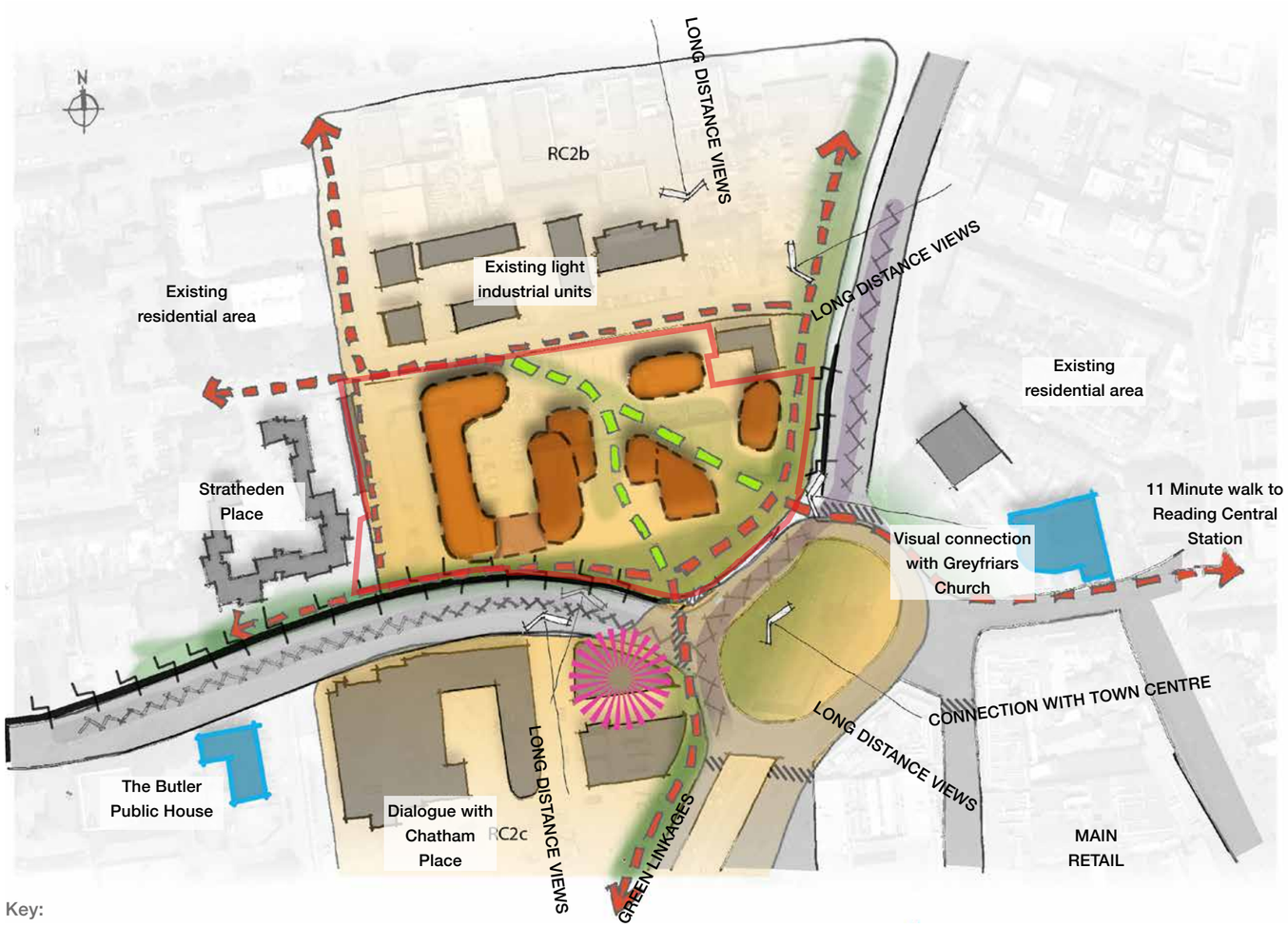
3.1 Opportunities & Constraints

Constraints

- Broadly rectangular site.
- Substantial change in levels from north to south perimeter of site.
- Low / medium scale existing residential / light industrial development to the west & north of the site.
- Medium / high scale existing residential / commercial development to the south & east of the site.
- Sensitivity to Grade I listed Greyfriars Church.
- Landmark Building / Chatham Place residential development to south of site.
- Layout of development to respond to existing road network.
- Noise and pollution from Caversham Road and Chatham Street.
- Retention of existing pedestrian footpaths.
- Location of existing pedestrian crossings.
- Retention of existing amenity area (directly outside of site boundary to south).

Opportunities

- Re-develop a currently vacant / underused brownfield site.
- Potential to create a 'land bridge' with new external landscaping picking up the change in level across the site.
- Potential to step building massing up across the site to act as mediator between the lower and higher rise buildings bordering the different edges of the site.
- Create a development that is integrated into its surrounding context.
- Provide much needed residential accommodation for various demographics in line with RBC policy for Major Opportunity Area RC2b.
- Catalyst for regeneration to the rest of Major Opportunity Area RC2b & to wider area to the north of the site.
- Utilise excellent connectivity to bus/ train network.
- Reintroduce perimeter block arrangement.
- Introduce gaps in perimeter block arrangement/ create new public open spaces.
- Maintain & improve pedestrian linkages across the site.
- Improve permeability.
- Create a visual dialogue with the existing residential development at Chatham Place to the south.
- Potential development opportunity for feature building at the junction of Chatham Street & the IDR, whilst respecting Chatham Place as the local landmark on the Reading skyline.
- Possibility of improving/ providing additional green amenity space within the development.
- Possible improvements to existing amenity area to south of site boundary, whilst simultaneously creating a green buffer to new residential development.
- Improve / extend existing green linkages across the site.
- High quality development in the centre of Reading.
- Create a sense of place.
- Opportunity to introduce limited mixed use elements (e.g. commercial A1/ A3 uses) at ground floor level adjacent to the IDR roundabout



Fig, 3.1.1- Initial constraints & opportunities diagram





Fig.3.1.2- Photos of the existing site showing substantial change in level across the site.

3.2 Previous Planning Advice for the site

Previous planning advice for the site was taken into account with the development of the initial concepts for the site.

A summary of the written advice given by RBC in response to a previous pre-application submission on behalf of CBRE Global Investors, dated 2 February 2015 (Ref. No. 141036) is given below:

In broad principle the proposals for the redevelopment of the site were welcomed by Reading Borough Council.

A high density scheme that makes efficient use of a previously developed site was considered to be appropriate. Densities of over 70 dwellings per hectare were considered appropriate for a town centre location. It was suggested that maximum densities would ultimately be limited by other policy requirements, particularly scale and the need for open spaces within the surrounding development.

Careful consideration was recommended for the areas of transition from low to medium / high density residential at the different edges of the site, in particular along the western edge of the site facing onto Stratheden Place and north edge of the site facing Weldale Street.

The setting of the Grade 1 listed Greyfriars church was also highlighted as of key importance, especially views of it from the IDR, Chatham Street & Friars Street.

A less ‘blocky’ built form was described as preferable.

The grassed area of highway land to the south east of the site was recommended for inclusion within any proposals for the application site. High quality landscaped proposals were advised to be included in any future application.

It was also requested that the pedestrian routes along the edges of the site be retained as part of any improvements to the landscaping of the wider area.

It was requested that loading / unloading facilities be provided off street for any proposed retail uses, as well as off street refuse collection areas for retail and residential uses.



Fig 3.2.1 - AWW representation of previous massing proposed by CBRE Investors

3.3 Sketch Concepts

The following sketches represent the initial concepts for the site in response to the constraints and opportunities identified.

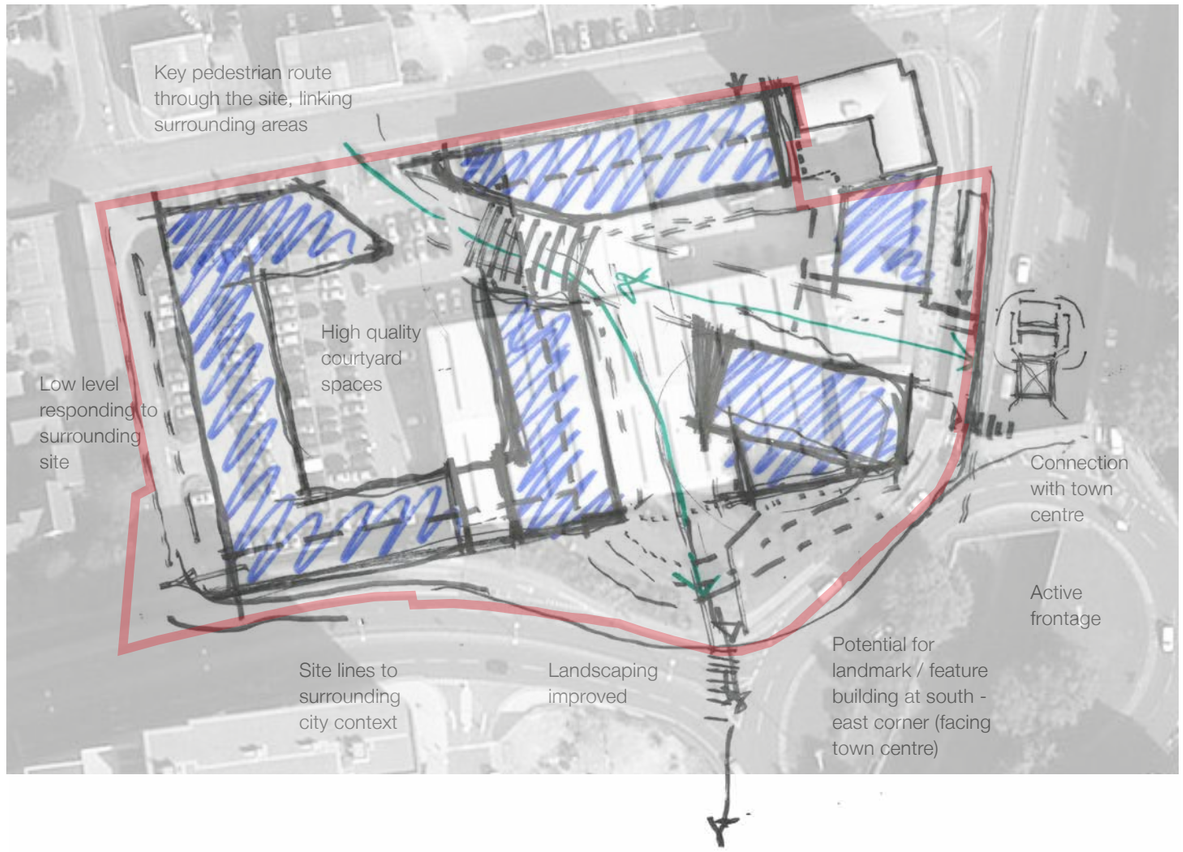
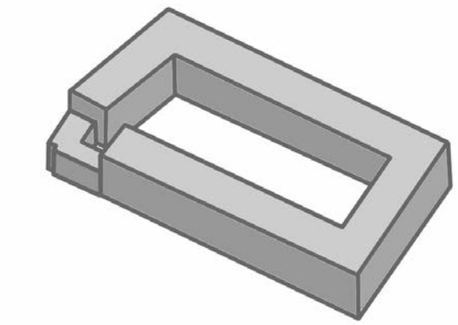


Fig. 3.3.1 - Initial sketch concept

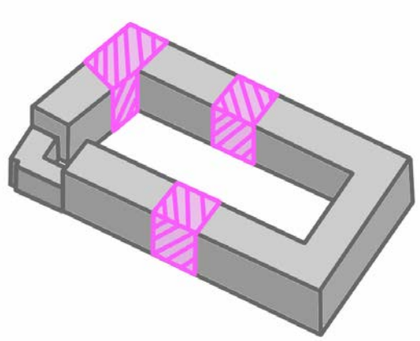
Fig. 3.3.2 - Our initial approach to delivering the concept

1



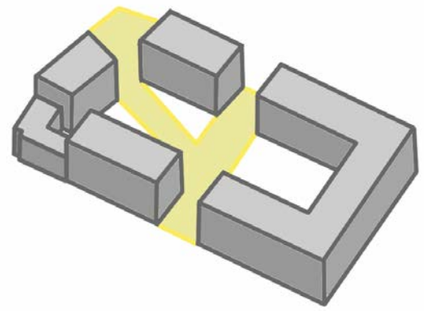
Site extents

2



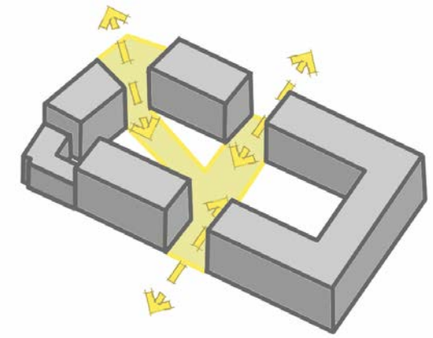
Avoidance of closed off perimeter

3



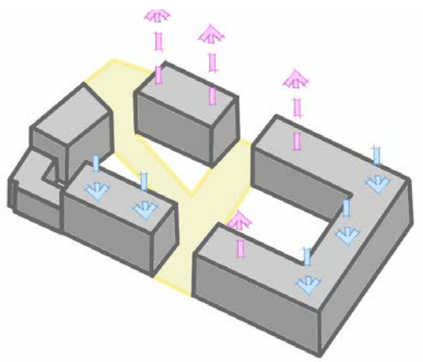
Positive routes

4



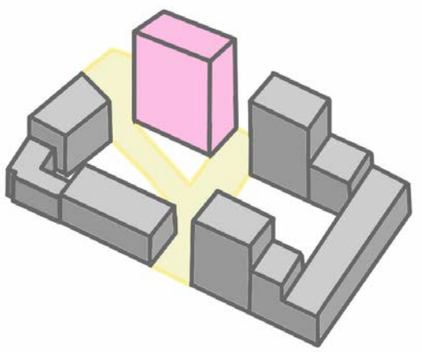
Linking to the surroundings

5



Variety of form & massing in response to context

6



Creating an identity / feature block

3.4 Evolution of layout

Throughout the design process the design team have regularly returned to the original constraints, opportunities and vision of the original concept whilst allowing the scheme to evolve and respond to feedback received from pre-application discussions with Reading Borough Council and stakeholders.

The following pages summarise the key stages in the development of the design.



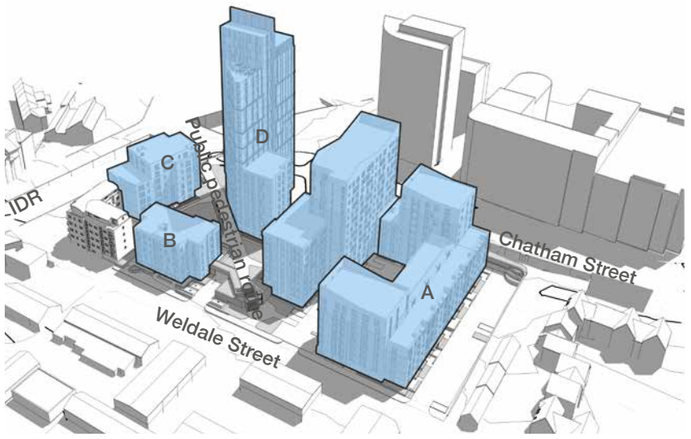


Fig. 3.4.1

Massing 1 - Landmark Building

- Initial designs focused on the arrangement of 4no. building masses, Block A, B, C & D arranged around a new public route that bisects the site diagonally from the centre of Weldale Street to the junction of the IDR & Chatham Street. New areas of green amenity space created between building footprints.
- Scheme predominantly residential with the exception only of some limited commercial (A1/A3) use at the base of Block D.
- Block D intended as a tall 'landmark' building to south-east corner of the site facing onto town centre..





Fig. 3.4.2

Massing 2 - Removal of all tall buildings above 12 storeys

- Following receipt of Septembers pre-app response from RBC all tall buildings above 12 storeys were removed from the scheme and remaining buildings adjusted to suit.
- Principle accepted that Chatham Place must remain the main landmark in western Reading skyline & the tallest building in the immediate urban context.
- Aim to retain the south-east corner of the site as the location for a feature building within the development.

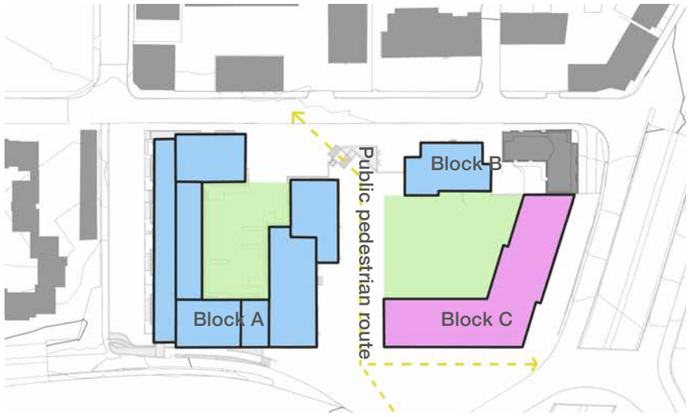
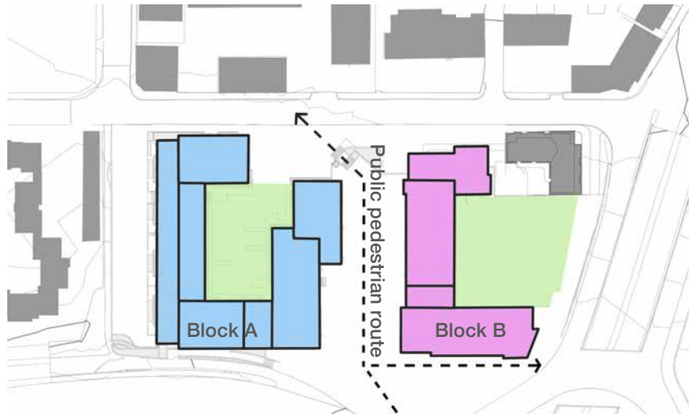




Fig.3.4.3

Massing 3 - Rearrangement of pedestrian route & consolidation of amenity areas

- Alternative layout to massing 2 (all tall buildings above 12 storeys removed).
- Arrangement of new public pedestrian route adjusted to provide direct north - south route focused on desire lines to existing Chatham Place development.
- Consolidation of main external amenity areas into two main areas to suit landscape comments.



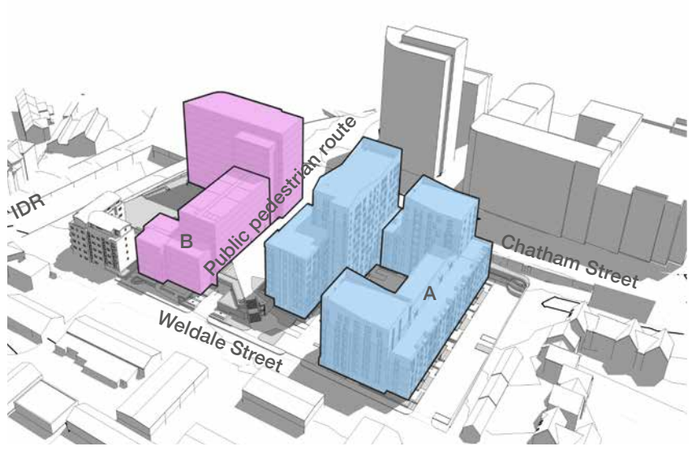


Fig. 3.4.4

Massing 4 - Opening up of site along IDR

- Rearrangement of Block B massing & consolidation with Block C to provide improved natural surveillance and active frontage along new central public pedestrian route.
- Removal of less desirable accommodation along noisy edge of IDR & replacement with green buffer to benefit of proposed residential development & the environment along the IDR.





Fig. 3.4.5

Massing 5 - Improved central access route through site

- Based on Massing 4.
- Focused on improved accessibility across the site with introduction of wheelchair friendly sloped route in addition to previous stepped access.
- Hierarchy of form & massing towards south -east corner of site facing Reading town centre developed.

3.5 Key Development Principles

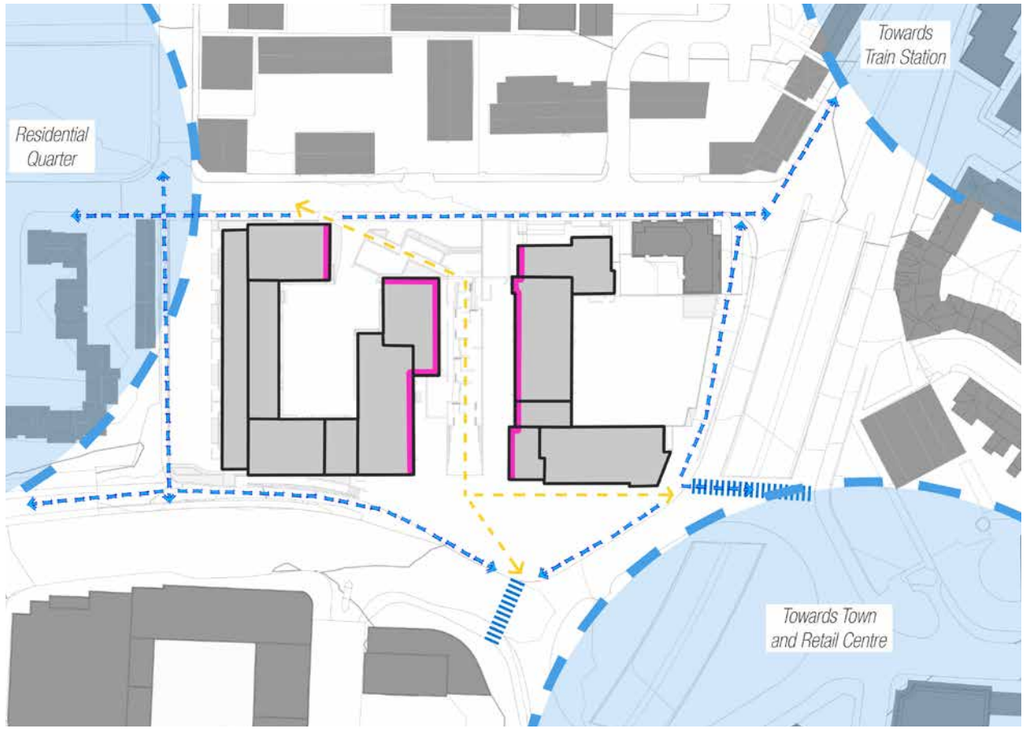


Fig. 3.5.1



Fig. 3.5.2

1. Permeability and Integration with local area

- The retention & improvement of existing pedestrian routes around the site.
- Provision of a new public pedestrian route through the centre of the site from Weldale Street to Chatham Place and the town centre overlooked by active frontages.
- An inclusive design, accessible for all.
- Clear hierarchy of routes.
- Visual and physical links to the surrounding area & town centre.
- Permeability through the site, linking to public transport and breaking down the mass on the site.

2. High Quality Amenity Space

- Creation of a vibrant public realm spaces providing attractive and comfortable spaces to wait, sit and cycle/ stroll through.
- Layout and routes created by new public realm responding to desire lines and aligned with existing Chatham Place development.
- High quality & clearly defined private amenity space for residents.
- Good natural surveillance and passive security features.
- Durable, robust materials and street furniture.

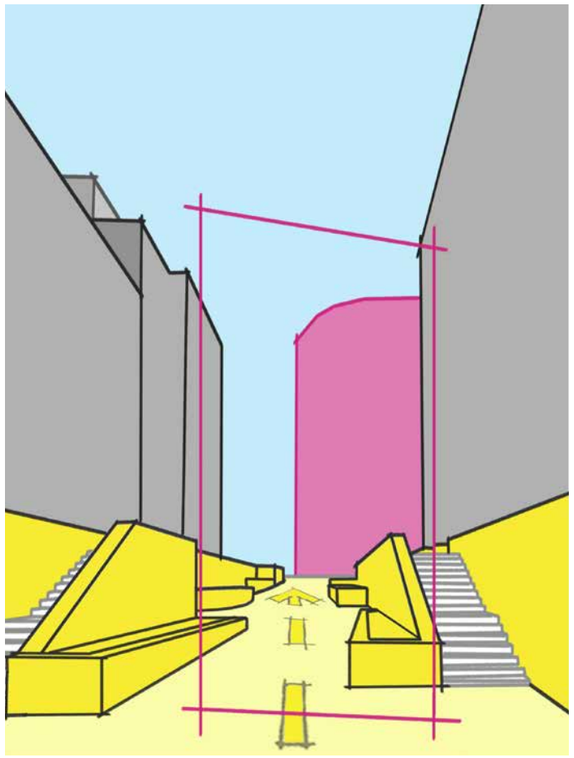


Fig. 3.5.3

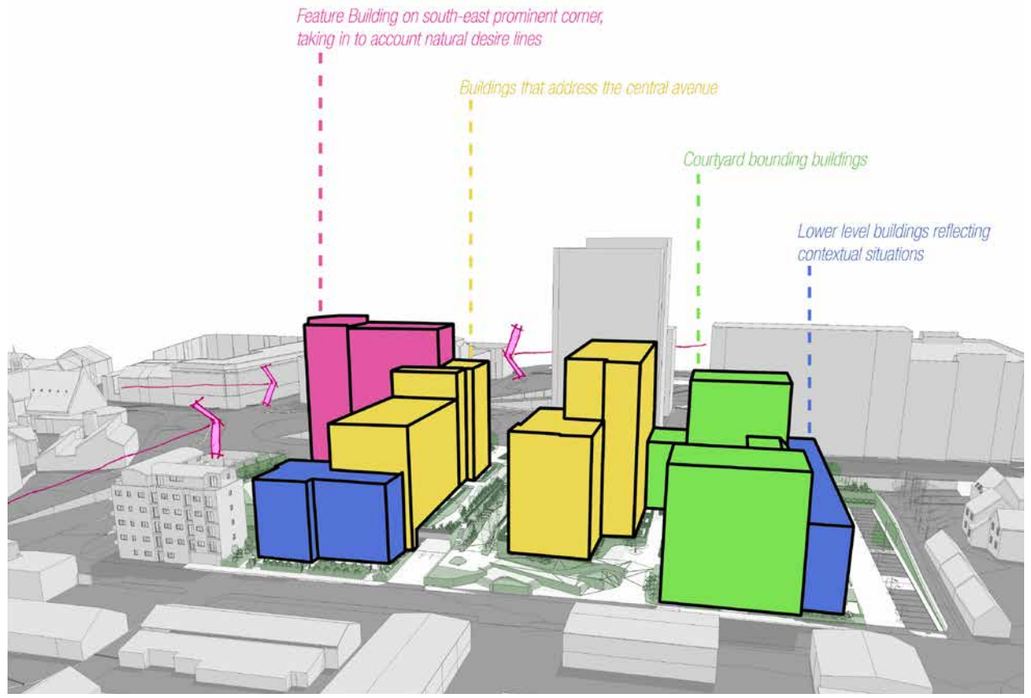


Fig. 3.5.4

3. Relationship to existing Chatham Place development

- Subservience to scale and massing to existing Chatham Place development.
- Acknowledge Chatham Place as main ‘landmark’ tall building within Reading western tall building cluster.
- Building masses framing views of Chatham Place.

4. Character and Distinct Identity

- A distinctive & high quality development that supports the regeneration of west Reading.
- Each building has its own identity but with an overall unifying theme across the site.
- A feature building at key south- east corner of site facing Reading town centre.
- Utilisation of a prominent corner of the site, taking into account natural desire lines & the hierarchy of scale.

3.6 Development of South-East Corner

In developing the design for blocks B1 & B2 it was considered important to both be respectful to the existing context (including Chatham Place and the Grade I listed Greyfriars Church) whilst also incorporating an architectural focal point to the south east corner of the site. This helps identify the development in views from the IDR, Chatham Street junction and town centre.

Instead of mimicking the curved corner of Chatham Place the main angles and façade lines of this building have been mirrored in the new building, using the relative position of the listed Greyfriars church as the centreline (see fig 3.6.3 below). This allows the new building to both respond to Chatham Place and views of Greyfriars church, creating a shared relationship between all three buildings.

The proposed building at just 12 storeys high also respects the neighbouring Chatham Place development and the 19 storey tower opposite. This recognises Chatham Place as a landmark in this part of Reading and allows it to remain the highest point in the skyline when viewed from the surrounding urban setting.

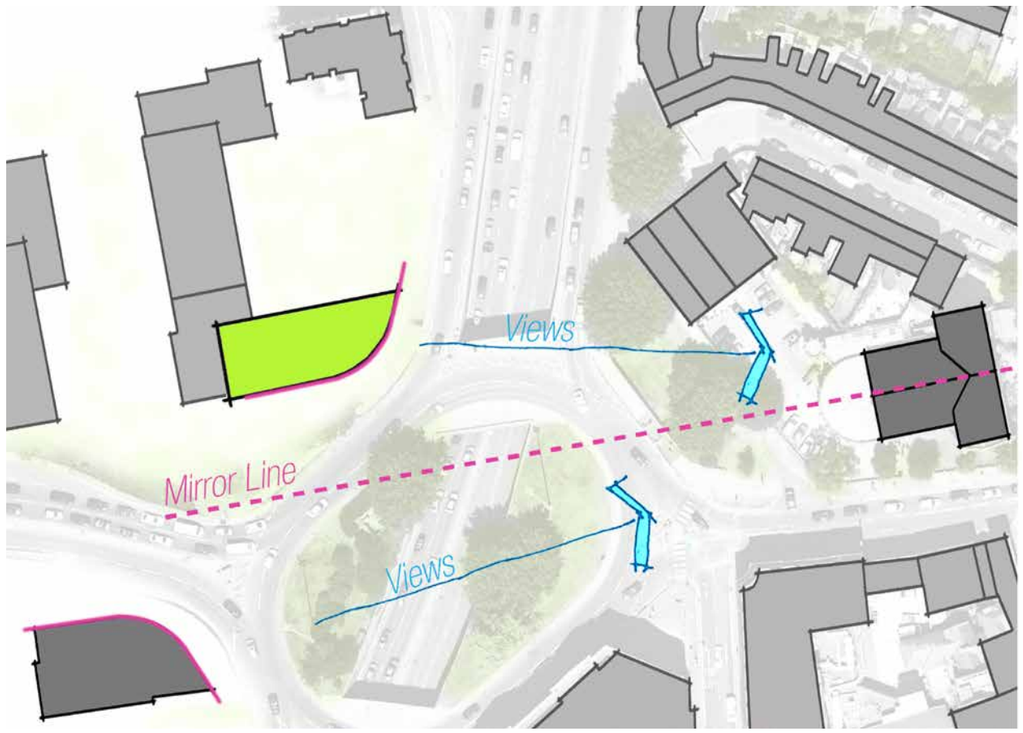
Diagrams 3.6.4 - 3.6.7 on the following page show how a hierarchy in the architectural language was developed to reinforce this corner as a key 'node' within the development.



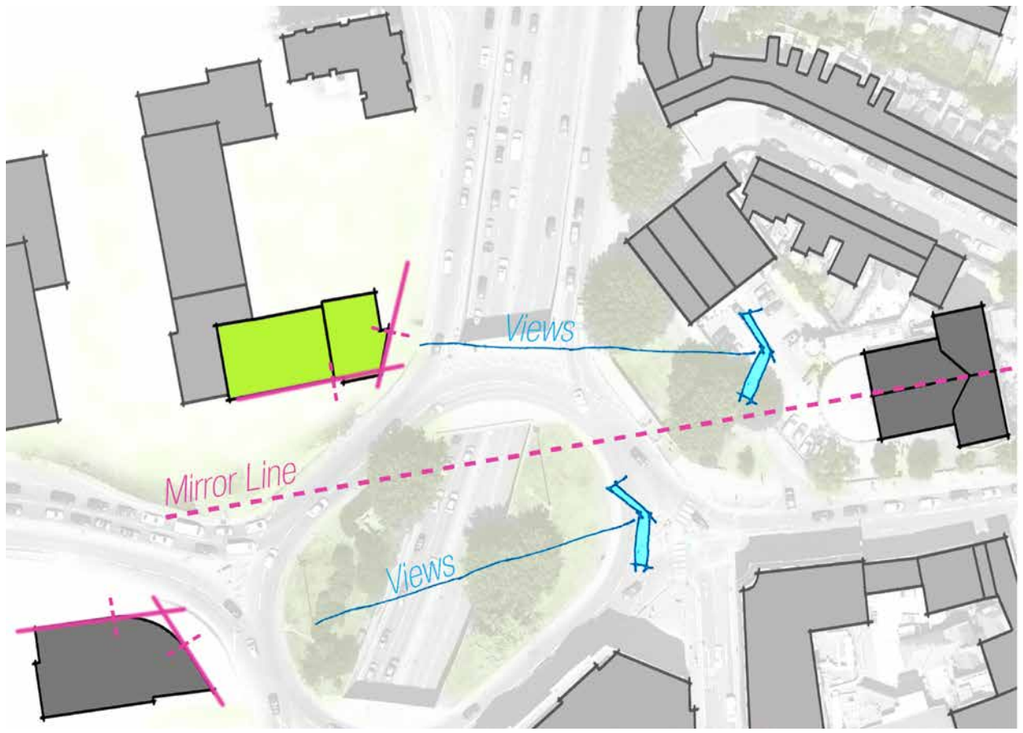
Photo of Chatham Place Fig.3.6.1



Photo of Greyfriars Church Fig.3.6.2



Curve of Chatham Place facade reflected on proposed building (mirrored along centre line Greyfriars church)



De-constructed curve

Fig.3.6.3- Block B2 Concept Diagram - Development of massing in relationship to Greyfriars Church & Chatham Place, NTS

Massing Iteration 1

The first massing iteration we explored presented the corner as a single element; one that sat as a square edge to the road and returned flush with the remainder of the building (see fig. 3.6.4 opposite).

Massing Iteration 2

Concerned that Massing Iteration 1 was too “bulky” in appearance we decided to look at ways we could break up the perceived mass of this prominent corner façade through the addition of an angled building plane. This addition of another plane helped accentuate the verticality of the mass by creating smaller vertical sections of façade (see fig. 3.6.5 opposite). The angle that created this new plane (as mentioned earlier) was derived from studies of both the Chatham Place development to the south and Greyfriars Church to the east.

Massing Iteration 3

Happy with the direction of the design process, although not with the output of Massing Iteration 2, we decided to look at the use of shadow and steps in the façade to help enhance the verticality of the building at this corner. Stepping back the mass at the north edge and pulling down the south portion in relation to the remainder of the building both help the building be read as a series of individual building elements. These steps, accentuated by cast shadows, will help to give this feature corner a more slender appearance (see fig.3.6.6 opposite).

Adopted Massing

A slight evolution of Massing Iteration 3 created our final adopted massing. Here we gave slightly more height to the 2 portions of this corner mass which helped reinforce the corner’s verticality further. It also allowed us to present a clear hierarchy in the design of building B2 where this corner is given more prominence than the rest of the building allowing the remainder of the building to be understood as a “linking” mass that communicates with both the corner mass and the remainder of the development (see fig. 3.6.7 opposite)

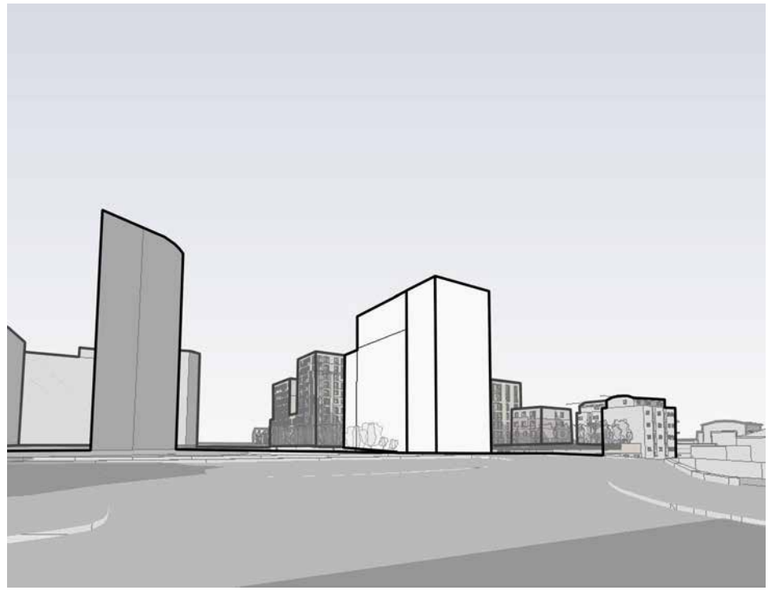


Fig. 3.6.4 Massing Iteration 1

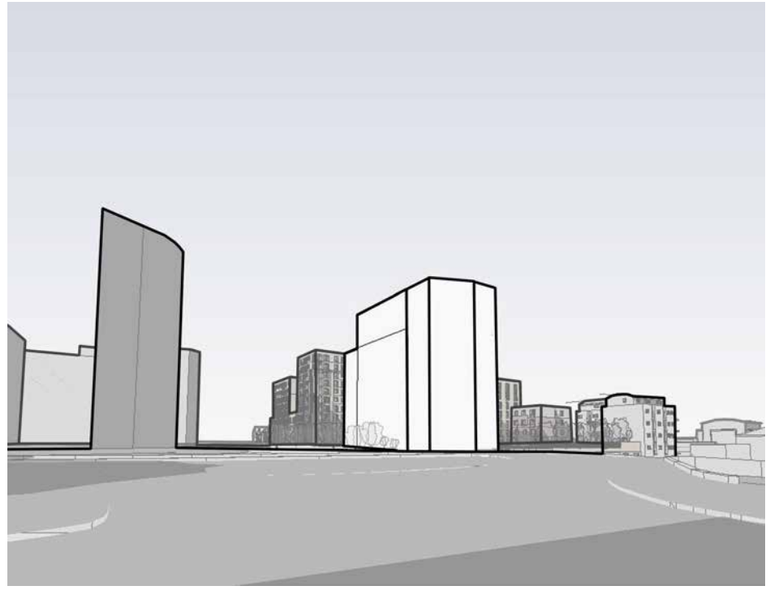


Fig. 3.6.5 Massing Iteration 2

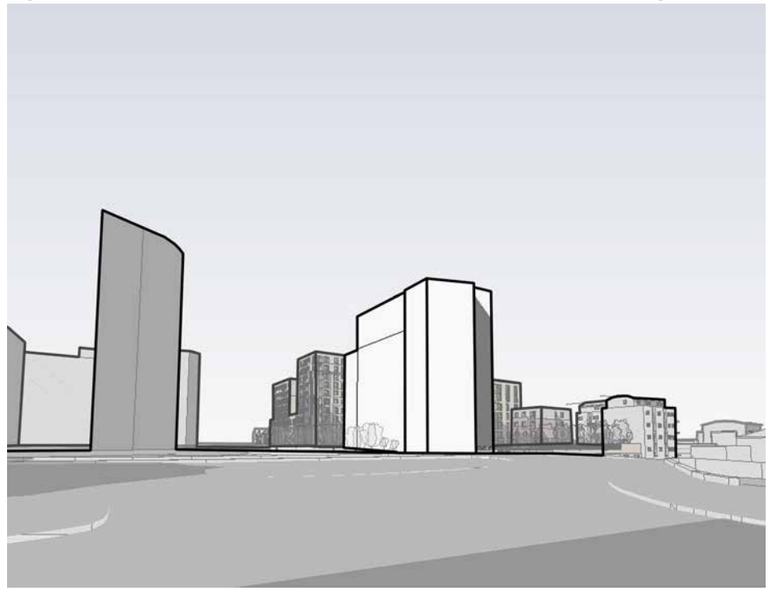


Fig. 3.6.6 Massing Iteration 3

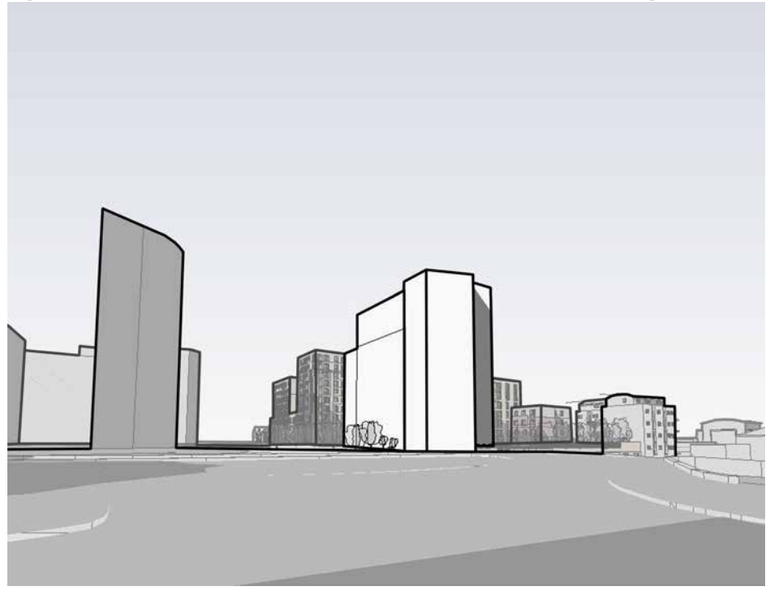


Fig. 3.6.7 Adopted Massing

3.7 Secure By Design

A meeting with Thames Valley 'Crime Prevention & Design Advisor' Anne Chalmers took place on December 15th 2016. The advice given has raised no significant concerns in relation to the general layout and arrangement of the proposed buildings and involved only minor adjustments to the scheme design as outlined below.

Security Concern	Design Response
Under croft car park	An access controlled open mesh roller shutter is proposed at the entrance to the under croft car park. This is to allow authorized residents to enter & exit the carpark without the need to leave their vehicles. The open mesh construction will also enable residents to see through the roller shutter whilst operating it, avoiding the chance of unwanted intruders hiding behind it.
Unauthorised access &/or antisocial visitors generally	Access control strategy to be developed to include multiple points of access control on entry to any individual building, floor or apartment. System also ideally to include capability to record a photographic entry log of all persons & vehicles entering the development
Security of doors	All doors to be PAS 24 rated & to comply with the Building Regulations, Part Q.
Reduction in possible hiding places	The arrangement of the buildings have been developed to minimise potential hiding places around the perimeter, including the avoidance of any recessed doorways &/or discrete corners of the site that would not benefit from good natural surveillance.
Security of ground floor windows	Use of ground covering planting with thorns proposed in front of ground floor level windows to deter unwanted access.
Reduction in possible hiding places	The arrangement of the buildings have been developed to minimise potential hiding places around the perimeter, including the avoidance of any recessed doorways &/or discrete corners of the site that would not benefit from good natural surveillance.
Security of ground floor windows	Use of ground covering planting with thorns proposed in front of ground floor level windows to deter unwanted access.
Private amenity space	Where individual private amenity spaces are provided for residents at ground floor level areas are to be fully enclosed with planting & railings (at least 1.2m high).

Security Concern	Design Response
Communal amenity space	The communal courtyards are to be enclosed by a 1.8m high security fence with access control gates, as suggested for security reasons.
Unwanted loitering & antisocial behaviour	The landscape design has been developed to provide clearly defined seating areas centrally located within the public spaces away from walls. Shorter dwarf walls where still included in the design will have planting or railings placed to avoid them becoming additional unplanned areas for people to sit & gather.
Minimising opportunities for graffiti	Large panels of brickwork easily accessible from low level have been kept to a minimum though the careful placement of planting and railings.
Lighting design	All public areas to conform to BS 5489-1:2013 Code of practice for the design of road lighting. Lighting of roads and public amenity areas.

Fig. 3.7.1 - Table summarises security concerns raised by Crime Prevention & Design Advisor & design teams response.

4.0 Creating a Sense of Place

4.1 Foundry Quarter

A New Identity for Weldale Street

Creating a new identity for the development is considered an important part of the regeneration of the site. The proposed name of the development ‘Foundry Quarter’ has come out of a study of the city centre site and the history of Reading.

Reading is often referred to as the commercial capital of the Thames Valley and currently has a significant involvement in the financial, insurance and information technology industries. The history of Reading however dates back to the Saxon period where it’s position near the confluence of the Rivers Thames and Kennet made Reading an ideal market town and well placed for the transport of goods to and from The Thames and London by River. These transport links later extended further across the country with a system of new roads, canals and in 1840-1841 the railways. Alongside the trading of goods flourished a number of local home-grown industries. Initially cloth, wool & leather making where the dominant industries, later followed by pin making, gunsmiths, brewing, bricks & tile making and iron founding, all of which benefited from the excellent transport links.

A ‘foundry’ is a term used to describe an industrial plant for producing certain kinds of products. It was originally referred to a metal works where metal castings operations are performed, but has extended by association to various other kinds of large scale or heavy duty manufacturing facilities. The word ‘Quarter’ means a region, district, or place and generally relates to an area of a town or place with it’s own distinct identity. The name for the proposed development is therefore meant as a celebration of Readings home-grown past & current industries and city centre location.

This is supported visually by the significant use of brick in the proposed development and existing surrounding area. Brick making was one of the most prominent past industries in Reading dating back to the medieval period.









Fig.4.1.1- Photos of brickwork from the surrounding area

5.0 Scheme Development

5.1 Use & Amount

The proposed development is an evolution of the constraints, opportunities, project requirements, vision and feedback.

Use

The site will be predominantly residential in line with RBC policy for Major Opportunity Area RC2b. A small area of commercial (A1/A3) space will also be located the south-east corner of the site facing onto the IDR roundabout on the main route towards the town centre.

The development will act as an extension to the existing residential areas adjacent to the site and act as a catalyst for the regeneration of the wider area. The location of the site close to the town centre, public transport nodes and an established community are positive characteristics which will be maximised through the provision of safe, convenient and attractive pedestrian routes.

No changes to building uses are proposed as part of the current Section 73 application.

Amount

In summary the proposal currently incorporates the following:

- A total of 422 apartments
- 55% one bed apartments
- 42% two bed apartments
- 3% three bed apartments
- 378 sqm of shared amenity space ,including a gym, shared kitchen, screening space, lounge, meet & greet / tech lounge areas and storage added at Lower Ground & Ground Floor of Block A2.
- Site area equals 1.32 hectares
- This equates to a density of 321 dwellings per hectare
- Areas of hard & soft landscaping occupy 68% of the site footprint.
- 184 sqm of commercial A1/ A3 space at ground floor level (south east corner of Block B2).
- 124 car parking spaces.

Shared amenity space totally 378 sqm has been added as part of the current Section 73 application. This has involved the net loss of 5no. apartments in total, whilst providing better amenities for the retained apartments.

Changes to the density of apartments and unit mix are negligible. The foot print of the building and number of car parking spaces remains unchanged.



Fig. 5.1.2 - Typical 1 bed, 2 person apartment



Fig. 5.1.3 - Typical 2 bed, 4 person apartment

Building	Apartment Type			Totals
	1 Bed	2 Bed	3 Bed	
Block A1	99	39	6	144
Block A2	37	72	0	109
Block B1	16	23	4	43
Block B2	79	46	1	126
Total	231	180	11	422

Summary of apartment numbers and types (Proposed July 2019)

Building	Apartment Type			Totals
	1 Bed	2 Bed	3 Bed	
Block A1	100	38	6	144
Block A2	38	75	1	114
Block B1	16	23	4	43
Block B2	79	46	1	126
Total	233	182	12	427

Summary of apartment numbers and types (Approved March 2018)

Fig. 5.1.1 - Above, Comparative summary of apartment numbers and types between currently approved design and proposed Section 73 application.

5.2 Layout, Massing & Scale

The developed design response has resulted in two courtyards with apartments arranged either side of a new public pedestrian avenue that bisects the site linking Weldale Street to the north to Chatham Street to the south.

Block A is made of up blocks A1 & A2 and overlooks the new public pedestrian avenue to the east. It extends out to the west, around its own private external amenity space, to the outer edge of the site facing onto the back of Stratheden Place.

Block B is made up of blocks B1 & B2 and overlooks the new public pedestrian avenue to the west. It reaches out to the east, around its own private external amenity space, in the direction of Caversham Road (the IDR).

The 4 metre change in level across the site is discretely picked up by a landscaped podium under Block B. This podium encloses a resident's car park with the external amenity space above. The under-podium car park is linked to all the blocks via a series of lower ground level cores. The new public pedestrian avenue also provides a gently sloping access route through the centre of the site, picking up this change in level, whilst maintaining maximum accessibility for all residents and passers-by.

The massing of the courtyards has been developed based on careful consideration of the wider urban context. The various site levels and building heights existing at each boundary of the site have been considered, alongside the desire to break down the mass, add visual interest and respond to the existing urban grain. This has resulted in the following massing (measured from adjacent street levels):

- Block A1 = 4-9 storeys
- Block A2 = 8-11 storeys
- Block B1 = 5-8 storeys
- Block B2 = 9 -10 storeys

Refer to Fig. 5.2.2 Building Storey Heights Diagram (on following page) for further explanation of how the above building heights have been calculated.

No changes to site layout, massing or scale are proposed as part of the current Section 73 application. Changes involve the internal layout of Block A only.



Fig. 5.2.1 - Axo view of site from north west



Fig. 5.2.2 - Building Storey Height Diagram, 1:500

Note: Storey heights have been described in terms of how the various façades of the buildings relate to the site levels at each boundary of the proposed development. For example, where Blocks A1, A2 & B2 face onto Chatham Street their storey height is calculated from the street level at this edge of the site. This level is described as ground floor level. Whereas where Blocks A1, A2 & B1 face onto Weldale Street their storey height is calculated from the street level at this edge of the site (which is approx. 4m lower in elevation). This level is described as lower ground floor level.

Birds Eye View from North West

The following birds eye views show how the proposed massing fits into the urban grain and massing of the existing context.

The proposed massing bridges between the diverse range of scales found at each boundary of the site, whilst anchoring the development into it's existing context and setting a precedent for additional medium scale development to the north of the site. The highest points within the massing are focused to the south of the development in response to the recently completed Chatham Place development. Whilst respecting Chatham Place as the tallest Landmark within the area, the south-west corner of the site works with Chatham Place to act as gateway into the centre of Reading either side of Chatham Street and the roundabout at the junction with the IDR.



Fig.5.2.3 - Birds eye from north west

Birds Eye View from North East



Fig.5.2.4- Birds eye from north east

Birds Eye View from South East



Fig.5.2.5 - Birds eye from south east

Birds Eye View from South West



Fig.5.2.6 - Birds eye from south west

Block A (A1&A2)

The courtyard arrangement for Block A simultaneously creates an enclosed communal garden area for residents whilst also providing active frontage facing onto the existing streets along the boundaries of the site and the new central pedestrian avenue. This re-introduces a more traditional urban street pattern to the site, reflecting the terraced housing and perimeter block arrangements that still exist in the wider area of central Reading.

The building ranges in height from 15m up to 33m from adjacent street level and responds to its immediate urban context. The existing residential properties located to the west of the development at Stratheden Place are approximately 15m high, whilst Chatham Place rises up to 11-19 storeys (approx. 33- 57m) to the south of the site. The proposed elevation facing onto the back of the properties at Stratheden Place is therefore intended to respond to these existing properties in terms of height and is set back from the edge of the site in a mews style arrangement to allow a visual gap between the existing and new development. Taller elements of the building are focused away from this edge of the site and gradually step up to their highest point to the south-east corner in response to the scale of Chatham Place.

Gaps in the massing running north to south have been aligned with routes through the existing Chatham development, creating a visual dialogue with this recently completed development, and responding to existing views as one circulates through the spaces between buildings.

The main entrance for the whole of Block A is now proposed to be located off the central pedestrian avenue. This entrance leads directly into the main reception with concierge desk, parcel store and letter boxes in adjacent circulation spaces. Secondary entrances are also retained for convenience offering direct access from various other points around the building. This also allows for alternative entrances for the delivery / removal of residents furniture.

Changes made to the proposed internal layout of Block A, as part of the current Section 73 application, include:

- Changes to reception & lobby areas (including introduction of internal link between A1 & A2 at ground floor level)
- Introduction of shared amenity spaces
- General design development

The above changes are outlined in more detail later in this report.

Block B (B1 & B2)

Block B forms a similar courtyard arrangement to that of Block A. The building ranges in height from 15 up to 35 metres from adjacent ground level. The south-east end of Block B (at 10 storeys in height) forms the tallest point within the overall proposal, this is achieved through the utilisation of high-level brickwork arches that project above the roof line. At their highest point these brickwork arches sit 1.5 storeys above the remainder of Block B2 This corner element is designed in response to its position opposite the tallest part of the adjacent Chatham Place development, as well as, its location at the busy junction of Chatham Street and the IDR and Reading town centre beyond. This identified this corner of the site, from an early stage of the design process, as a key node or focal point within the development. The tower of Chatham Place will however still remain clearly identifiable the tallest 'landmark' building to the west of Reading town centre (by an additional 8 storeys in height).

The existing light industrial units located along Weldale Street are of a low scale. The proposed elevation facing onto Weldale Street has therefore been kept down to 5 storeys in height, to match the height of the proposed Block A elevation facing Stratheden Place, and help ground the development. The massing of the building then gradually rises up along the edge of central avenue to its highest point towards the south-east corner of the site.

The east side of the Block B courtyard has been left open at the site boundary. This provides a green tree lined edge along the noisy & polluted IDR. This also helps extend the existing landscape improvements provided at the recently completed Chatham Street development, and the proposed landscape improvements to public highways land to south of site, down the eastern boundary of the site along the IDR.

Blocks B1 and B2 can be read as one building externally but are separated internally with their own separate building entrances, cores, circulation areas & plant spaces. The main entrance to Block B1 is located off Weldale Street and the main entrance to Block B2 is located off the central pedestrian avenue. Entrances lead directly to a communal entrance lobby, with letter boxes, concierge and access to the main lift and stair cores. Secondary entrances are also provided for convenience offering alternative access from various other points around the building and into the communal outside amenity space.

No changes to internal or external layout of Block B are proposed as part of the current Section 73 application.



Fig.5.2.7- Visual of proposed new access route through site



Fig. 5.2.8 - Block Plan with main building entrances indicated,1:500

Updates to Internal Layout - Block A

- Changes to reception & lobby area
  (including introduction of internal link between A1 & A2 at ground floor level)

A large double height main reception & lobby area is proposed to the south end of Block A2 at ground floor level. This area is now intended to act as the main entrance & reception for the whole of Block A. Separate secondary building entrances & exits are also retained elsewhere around the perimeter of the building to maintain direct access for residents to all building cores and main external areas. These secondary entrance lobbies have been reduced in size where appropriate but will remain access controlled and monitored in line with the crime prevention design advisor recommendations. The main reception will however also be concierge managed and act as the main centralised entrance for residents, visitors and the delivery & collection of post.

The proposed main reception includes space for a concierge desk, parcel room & waiting area and is in close proximity to the mail boxes and shared amenity spaces serving both parts of Block A. Blocks A1 and A2 have also been linked internally at ground floor level by means of a connecting section of corridor with a 1:21 sloped floor taking up the 375mm change in level. This internal link gives the residents and authorised visitors of Block A1 internal access between the apartments, the main reception and shared amenity spaces in Block A2 without the need to walk through the external courtyard at lower ground floor level.

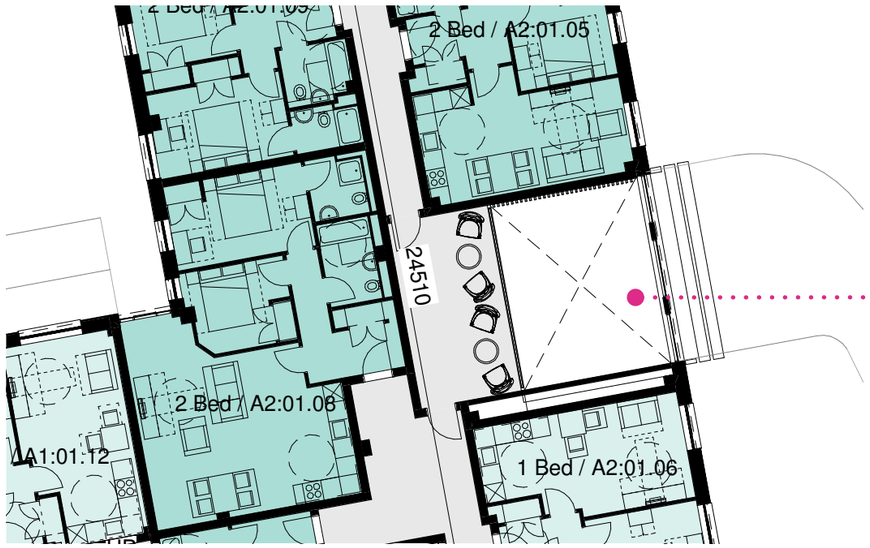


Fig. 5.2.10- **Extract from latest proposed First Floor Plan, 1:200 (3622-SC-0201U), focusing on the double height void over reception.**



Fig. 5.2.9 - **Extract from latest proposed Ground Floor Plan, 1:200 (3622-SC-0200X), focusing on updated main entrance & reception area in Block A2 and relocated mail boxes.**

Updates to Internal Layout - Block A

- Introduction of shared amenity spaces

378 sqm of shared amenity space is proposed at lower ground & ground floor levels, adjacent to the main Block A reception.

Shared amenity spaces include a meet & greet area / tech lounge, small office / meeting room and accessible WC off the main reception at ground floor level. An open staircase then leads down into an double height open lounge area at lower ground floor. A folding / removable screen then links the lounge to a flexible kitchen / screening space and doors open out onto a newly proposed communal external seating area.

A small gym, changing / shower hub and WC's are also proposed at lower ground floor level adjacent to both the gym and open lounge. These facilities are also accessible via the central core, stairs & lifts.

- General design development

Other more general areas of design development captured within the updated drawing set include the introduction of the substation to the north of Block A1 at lower ground floor level, an emergency generator to the south end of Block A1 at lower ground floor level. and SVP pop ups, satellite & aerial positions at roof level.

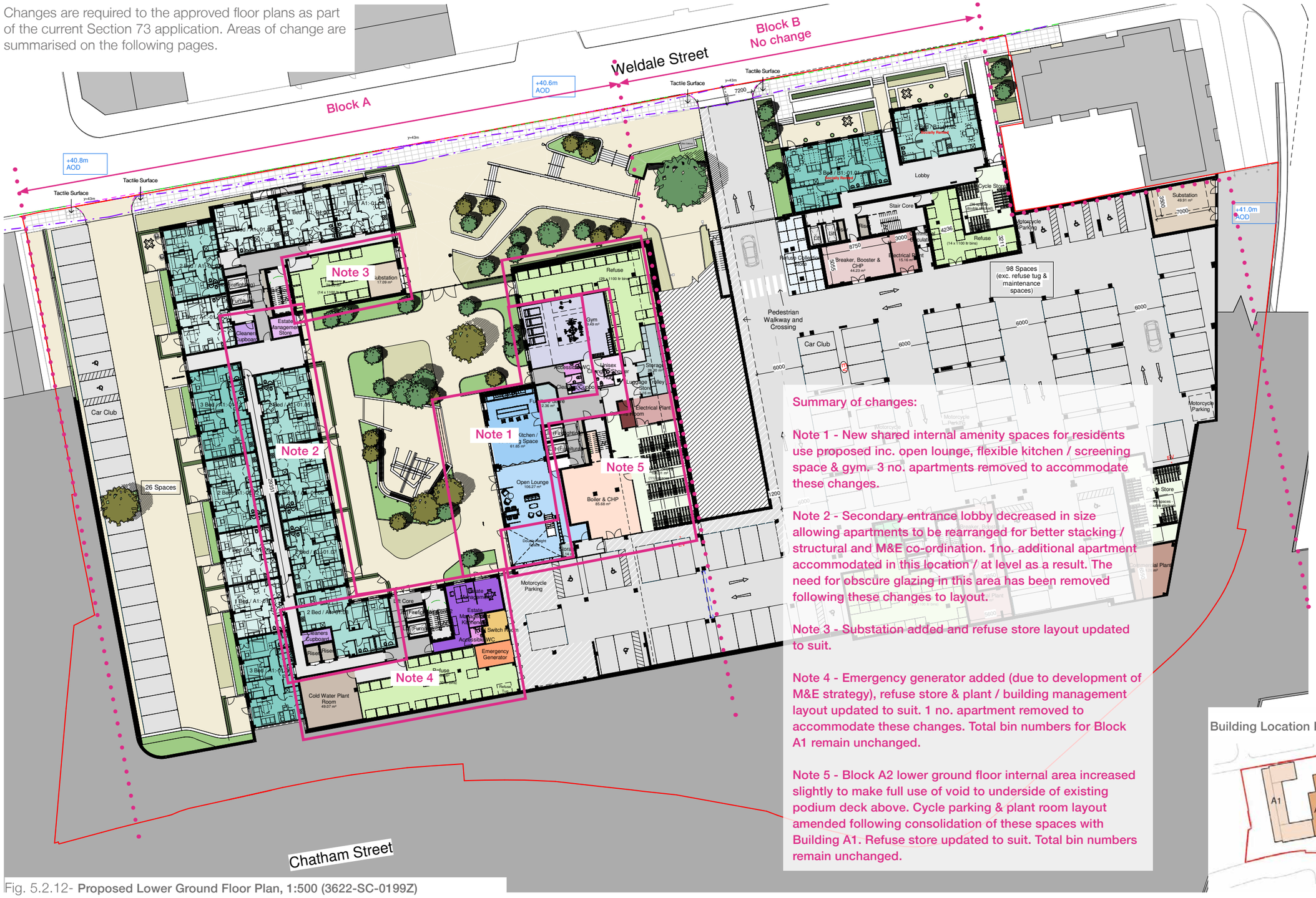
The setting out of fenestration has also been rationalised slightly on a number of elevations. This has removed the need for any obscure glazing, whilst the overall number of windows per apartment has remained unchanged. This has also assisted the development of the fire & rainwater strategies.



Fig. 5.2.11 - **Extract from proposed Lower Ground Floor Plan, 1:200 (3622-SC-0199Z), focusing on the shared amenity spaces at this level.**

Proposed Lower Ground Floor Plan

Changes are required to the approved floor plans as part of the current Section 73 application. Areas of change are summarised on the following pages.



Key

Summary of changes:

Note 1 - New shared internal amenity spaces for residents use proposed inc. open lounge, flexible kitchen / screening space & gym. 3 no. apartments removed to accommodate these changes.

Note 2 - Secondary entrance lobby decreased in size allowing apartments to be rearranged for better stacking / structural and M&E co-ordination. 1no. additional apartment accommodated in this location / at level as a result. The need for obscure glazing in this area has been removed following these changes to layout.

Note 3 - Substation added and refuse store layout updated to suit.

Note 4 - Emergency generator added (due to development of M&E strategy), refuse store & plant / building management layout updated to suit. 1 no. apartment removed to accommodate these changes. Total bin numbers for Block A1 remain unchanged.

Note 5 - Block A2 lower ground floor internal area increased slightly to make full use of void to underside of existing podium deck above. Cycle parking & plant room layout amended following consolidation of these spaces with Building A1. Refuse store updated to suit. Total bin numbers remain unchanged.

Building Location Key



Fig. 5.2.12- **Proposed Lower Ground Floor Plan, 1:500 (3622-SC-0199Z)**

inspired environments

Proposed Ground Floor Plan

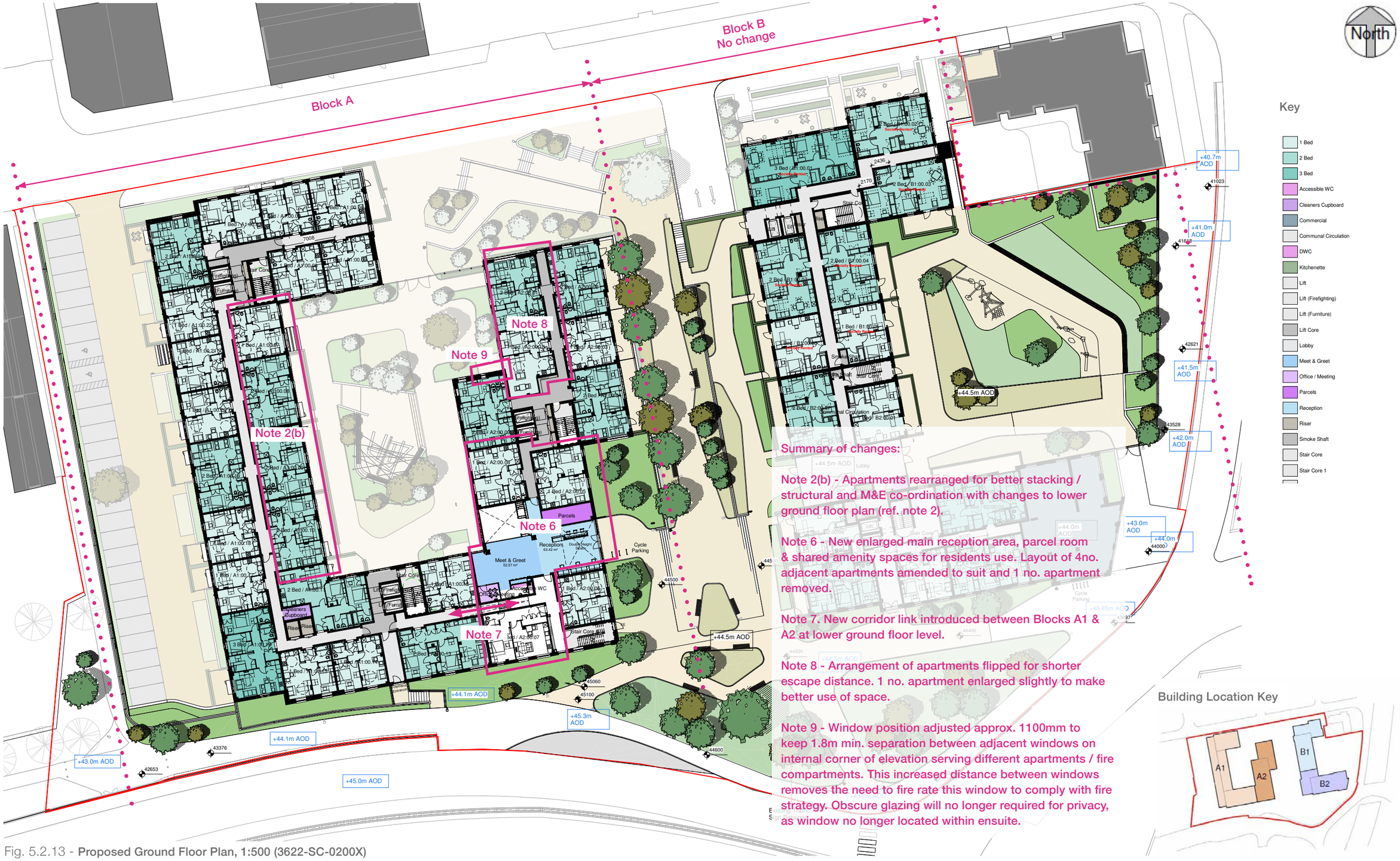


Fig. 5.2.13 - **Proposed Ground Floor Plan, 1:500 (3622-SC-0200X)**

Proposed First Floor Plan



Summary of changes:

Note 2(b) - Apartments rearranged for better stacking / structural and M&E co-ordination with changes to lower ground floor plan (ref. note 2).

Note 8 - Arrangement of apartments flipped for shorter escape distance. 1 no. apartment enlarged slightly to make better use of space.

Note 9 - Window position adjusted approx. 1100mm to keep 1.8m min. separation between adjacent windows on internal corner of elevation serving different apartments / fire compartments. This increased distance between windows removes the need to fire rate this window to comply with fire strategy. Obscure glazing will no longer required for privacy, as window no longer located within ensuite.

Note 10 - Double height space created over proposed main reception area. 1no. one bed apartment removed to accommodate this change. Entrance to apartment on opposite side of corridor updated to suit associated changes to fire strategy.

Building Location Key

Fig. 5.2.14 - **Proposed First Floor Plan, 1:500 (3622-SC-0201U)**

Proposed Second Floor Plan



Summary of changes:

Note 2(b) - Apartments rearranged for better stacking / structural and M&E co-ordination with changes to lower ground floor plan (ref. note 2).

Note 8 - Arrangement of apartments flipped for shorter escape distance. 1 no. apartment enlarged slightly to make better use of space.

Note 9 - Window position adjusted approx. 1100mm to keep 1.8m min. separation between adjacent windows on internal corner of elevation serving different apartments / fire compartments. This increased distance between windows removes the need to fire rate this window to comply with fire strategy. Obscure glazing will no longer required for privacy, as window no longer located within ensuite.

Building Location Key



Fig. 5.2.15 - **Proposed Second Floor Plan, 1:500 (3622-SC-0202T)**

Proposed Third Floor Plan



Summary of changes:

Note 2(b) - Apartments rearranged for better stacking / structural and M&E co-ordination with changes to lower ground floor plan (ref. note 2).

Note 8 - Arrangement of apartments flipped for shorter escape distance. 1 no. apartment enlarged slightly to make better use of space.

Note 9 - Window position adjusted approx. 1100mm to keep 1.8m min. separation between adjacent windows on internal corner of elevation serving different apartments / fire compartments. This increased distance between windows removes the need to fire rate this window to comply with fire strategy. Obscure glazing will no longer required for privacy, as window no longer located within ensuite.

Building Location Key

Fig. 5.2.16 - **Proposed Third Floor Plan, 1:500 (3622-SC-0203U)**

Proposed Fourth Floor Plan



Fig. 5.2.17 - **Proposed Fourth Floor Plan, 1:500 (3622-SC-0204R)**

Proposed Fifth Floor Plan



Fig. 5.2.18 - **Proposed Fifth Floor Plan, 1:500 (3622-SC-0205R)**

Proposed Sixth Floor Plan



Summary of changes:

Note 8 - Arrangement of apartments flipped for shorter escape distance. 1 no. apartment enlarged slightly to make better use of space.

Note 9 - Window position adjusted approx. 1100mm to keep 1.8m min. separation between adjacent windows on internal corner of elevation serving different apartments / fire compartments. This increased distance between windows removes the need to fire rate this window to comply with fire strategy. Obscure glazing will no longer required for privacy, as window no longer located within ensuite.

Building Location Key



Fig. 5.2.19 - **Proposed Sixth Floor Plan, 1:500 (3622-SC-0206R)**

Proposed Seventh Floor Plan



Summary of changes:

Note 9 - Window position adjusted approx. 1100mm to keep 1.8m min. separation between adjacent windows on internal corner of elevation serving different apartments / fire compartments. This increased distance between windows removes the need to fire rate this window to comply with fire strategy. Obscure glazing will no longer required for privacy, as window no longer located within ensuite.

Fig. 5.2.20 - **Proposed Seventh Floor Plan, 1:500 (3622-SC-0207Q)**

Proposed Eighth Floor Plan



Fig. 5.2.21 - **Proposed Eighth Floor Plan, 1:500 (3622-SC-0208Q)**

Proposed Ninth Floor Plan



Fig. 5.2.22 - **Proposed Ninth Floor Plan, 1:500 (3622-SC-0209Q)**

Proposed Tenth Floor Plan

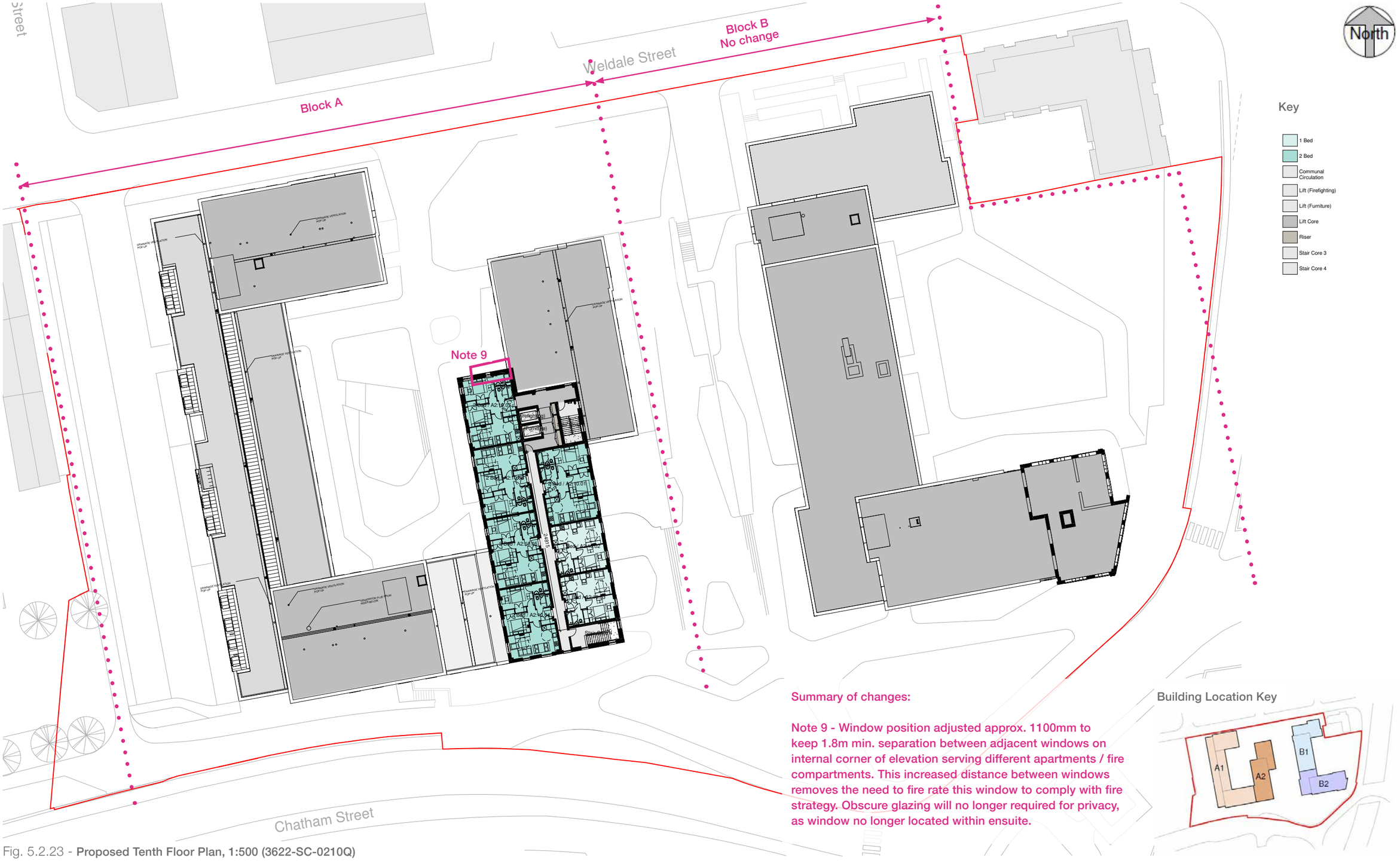


Fig. 5.2.23 - **Proposed Tenth Floor Plan, 1:500 (3622-SC-0210Q)**

Proposed Roof Plan

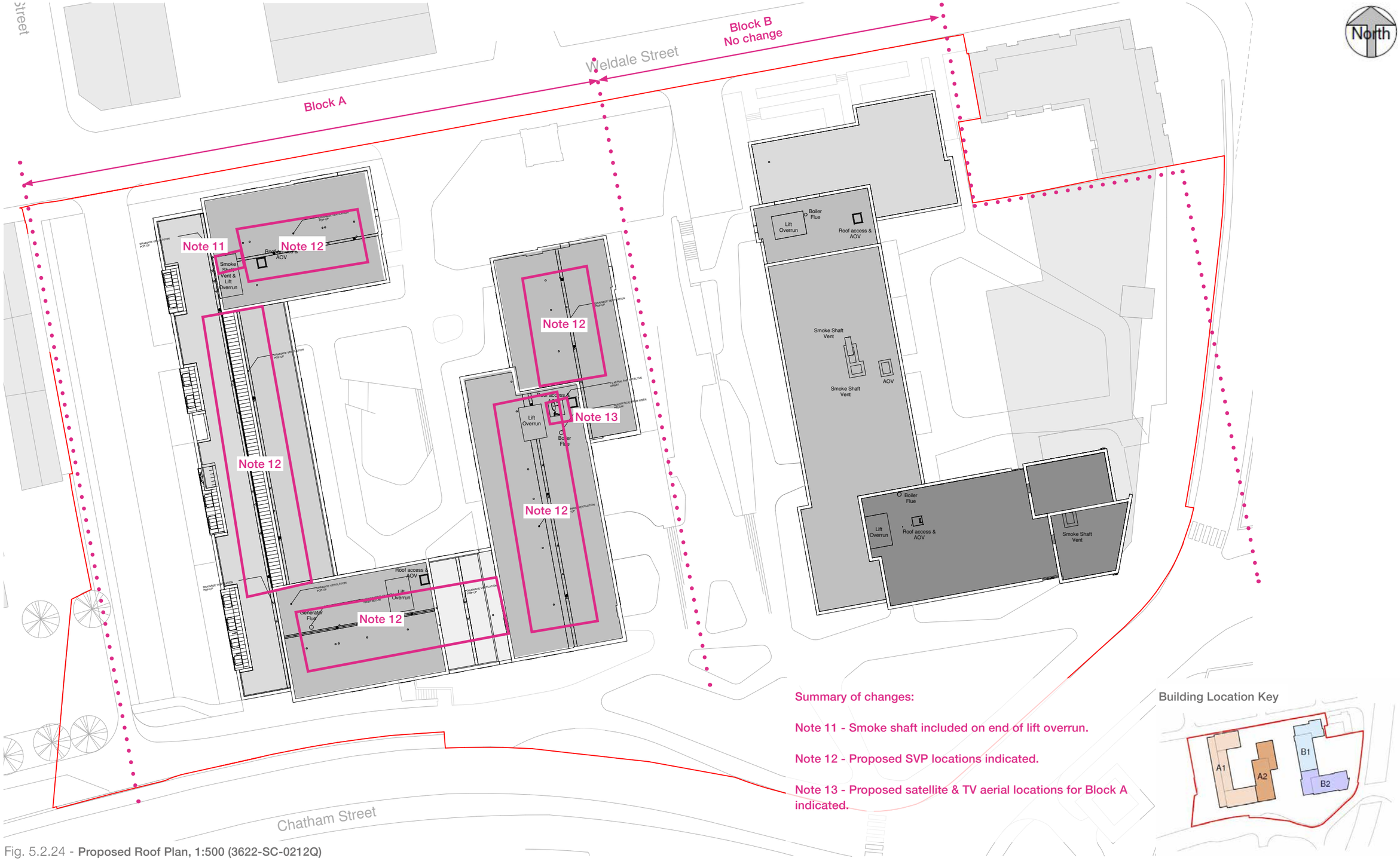


Fig. 5.2.24 - **Proposed Roof Plan, 1:500 (3622-SC-0212Q)**

Safeguarding of Amenity

North Facing Apartments

A total of 37 no. of the 424 apartments proposed will be single aspect north facing dwellings. The number of north facing dwellings is a result of the orientation and existing urban grain of the site.
The site layout has however endeavoured to provide the majority of these north facing apartments with views out over landscaped amenity space (shown in blue below). This will improve the aspect for a number of the north facing apartments, as well as the majority of the apartments across the scheme. If this is taken into account then the total number of north facing, single aspect apartments with street views only is reduced to 14 no. in total (see fig. 5.2.25) below for north facing apartment types). The remaining north facing apartments will however only overlook low rise buildings along Weldale Street, benefiting from good sky views and views across to the north of Reading and the Chiltern Hills AONB beyond.
Changes to the internal layout of Block A, as part of the current Section 73 application, have resulted in 1no. fewer single aspect north facing apartments, as noted below.



Superseded Lower Ground Floor Plan totalling 4 apartments.

(Note: Changes to the LGF layout as part of the current Section 73 application have reduced this to 3 no. apartments at this level.)



Superseded Ground Floor Plan totalling 4 apartments



Superseded First to Third Floor Plan totalling 5 apartments per floor



Superseded Fourth to Sixth Floor Plan totalling 3 apartments per floor

Note:
Seventh to Ninth floors total 2 apartments per floor, those located in Block B2

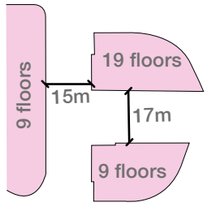
Fig.5.2.25 - Diagrams indicating locations of north facing apartments; red indicates those not overlooking significant amenity spaces and blue indicates those that are overlooking amenity (based on previously approved floor layouts, with notes added)

Overlooking Issue

All buildings within the development are generously spaced away from each other and in excess of 20m. The benefits of this include privacy for all apartments as well as compliance with RBC policy DM4.

The following precedents look further at overlooking issues within tight urban settings.

No changes are proposed to the spacing out of the proposed buildings as part of the current Section 73 application.





Scale 1:2000



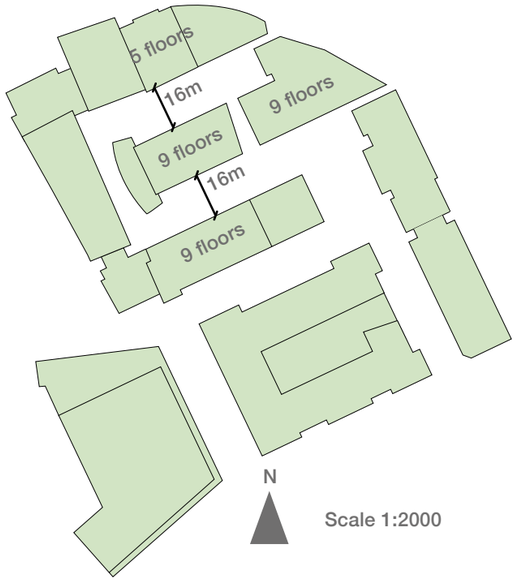


Chatham Place, Reading

Architects: John McAslan & Partners
Building Type: Residential
Location: Reading

Chatham Place, adjacent to our site, has buildings which are under 20 metres apart despite being tall buildings, 9 and 19 floors.

Fig.5.2.26



Scale 1:2000





Finzels Reach, Bristol

Architects: AWW
Building Type: Mixed Use
Location: Floating Harbour, Bristol

The heights of the buildings range between 5 - 9 floors, separated by 16 metres of hard and soft landscaped courtyards.

Fig.5.2.27

Impact on 'The Chatham'

'The Chatham' is an existing building located just outside the site boundary to the north east corner facing Weldale Street & the IDR. The rear of the existing building overlooks the site and provides access for its residences via a set of external walkway style decks leading to individual entry doors. Only high level bedroom windows overlook this external walkway limiting views from inside the apartments. The outlook from the rear of this building will however be considerably improved by the approved proposals. The new views would overlook the proposed Block B private amenity space. The building currently overlooks the service yard of Iceland. See figures below & opposite.

No changes are proposed to Block B as part of the current Section 73 application. The changes proposed to Block A will not be impact on the 'The Chatham'.

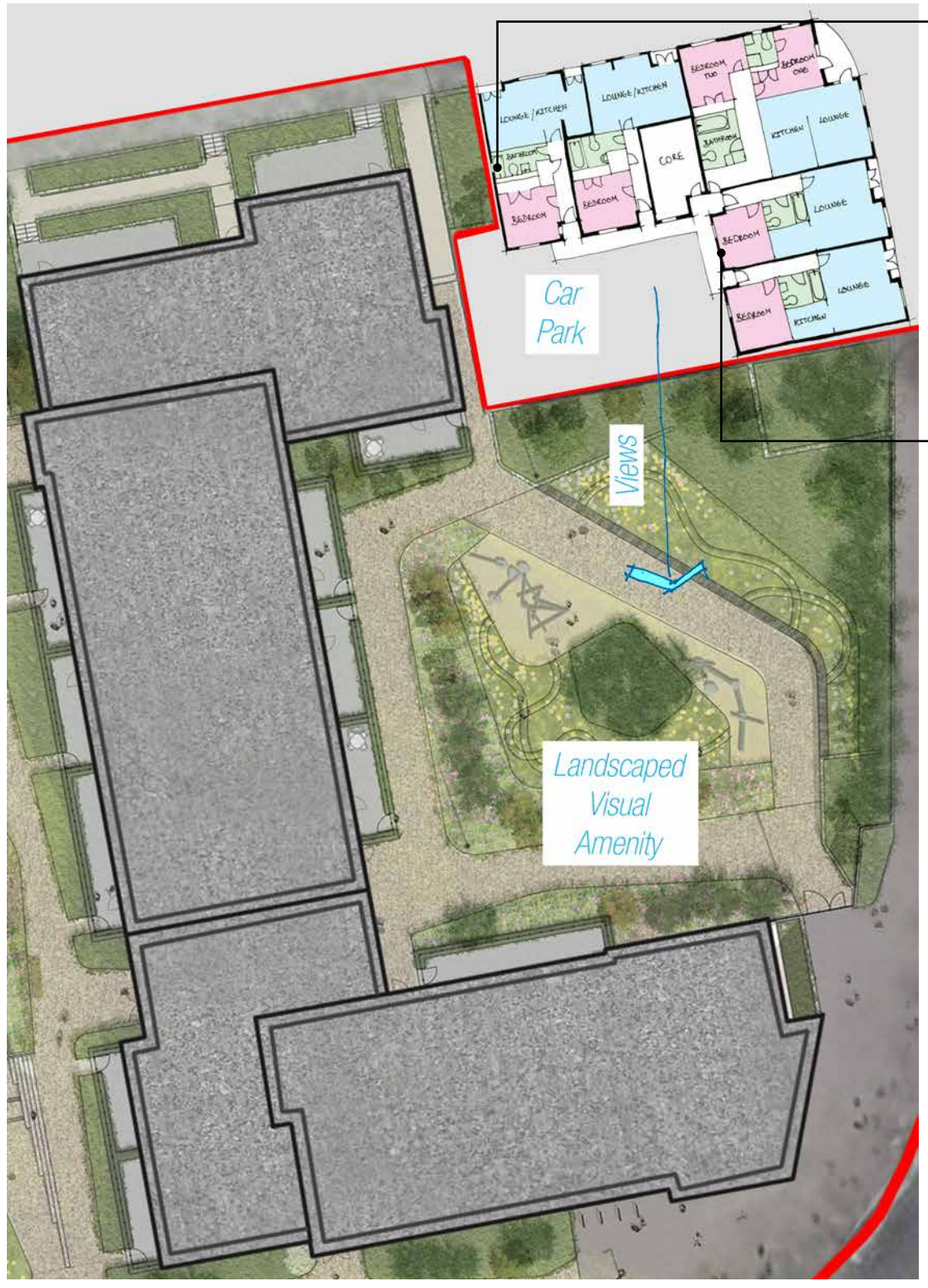
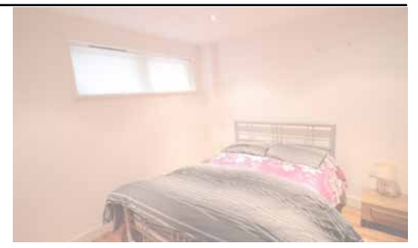


Fig.5.2.29- 'The Chatham' sketch plan indicating the existing internal layout and arrangement of windows in relation to the proposed development. The limited views from the existing building into the site (mainly from the external circulation space) would be significantly improved by the creation of the new landscaped courtyard adjacent.



Source: http://www.goggle.co.uk/maps

Fig.5.2.30- Street view of existing end wall of 'The Chatham'. Only small bathroom windows overlook the site on this elevation.



Source: http://www.rightmove.co.uk/property-for-sale/property-44611631.html

Fig.5.2.31- Photo of high level window in the bedrooms of 'The Chatham'. This restricts the amount of overlooking.



Fig.5.2.28 - Existing aerial view of the site with 'The Chatham' in the foreground. The existing view from 'The Chatham' is of a service yard.

Source: http://www.bing.com/maps/



Fig.5.2.32- Proposed view into proposed landscaped amenity space from 'The Chatham'

Daylight & Sunlight Analysis

A Daylight and Sunlight Assessment by Hydrock has been a helpful tool in the development of the layout and window sizes. A summary of the findings of the latest draft of this report is as follows:

- Due to certain site constraints and requirements the daylight performance within the proposals is deemed acceptable.
- The majority of external amenity spaces and outside areas are passing the BRE guidance for sunlight.
- Impact on existing buildings (including residential development at Stratheden Place & The Chatham) is considered to be negligible.

Refer to separate report by Hydrock for more information.

Note: This report has been updated to accompany the current Section 73 application. The proposed changes to the internal layout of Block A were not found to have any significant effect on the results reported in the previous revision of this report.

Noise Survey

The Noise Planning Report identifies areas of the proposed facade that are more and less vulnerable to the adverse effects of environmental noise. Areas of the elevations assessed as having 'Low Noise Exposure' have been considered suitable for natural ventilation, e.g. openable windows. Areas of the elevations assessed as having 'Medium Noise Exposure' or 'High Noise Exposure' are to utilise a specialised acoustic ventilation strategy to meet the requirements of the local authority and the relevant British Standard and best practice guidelines. A localised MVHR ventilation / extraction strategy has therefore been adopted within the proposals. This has resulted in louvres being incorporated above several of the windows within the affected facades. All the windows of all the apartments will however also remain openable for optional purge ventilation.

Noise levels within the proposed external amenity spaces have been assessed as being in excess of the relevant guidelines and standards. Noise levels are however typical of an urban area and any negative impact on residents is mitigated by the sites other benefits such as excellent transport links and proximity to local amenities. Planting will also be used to help control sound levels.

Refer to separate report by Hydrock for more information.

Note: No updates are considered necessary to this report as part of the current Section 73 application.

Wind Survey

The Wind Assessment by Hydrock indicates that there is unlikely to be any significant pedestrian comfort issues within the proposed development for the majority of the year. Under very adverse wind conditions associated with storm events, higher wind speeds will be felt within the central pedestrian avenue, but the courtyards remain well protected. This is not deemed to be significant problem as this wind speed is typically only seen in 1% of the year.

Refer to separate report by Hydrock for more information.

Note: No updates are considered necessary to this report as part of the current Section 73 application.

5.3 Landscaping



Fig. 5.3.1 - Approved Site landscape proposals by Cameo & Partners

A Landscape Principles document was produced for the landscape design by Cameo & Partners as part of the original planning application.

The landscape proposals for the site play a vital role in the aspirations of the scheme and seek to create a new high quality destination which strengthens connections to existing developments in the town whilst establishing a new community.

The proposals can be broken down into nine main character areas with different qualities and functions. The main character areas include:

1. Chatham St Green (improvements to area of highways land to south of site)
2. Central Avenue (main public pedestrian route through centre of the site)
3. Weldale Approach (entrance to site from north
4. Block A Courtyard (private amenity space for residents)
5. Block B Courtyard (public amenity space for residents & the public)
6. Block B1 Weldale Street Entrance
7. Caversham Road footway improvements
8. Weldale Street Parking area
9. Chatham Street frontage

For further details on each of the above areas refer to separate Landscape Principles document by Cameo & Partners.

1



2



3



4



5



6



7



8



Fig. 5.3.2- Enlarged views of each character area, by Cameo & Partners

Updates to Landscaping - Block A

Changes are proposed to the approved landscape design as part of the current Section 73 application. The updates mainly respond to the internal layout changes inside Block A and are predominantly located within the central Block A courtyard adjacent to the new shared internal amenity spaces, the weldale approach adjacent to the substation and to the south end of the central pedestrian avenue adjacent to the new main entrance.



Fig. 5.3.3 - Extract from Updated Site Landscape Plan by Matthew Wigan Associates, July 2019 (1903-MWA-00-XX-DR-L.0001_06)

5.4 Appearance

The following section of this report includes information on the proposed material palette, building by building elevations and street scene elevations as well as a series of approach views and key views from the nearby surrounding area.

Materiality

A rational, contemporary architectural language and choice of materials aims to create an elegant high quality residential scheme.

Proposed materials have also been selected to ensure the new development is appropriate for and sensitive to the existing character and architectural styles identified in the immediate urban setting.

High quality brickwork - lower levels

High quality facing brickwork is proposed for all of the façades across the development. Brick is a robust material suitable for where the building meets ground level. It is also a very familiar and traditional material for use on residential properties, as seen elsewhere in Reading (including Stratheden Place and the older Victorian terraces in the wider residential area beyond). It will bring a sense of texture, warmth and weight to the scheme helping anchor the buildings into the site and surrounding area. The brick colour to be used will be a red brick, matching in with the majority of reading red brick buildings. A selection of feature brick detailing is also proposed at all ground levels, providing a higher quality aesthetic at street level. This feature brick detailing will also appear at upper levels of the building façades, with its placement helping combine window systems to give variation, visual interest and add horizontal layering to the building facade.

Feature Cladding

Some areas of the facade feature small regions of metal cladding, these appear next to windows as part of the window system. This helps articulate the facade, providing variance and gives greater presence to the window elements in the building facade. These metal panels appear in both a grey and bronze colour.

Use of Glazing

The windows are predominantly full height to allow for maximum daylighting & views out. The windows also help add variety and interest to the façades, breaking up the brick facade and adding a lightness to the façades. Glazing is also used generously for the commercial (A1/ A3) space at the base of Block B2 and the shared amenity spaces at the base of Block A2 to help aminate the adjacent external areas.

No changes are proposed to the proposed material palette as part of the current section 73 application.

Character Areas

The style and appearance of the proposed buildings can be broken down into the following four main character areas:

1. Lower level buildings reflecting contextual situations
2. Courtyard bounding buildings
3. Buildings that address the central avenue
4. Feature building on south-east prominent corner

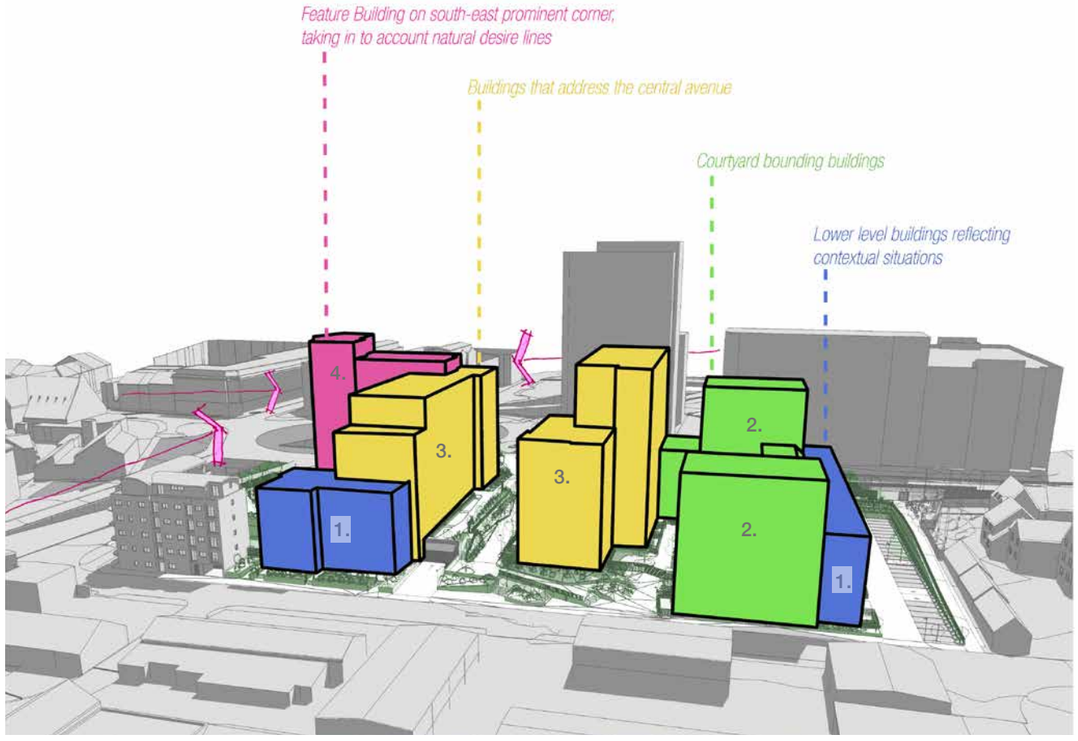
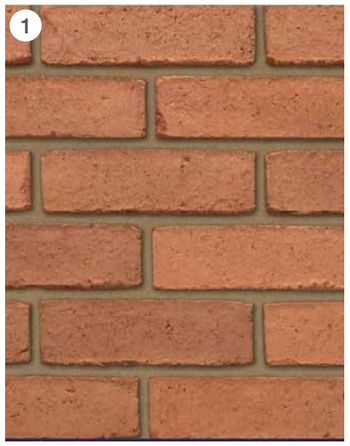


Fig. 5.4.1 - Character area diagram

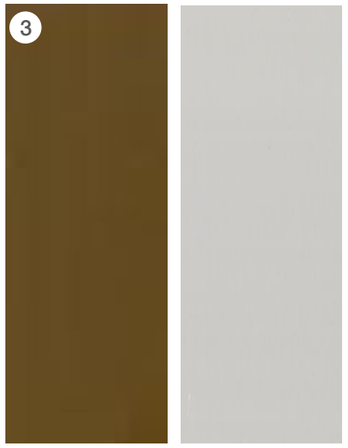
Materials Palette

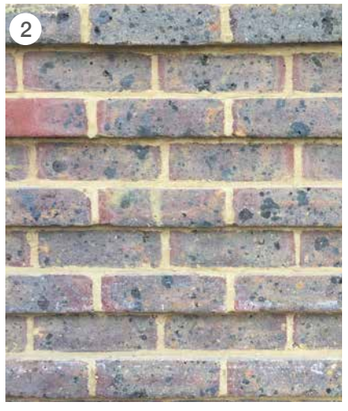


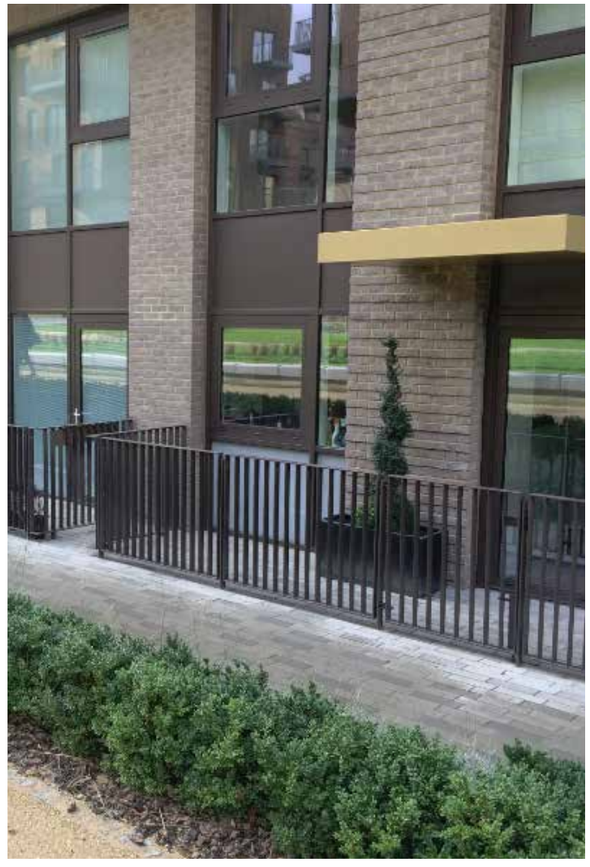












1. Reading red brick (specification to be confirmed).
2. Variations in brick coursing - extruded heads soldier course, running bond extruded Courses.
3. Metal window infill panels in grey and bronze.

Fig.5.4.2- Materials Palette

Updates to External Elevations - Block A

- Changes to reception & lobby area

An enlarged area of glazing is proposed to the south end of the east elevation of Block A2 to pick up the changes to the reception & lobby areas. This is to maximise light and views in and out of the double height reception space and increase the visual impact of the main entrance externally. This helps improve the legibility of the main entrance to Block A.

- Introduction of shared amenity spaces

An enlarged area of glazing is proposed within the courtyard to the south end of the west elevation of Block A2 This is to express the shared internal amenity spaces at lower ground floor level and maximises light and views in and out of these communal areas, including the double height open lounge area. Glazed doors within the curtain walling also provide direct access for the residents to spill out into the external amenity space of the courtyard.



Fig. 5.4.3 - **Extract from latest proposed East Elevation of Block A2, 1:200 (3622-A2-0302C)**



Fig. 5.4.4 - **Extract from proposed West Elevation of Block A2, 1:200 (3622-A2-0303C)**

Updates to External Elevations - Block A

- General design development

The setting out of fenestration has also been rationalised slightly on a number of elevations. This has removed the need for any obscure glazing, whilst the overall number of windows per apartment has remained unchanged. This has also assisted the development of the fire & rainwater strategies.



Fig. 5.4.5 - **Extract from proposed North Elevation of Block A1, 1:200 (3622-A1-0300H),**



Fig. 5.4.6 - **Extract from proposed West Elevation of Block A1, 1:200 (3622-A1-0303C)**

Proposed Site Elevation - South

Changes are required to the approved planning elevations as part of the current Section 73 application. Areas of change are summarised on the following pages and have generally been kept to a minimum.

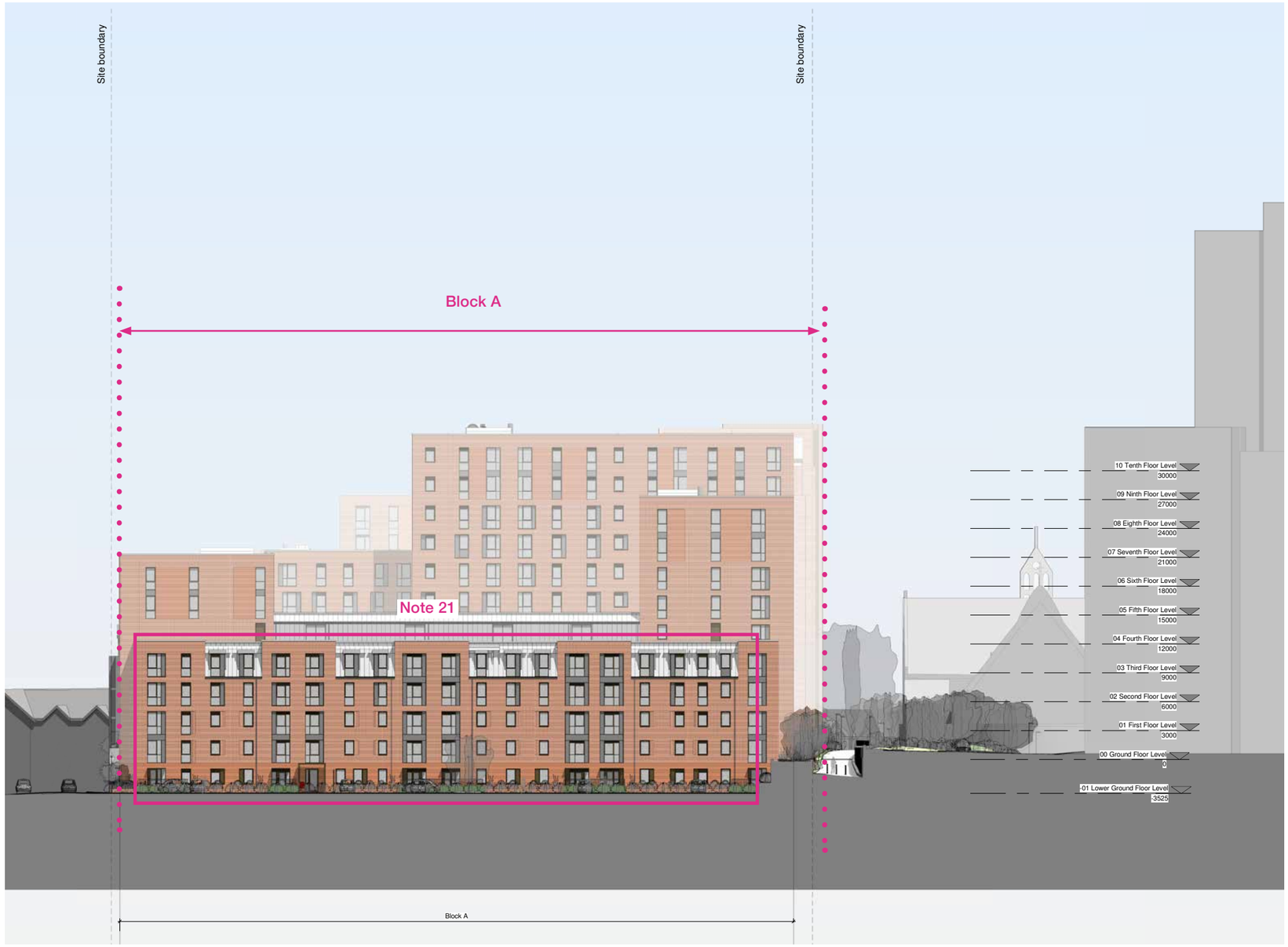
Summary of changes:

Note 20 - Minimal changes to louvre locations only.



Fig.5.4.7- Proposed Site Elevation - South, 1:500 (Drawing 3622-SC-0300G)

Proposed Site Elevation - West



Summary of changes:

Note 21 - Various amendments made to arrangement of the roof & windows to suit rainwater strategy for this elevation. Downpipes added.

Fig.5.4.8 - Proposed Site Elevation - West, 1:500 (Drawing 3622-SC-0301G)

Proposed Site Elevation North

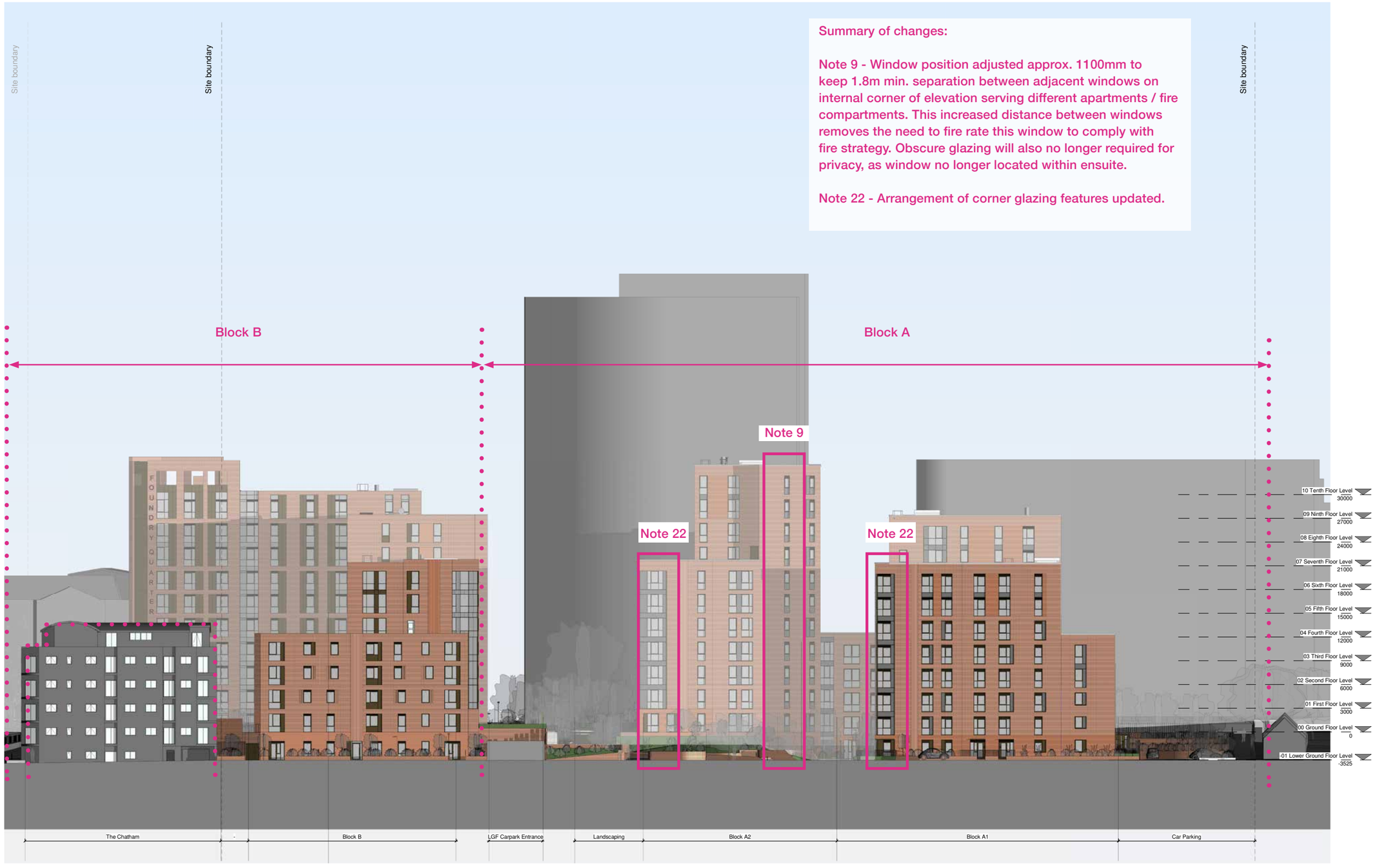


Fig.5.4.9 - Proposed Site Elevation - North, 1:500 (Drawing 3622-SC-0302G)

Proposed Site Elevation - East



Summary of changes:

No change

Fig.5.4.10 - Proposed Site Elevation - East, 1:500 (Drawing 3622-SC-0303E)

Proposed Block A - Courtyard Sectional East Elevation

Summary of changes:

Note 2 (c) - Window positions on Block A1 East courtyard facing elevation adjusted to accommodate rearranged apartment layouts (ref. notes 2 & 2(b))

Note 22 - Arrangement of corner glazing features updated.

Note 23 - Louvred substation door added. Position of refuse store door updated to suit.

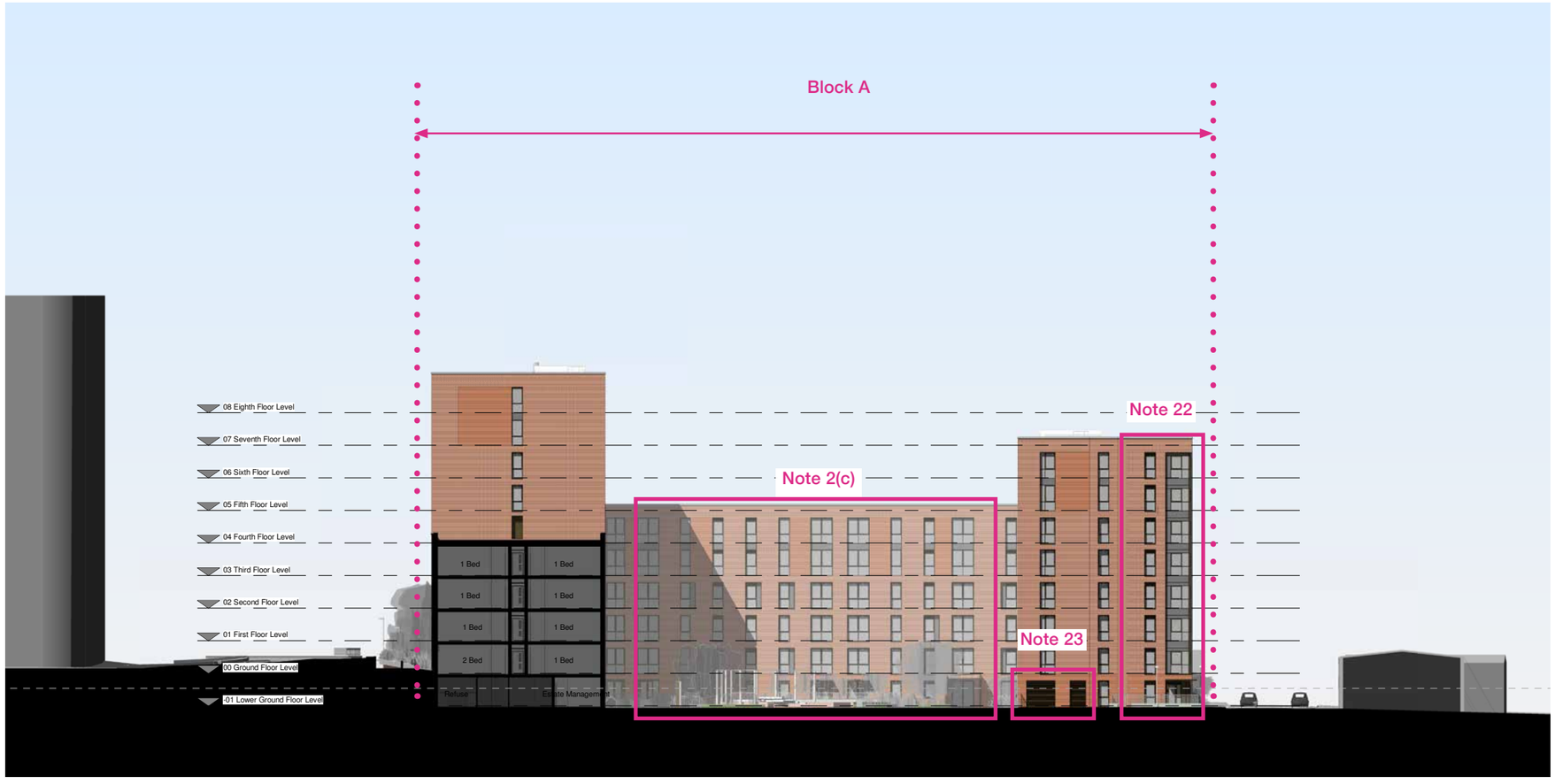




Fig.5.4.11 - Proposed Block A1 - East Elevation, 1:500 (Drawing 3622-A1-0302D)

Proposed Block A - Courtyard Sectional S & N Elevations

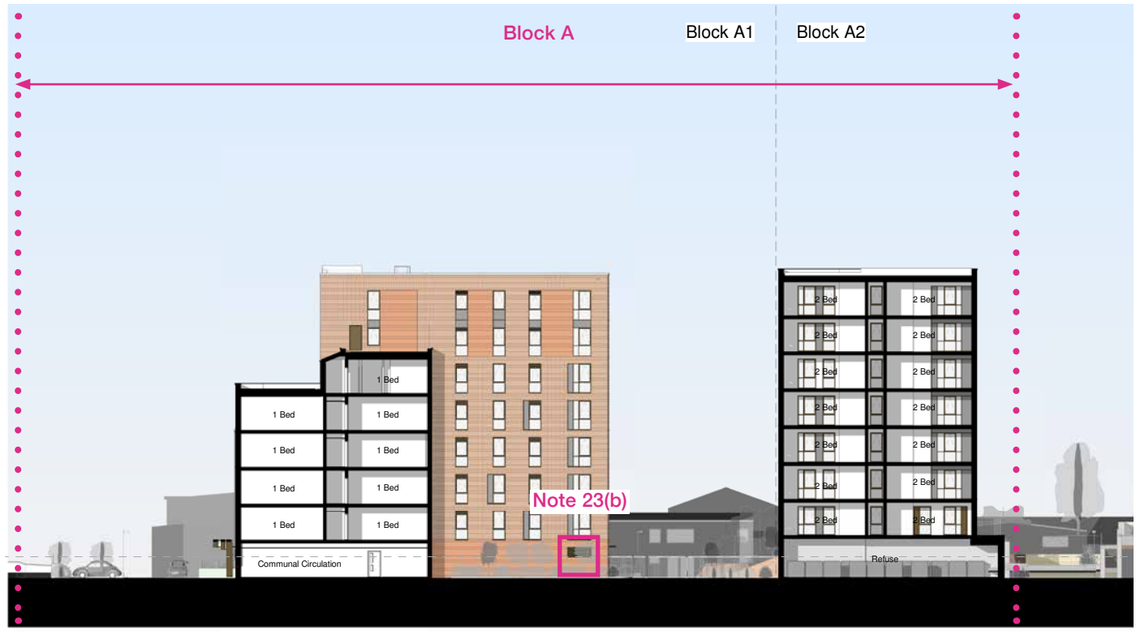


Fig.5.4.12 - Proposed Block A1 - Section AA, 1:500 (Drawing 3622-A1-0400H))

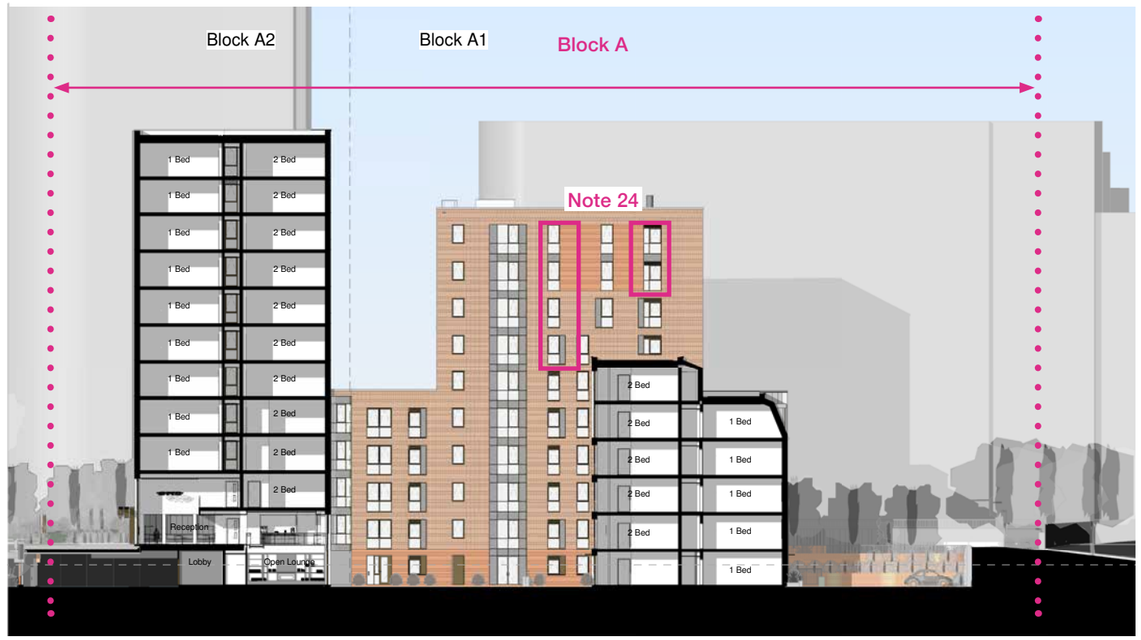
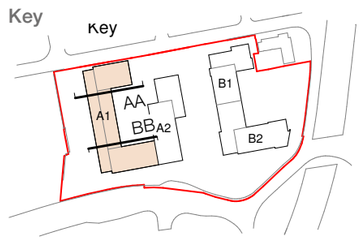


Fig.5.4.13 - Proposed Block A1 - Section BB, 1:500 (Drawing 3622-A1-0400H))

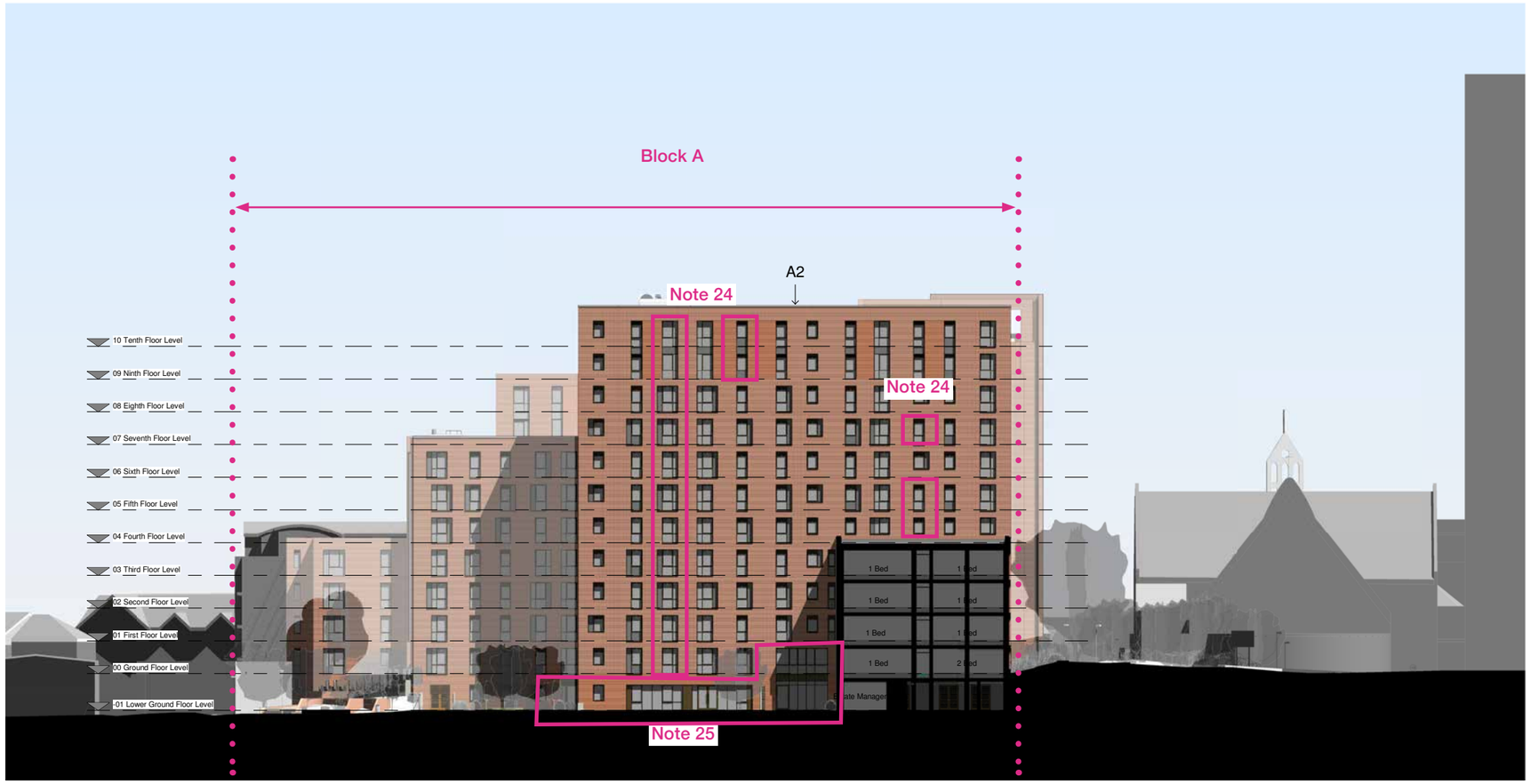
Summary of changes:

Note 23(b) - Substation louvre added.

Note 24 - Window arrangement rationalised slightly.



Proposed Block A - Courtyard Sectional West Elevation



Summary of changes:

Note 24 - Window arrangement rationalised slightly.

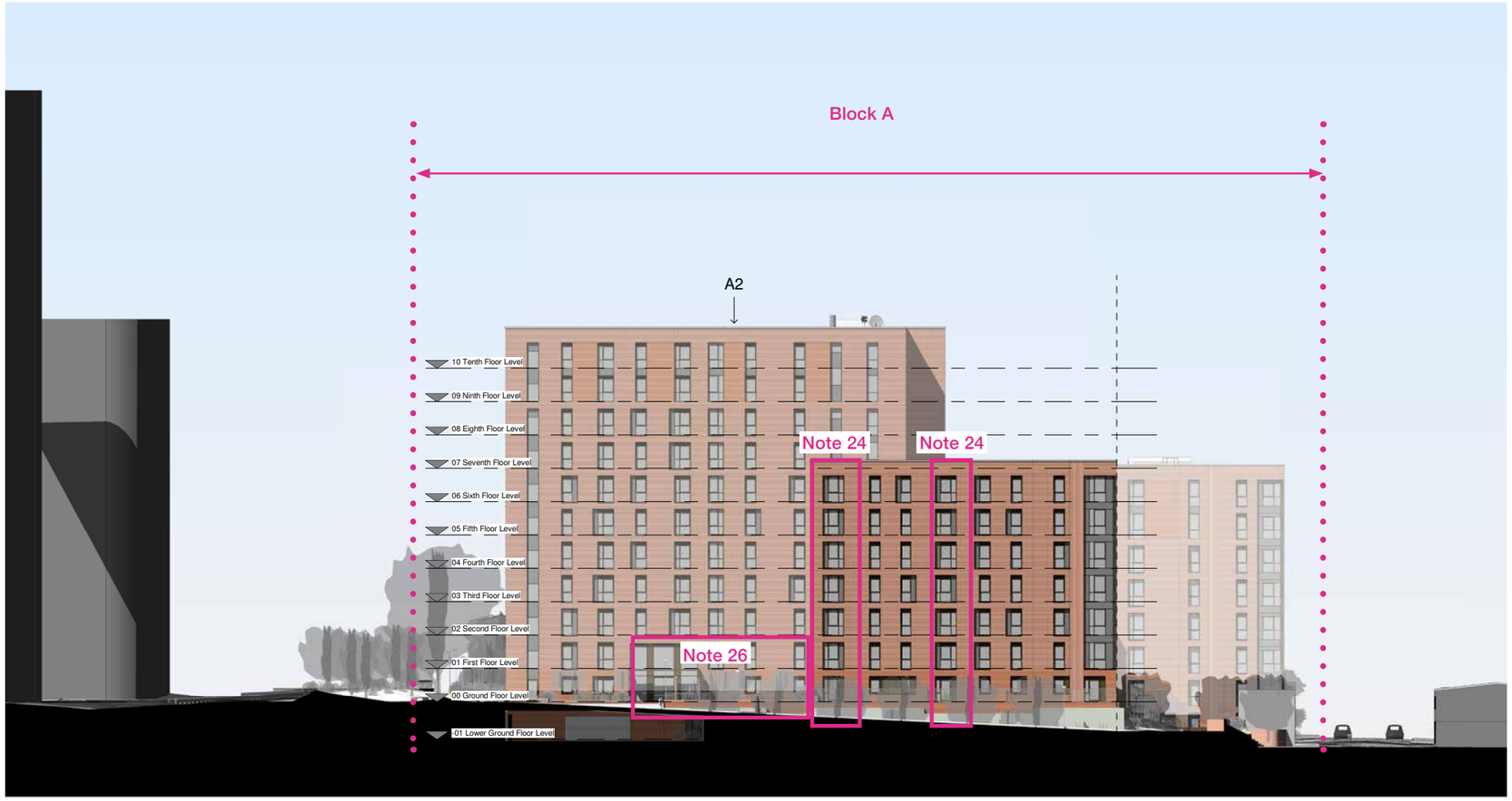
Note 25 - Window & door arrangement on Block A2 west courtyard facing elevation updated to accommodate changes around new amenity spaces at lower ground & ground floor levels.

Key



Fig.5.4.14 - Proposed Block A2 - West Elevation, 1:500 (Drawing 3622-A2-0303C))

Proposed Block A - East Elevation



Summary of changes:

Note 24 - Window arrangement rationalised slightly.

Note 26 - Window & door arrangement on Block A2 east elevation updated to accommodate changes around new main reception, ground floor level + first floor.



Fig.5.4.15 - Proposed Block A2 - North Elevation, 1:500 (Drawing 3622-A2-0302C)

Proposed Block B -West Elevation



Key

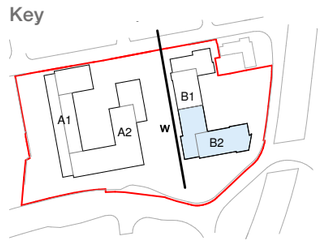
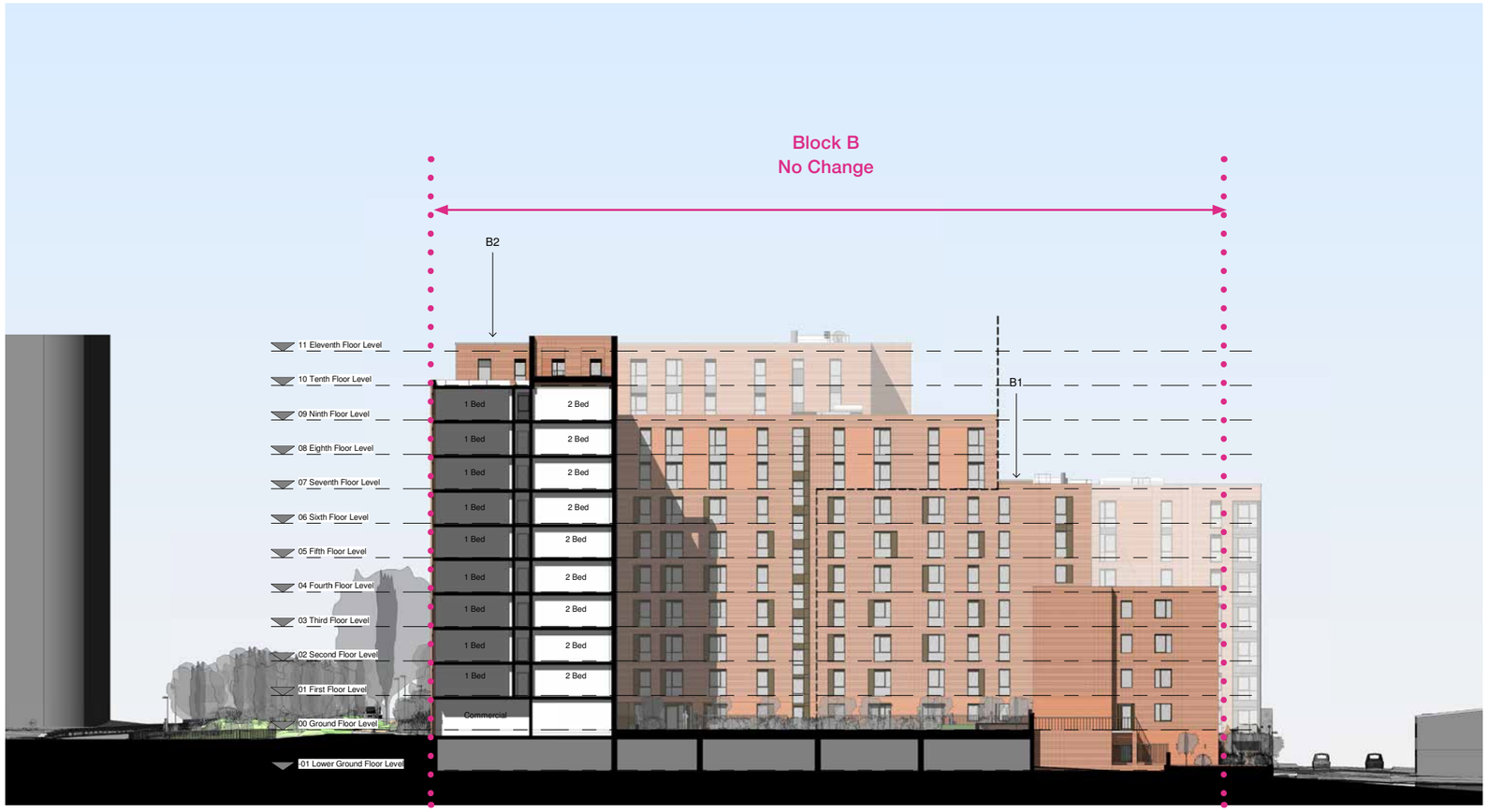


Fig.5.4.16- B2 West Elevation, 1:500 (Drawing 3622-B2-0303B)

Proposed Block B - Courtyard Sectional East Elevation



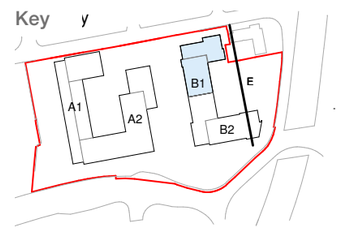
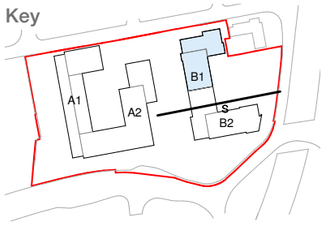


Fig.5.4.17- B1 East Elevation, 1:500 (Drawing 3622-B1-0302C)

Proposed Block B -Courtyard Sectional S & N Elevations



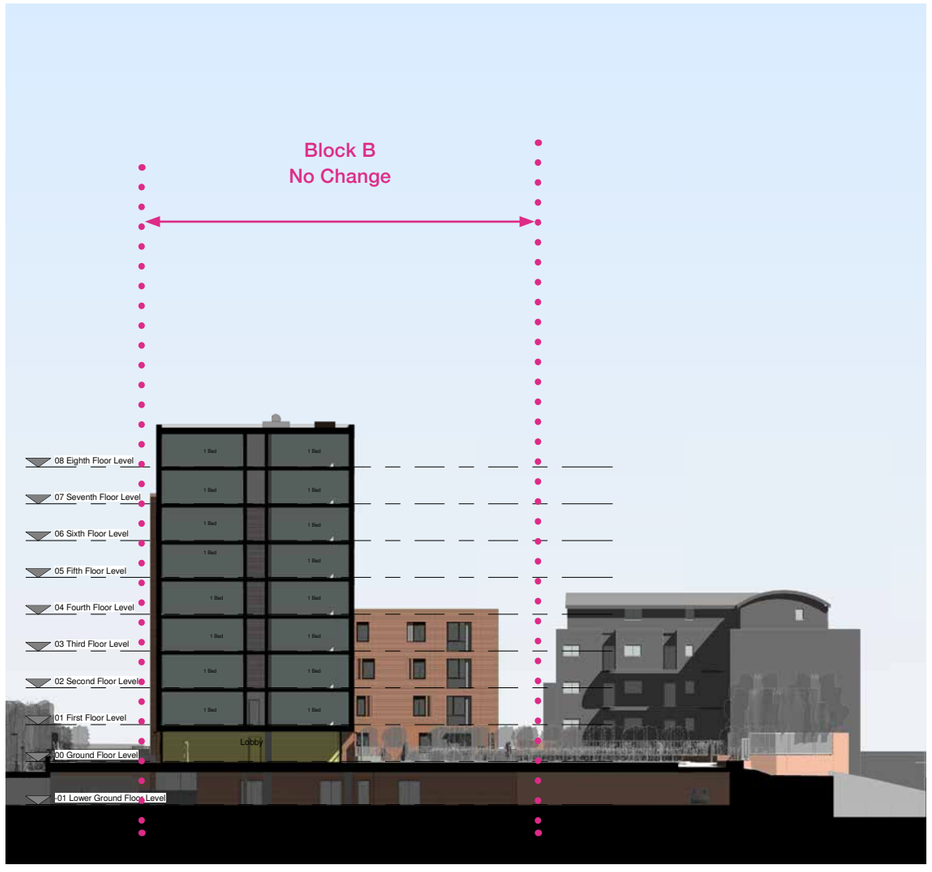


Fig.5.4.18- B1 South Elevation, 1:500 (Drawing 3622-B1-0301B)

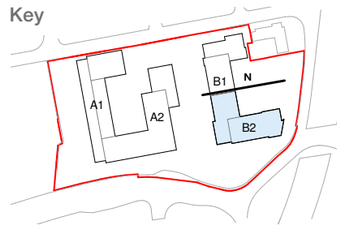




Fig.5.4.19- B2 North Elevation, 1:500 (Drawing 3622-B2-0300J)

Street Scene Elevation - South

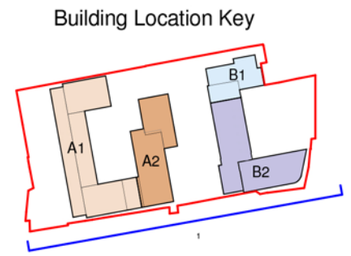




Fig.5.4.20- Street Scene Elevation - South, 1:1000

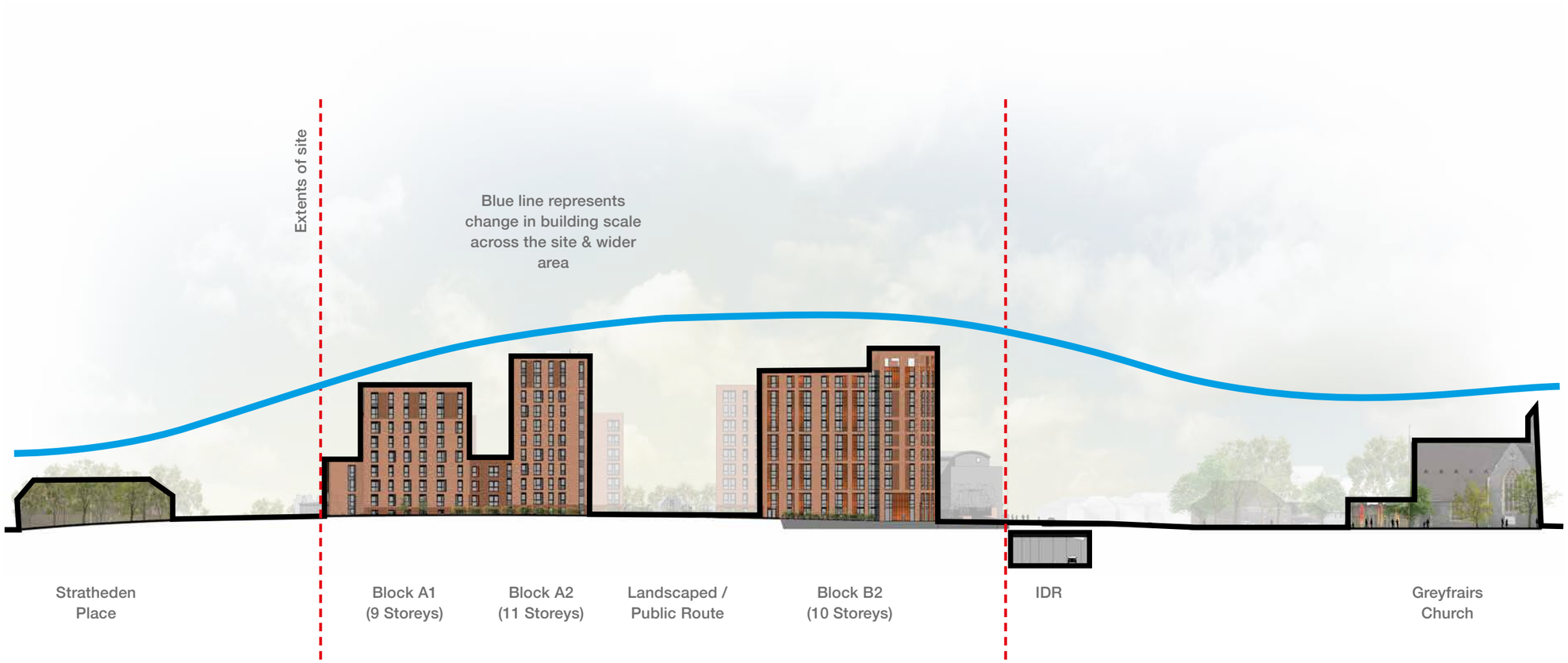


Fig.5.4.21- Street Scene Diagram - South, 1:1000

Street Scene Elevation - North

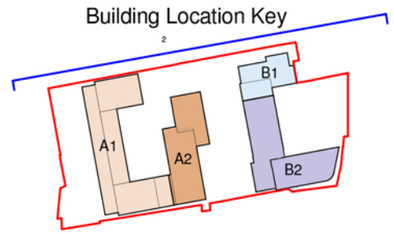




Fig.5.4.22- Street Scene Elevation - North, 1:1000

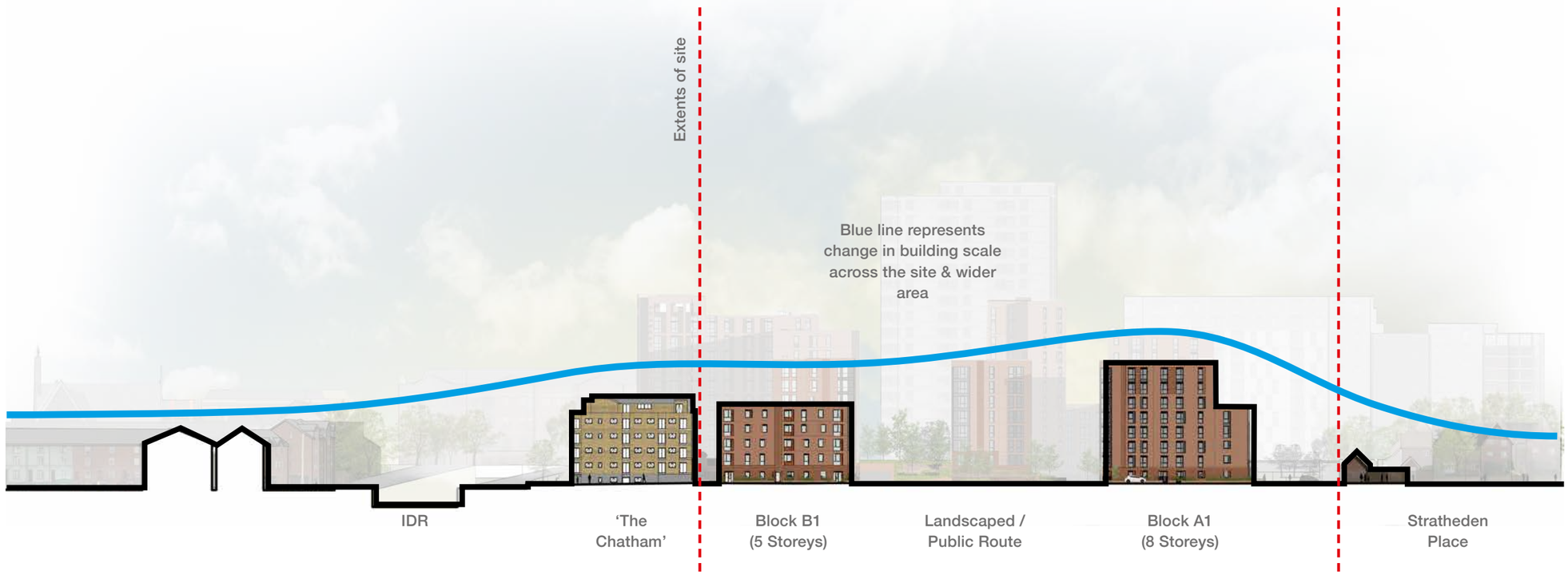


Fig.5.4.23- Street Scene Diagram - North, 1:1000

Street Scene Elevation - East

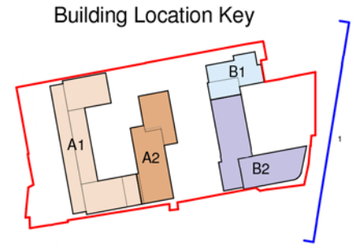




Fig.5.4.24- Street Scene Elevation - East, 1:1000

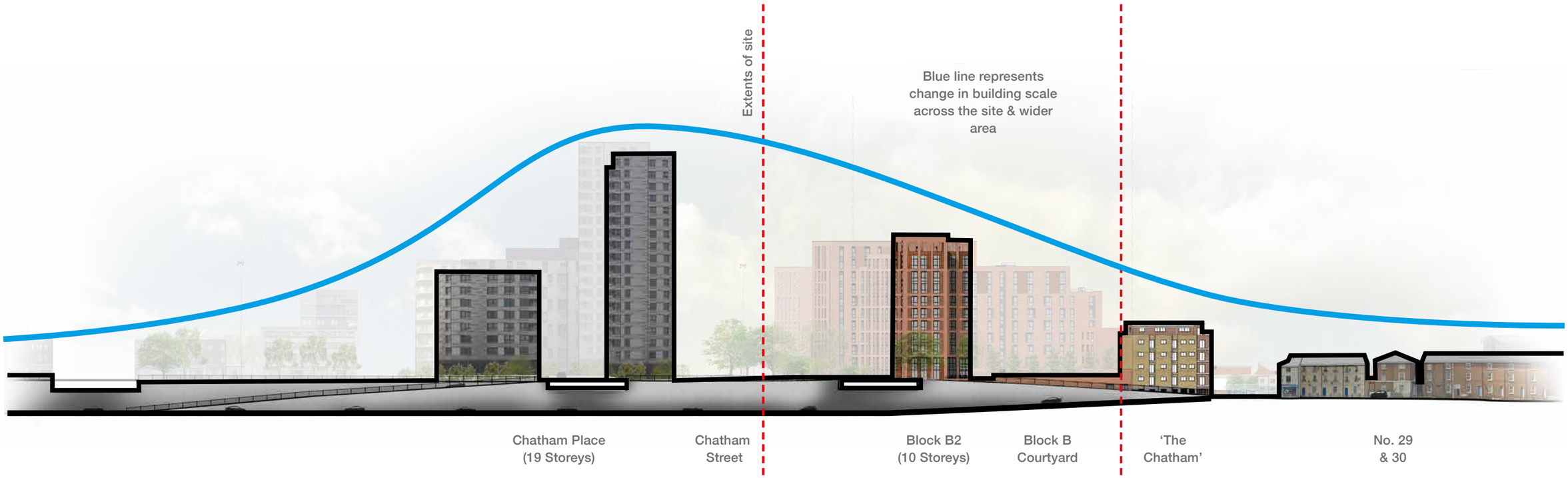


Fig.5.4.25- Street Scene Diagram - East, 1:1000

Study Views - Chatham Street approach views



Fig.5.4.26 View 1 - From Chatham Street pavement looking east, view identifying the massing across the site and its relationship with Chatham Place



Fig.5.4.27 View 2 - From The Butler Public House on the corner of Easton Place/Chatham St. demonstrating the massing to the west end of Block A1 in relation to Stratheden Place



Key



Fig.5.4.28 View 3 - From existing public pavement running parallel with Chatham Street, view identifies the improved public realm and west - east pedestrian links.



Fig.5.4.29 View 4 - From Chatham Street looking east, view demonstrates the massing and subtle material changes across the site

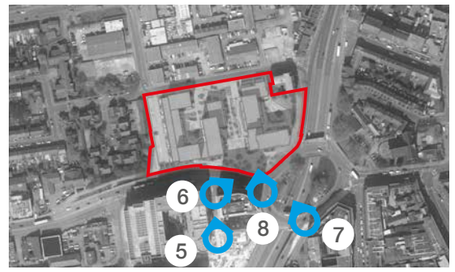
Study Views - Chatham Street approach views



Fig.5.4.30 View 5 - From Alfred Street looking north, identifying the visual amenity created by the proposal reflecting contextual vistas



Fig.5.4.31 View 6 - From junction of Chatham Street and Alfred Street, visualising the new public realm and the scheme's presentation to Greyfriars Church



Key



Fig.5.4.32 View 7 - From public pavement next to the IDR roundabout, indicating the scheme's prominent corner and the negative space that surrounds it



Fig.5.4.33 View 8 - From the pedestrian crossing over Chatham Street looking north, emphasising the new public avenue created through the scheme and its contextual links

Study Views - Approach from Friar Street



Fig.5.4.34 View 9 - From Friar Street on the public pavement next to Greyfriars Church, visualising the “gateway” urban aspect created between Chatham Square/proposal



Fig.5.4.35 View 10 - From Greyfriars Church, demonstrating the design of the corner element and its presentation to the church



Key



Fig.5.4.36 View 11 - From the pedestrian crossing over the IDR looking west, highlighting the improved public realm created between The Chatham and proposal



Fig.5.4.37 View 12 - From the south end of the proposed Central Avenue public through-route, view focusing on the proposed civic square created between the building blocks

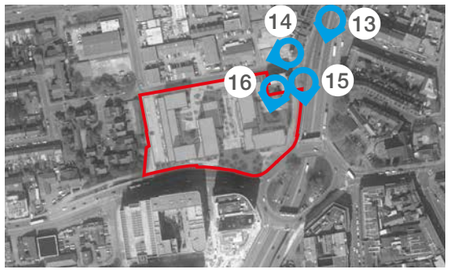
Study Views - Approach from Caversham Road



Fig.5.4.38 View 13 - From IDR looking south from driver's perspective, identifying the aspect created from the vehicular approach on the IDR



Fig.5.4.39 View 14 - From the corner of Weldale Street and IDR, demonstrating the street scape created when viewed east along Weldale Street



Key



Fig.5.4.40 View 15 - From public pavement next to The Chatham, demonstrating the treatment and design of the scheme's prominent corner



Fig.5.4.41 View 16 - From an apartment in The Chatham development, demonstrating the much improved aspect created; enhancing the visual amenity

Study Views - Approach from Weldale Street



Fig.5.4.42 View 17 - From Weldale Street looking east, focusing on the architectural treatment of Block A1 and street-scape created



Fig.5.4.43 View 18 - From landscaped area west of Block A1, including the building entrance & proposed building signage



Key



Fig.5.4.44 View 19 - From Weldale Street public pavement, looking ahead to the new pedestrian through-route created and improved landscape



Fig.5.4.45 View 20 - From Weldale Street public route, view looks in to the Block A private amenity space

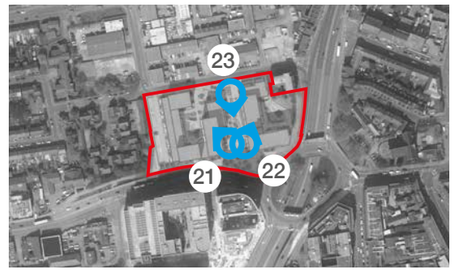
Study Views - Views within Central Avenue



Fig.5.4.46 View 21 - From south end of Central Avenue, view focusing on the main entrance to Block A2 & proposed building signage



Fig.5.4.47 View 22 - From south end of Central Avenue, view focusing on the main entrance to Block B2 & proposed building signage



Key



Fig.5.4.48 View 23 - From north end of proposed Central Avenue, indicating the landscaped slope and the urban link established with the Chatham Place landmark building

View from Friar Street



Fig.5.4.49



Key

Existing view of the site from Friar Street (View 24)



Fig.5.4.50 Proposed view of the site from Friar Street (View 24)

View from junction Friar Street & Cheapside



Fig.5.4.51

Existing view of the site from junction of Friar Street & Cheapside (View 25)



Key



Fig.5.4.52

Proposed view of the site from junction of Friar Street & Cheapside (View 25)

View from Oxford Street bridge over IDR



Fig.5.4.53 Existing view of the site from Oxford Street bridge over IDR, from the south (View 26)



Key



Fig.5.4.54 Proposed view of the site from Oxford Street bridge over IDR, from the south (View 26)

View from Chatham Place



Fig.5.4.55



Key

Existing view of site from Chatham Place, end of Alfred Street (View 27)



Fig.5.4.56 Proposed view of site from Chatham Place, end of Alfred Street (View 27)

View from Chatham Street



Fig.5.4.57

Existing view of site from Chatham Street from the west (View 28)



Key



Fig.5.4.58 Proposed view of site from Chatham Street from the west (View 28)

View from Caversham Road (IDR)



Fig.5.4.59

Existing view of site from Caversham Road (IDR) from the north (View 29)



Key



Fig.5.4.60 Proposed view of site from Caversham Road (IDR) from the north (View 29)

View from Vachel Road



Fig.5.4.61



Key

Existing view of site from Vachel Road (view 30)



Fig.5.4.62 Proposed view of site from Vachel Road (View 30)

View from Sackville Street



Fig.5.4.63 Existing view of site from Sackville Street (View 31)



Key



Fig.5.4.64

Proposed view of site from Sackville Street (View 31)

6.0 Access

6.1 Pedestrian Access

Block A

The proposed main entrance & concierge managed reception for the whole of Block A is located at ground floor level on the south east end of Block A2. This is a prominent location overlooking the central pedestrian avenue cutting though the centre of the site. This is the main entrance for residents, visitors & postal deliveries. Communal circulation areas & lifts provide access from this main reception area to all others part of Block A1 & A2.

Blocks A1 & A2 can also be accessed from various other points within the landscaped courtyard, from west end car park and from the under podium car park.



= Primary entrance
= Secondary entrance

Fig. 6.1.1 - Proposed ground level site plan highlighting access points

Block B1

Block B1 can be accessed direct from Weldale Street, this takes you into an entrance area from where level access to residential units can be made with access to the upper levels via a wheelchair compliant lift.

In addition primary access can also be gained via the below podium car park direct into the main stair core.

Secondary access to the apartments can be gained via the private landscaped gardens to the east of the site at podium level.

Block B2

The main entrance to Block B2 is located at ground floor level to the south west end of the building. This is a prominent location overlooking the central pedestrian avenue cutting though the centre of the site.

Block B2 can also be accessed from various other points around the building at the ground floor level, including via the private landscaped courtyard, and from the below podium car park.



= Primary entrance
= Secondary entrance

Fig. 6.1.2 - Proposed lower ground floor plan highlighting entrance points

6.2 Vehicular Access & Car Parking

Car Parking

Primary access for residents vehicles to the site will be via Weldale Street (as highlighted on the plan to the right). The access road adjacent to Block B1 leads from Weldale street to the below podium car park. Additional surface level spaces are located to the west of the site. Car parking spaces are located at grade.

A total of 124 car parking spaces are provided including accessible spaces.

Constructive dialogue with RBC Highways in relation to the proposals has confirmed that approx. 0.3 spaces per dwelling will be acceptable and won't present an issue on the surrounding highway network. Residents of the scheme would not be eligible for parking permits.

Cycle Parking

Cycle parking/ storage is located within convenient locations in each of the accommodation blocks (highlighted in blue on the plan opposite). Each store is a secure covered area and is fully compliant with Reading Borough Council guidance.

Motor Cycle Parking

Provision is made within the secure below podium car park for motorcycles and mopeds. The area will be well lit and located close to pedestrian access points and fully complaint with Reading Borough Council recommendations.



Fig. 6.2.1 - Proposed lower ground level site plan vehicular access

Servicing & Deliveries

Vehicular access for maintenance vehicles to the site will be as follows:

Block A
General maintenance within Block A will be serviced via the entry point in the below podium car park. A dedicated space for service vehicle parking is provided within the below podium car park (highlighted in green on the plan to the right.)

Postal and 3rd Party deliveries for residents of Block A will be made via the main reception located on the ground floor level off the central pedestrian avenue.

Block B1
Block B1 will be serviced via the below podium car park. Again maintenance vehicles will be able to utilise the dedicated space for service vehicles.

Postal and 3rd Party deliveries for residents of Block B1 will be made via the entrance north of the building directly off Weldale Street.

Block B2
Servicing of the A3 commercial space will be managed via lay-by located on Chatham Street.

Servicing of the apartments will be via below podium car park and use of the dedicated parking space.

Postal and 3rd Party deliveries for residents of Block B2 will be made via the main reception located on the ground floor level off the central pedestrian avenue.

Emergency vehicles

Roads and parking are designed to allow access for the fire service to enable them to get within 18 metres of the dry rising inlet, an extract of the site wide fire strategy is shown to the right.

Emergency vehicles can travel around the perimeter of the site or park within the lay-by on Chatham Street or the shared surface areas off Weldale street.

Block A1

Dry riser inlets are located on the west & south elevations of Block A1. The outlets will expel into the west end car parking area and south landscaped area.

Block A2

The dry riser inlet is located off the Block A courtyard on the west elevation of Block A2. The outlet will expel into the courtyard.

Block B1

The dry riser inlet is located within the landscaping to the north of Block B1 to enable connection within 18 metres of the emergency vehicle.

The outlet expels into the landscaped area to the north of the building.

Block B2

The dry riser inlet is again located within the landscaped area to enable connection within 18 metres to the emergency vehicle.

The outlet expels into the landscaped area to the south of the building.



Fig. 6.2.2 - Proposed ground level site plan highlighting emergency access

6.3 Refuse & Recycling Collection

The refuse and recycling capacity for the development has been calculated in accordance with Reading Borough Council recommendations. A key aim was to minimise the number of collections and minimise disruption to residents. The total quantity of refuse and recycling storage to be provided across the site is as follows:

57 x 1100 litre general waste bins (weekly collections)

55 x 1100 litre recycling bins (fortnightly collections)

The refuse stores within the development have been sized to accommodate the total number of refuse bins required. The refuse stores are all located at lower ground level and positioned to allow easy access for residents. Residents generally have a maximum of 30 metres to travel (not including vertical circulation) before disposing of waste within the designated refuse store. The only exception are a few flats on the lower storeys of A1, where the travel distances are extended slightly by approx. 2-4m only. The refuse stores are highlighted in blue on the adjacent plan.

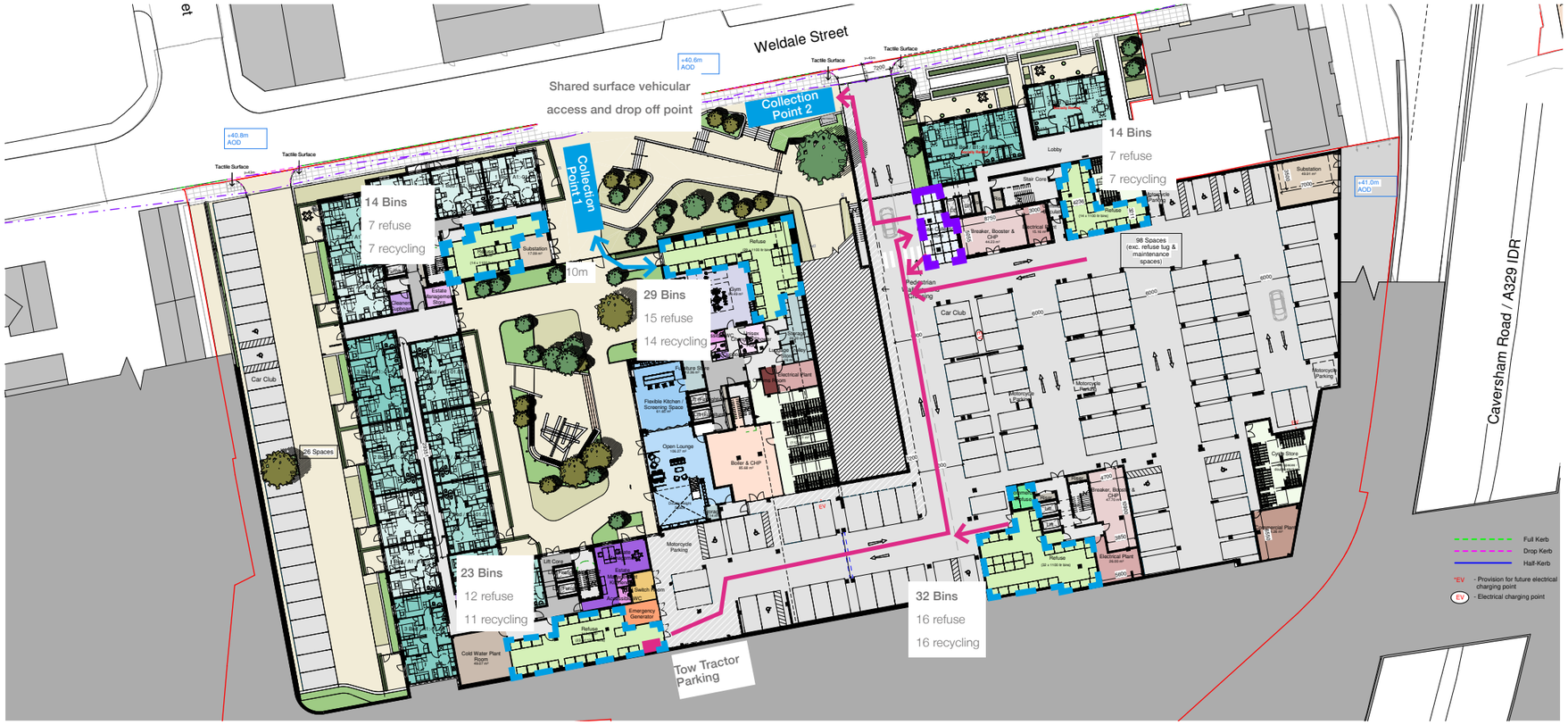
Two refuse stores within A1 provide storage for a total of 19x1100 litre general waste bins and 18x1100 litre recycling bins.

The refuse store within A2 houses a total of 15x1100 litre general waste bins and 14x1100 litre recycling bins.

The refuse store within B1 houses a total of 7x1100 litre general waste bins and x7x1100 litre recycling bins.

The main refuse store for B2 houses a total of 15x1100 litre general waste bins and 15x1100 litre recycling bins.

For commercial waste storage for a 1x1100 litre general waste bin and 1x1100 litre recycling bin is provided within a dedicated store room. This is located adjacent to the B2 residential refuse store at lower ground level.



Central refuse collection point

Refuse stores (1100ltr bins)

10m maximum collection travel distance from refuse vehicle

Tow tractor route

Fig. 6.3.1 - Proposed lower ground refuse plan

Collection point 1

Block A1 (north end) & A2 will be serviced via Weldale Street. The refuse vehicle will reverse a maximum of 12metres onto the site in order that refuse operatives do not exceed the 10 metre travel distance to access the refuse stores.

Collection point 2

Block A1 (south end), B1 & B2 will be serviced via Weldale Street. The refuse vehicle will drive into the proposed lay-by provided. On site management (with the help of tow tractors) will transport the bins between the various refuse stores, central collection point & collection point 2. The refuse bins will then be unloaded by the refuse operatives before being returned to the stores by the on site management. Tow tractor to be parked adjacent to the Block A1 (south end) refuse store when not in use.

Due to the scale of the development, site constraints and the large quantity of bins provided it has not been possible to size the stores to enable a maximum distance of 15 metres from furthest point within the area to loading point at rear of lorry, therefore on-site maintenance operatives will assist collection where necessary.

In addition, due to the scale of the development and quantity of bins to be provided the central refuse collection point does not allow for storage of all bins. Instead an on-site tow tractor operated by maintenance staff will collect and return to stores within the below podium car park when the council refuse vehicle is on site.

Collections have been kept to weekly for general refuse and fortnightly for recycling to minimise disruption to residents. In addition rooms adjacent to collection points will have additional acoustic performance to mitigate any further disruption.

6.4 Inclusive Access

RBC policy CS5 requires that all buildings are located, sited and designed to provide suitable access to, into and within, its facilities, for all potential users, including disabled people, so that they can use them safely and easily. In the case of visitable dwellings this applies to all entrance lobbies and livingroom / kitchen areas.

RBC policy CS15 also requires a proportion of units to be designed to the Lifetime Homes standard.

The Lifetimes Homes standard has now been superseded by the New Part M of the Building Regulations. The Building regulations identifies a series of categories of compliant dwelling. All the apartments are designed to be a minimum of M4(1) Category 1 compliant.

M4(1) Category 1: Visitable dwellings

Visitable dwellings are intended to provide a reasonable provision for most people, including wheelchairs users, to approach and enter the dwelling and to access habitable rooms and visitor sanitary facilities.

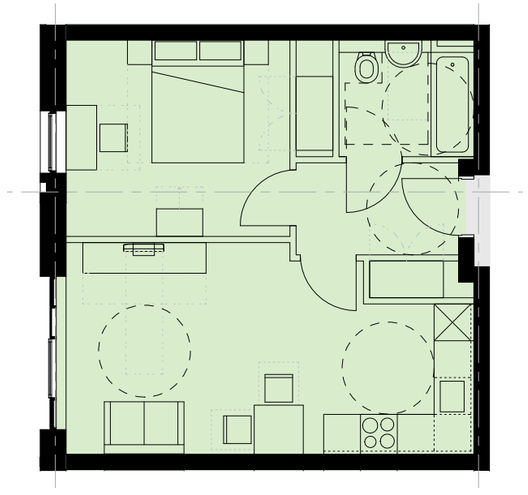


Fig. 6.4.1 - Example of Typical one bedroom apartment (Part M4(1) compliant), 1:100)

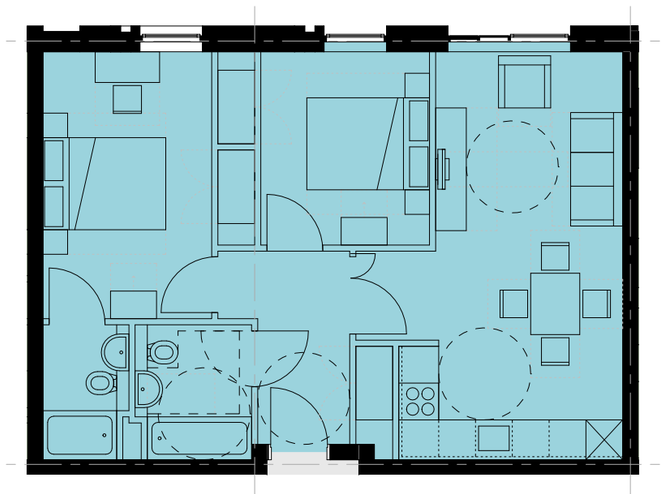


Fig. 6.4.2 - Example of Typical two bedroom apartment (Part M4(1) compliant), 1:100

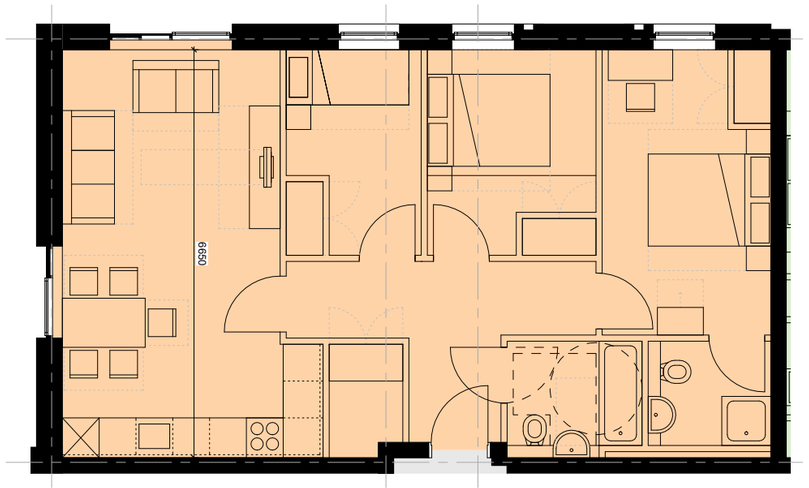


Fig. 6.4.3 - Example of Typical three bedroom apartment (Part M4(1) compliant) 1:100

7.0 Supporting Information

7.3 Increasing Height to South-East Corner

In response to the comment regarding the general design approach of increasing height and mass to the south east corner of the site, the illustrations in this section demonstrate the relationship between Blocks A2 and B2. The updated massing still follows this early design principle.

It can be clearly seen that in all cases Block A2 is either not visible through being masked by built context, or where both are seen together Block B2 still dominates the viewpoint.



View 1 - Demonstrating how the increase in height on the south east corner of Block B2 with associated brickwork arches creates a focal point at this key edge of the scheme



View 2 - Block A2 hidden from this vantage point with the corner feature of Block B2 dominating the corner of the site and establishing a gateway relationship with Chatham Place



View 3 - Demonstrating that the feature corner element and natural perspective still give the impression of height for Block B2 in the south-east



View 4 - From the west of the site Block B2's feature corner helps give prominence to the south east corner of the site still.



View 5 - Again, Block A2 is hidden from this vantage point through the proximity of the Chatham Place development. Block B2's corner feature being over a storey higher than the remainder of the building is well expressed from this vantage point.

Proposed view of the site from Oxford Street bridge over IDR, from the south (View 26)



View 6 - Even though Block B2 feature corner is the highest point on the site it is still secondary to the height of Chatham Place seen in the background. Again, the difference in height of Block B2's corner and the remainder of the building is well illustrated from this vantage point. Block A2 is little featured from this vantage point.

Proposed view of site from Caversham Road (IDR) from the north (View 29)

Contact Details

Mark Alkerstone
Director

Mark.Alkerstone@aww-uk.com
0117 923 2535

James Chard
Project Architect

James.Chard@aww-uk.com
0117 923 2535

London
106 Weston Street
London
SE1 3QB
T: +44 (0)20 7160 6000

Bristol
Rivergate House
70 Redcliff Street
Bristol
BS1 6LS
T: +44 (0)117 923 2535

Plymouth
East Quay House
Marrowbone Slip
Plymouth
PL4 0HX
T: +44 (0)1752 261 282

info@aww-uk.com
www.aww-uk.com