

Hermes Property Unit Trust

Reading Metropolitan
Design and Access Statement
Outline Planning Application

Reading Metropolitan

Revised Design & Access Statement

February 2019
A11113GR0020P2

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THE TEAM

Client: Hermes Property Unit Trust

Planning Consultant:	Chartplan	Acoustics:	dbx acoustics
Architect:	tp bennett	Sustainability:	CHB Sustainability
Landscape Design:	Hyland Edgar Driver	Air Quality:	REC Ltd
Flood Risk:	Lanmor	Archaeology:	Cotswold Archaeology
Transport & Highways and Acoustics:	Steer Group	Affordable Housing:	Housing Expectation
Light:	Point 2 Surveyors		
Microclimate:	RWDI		
Visual Impact:	RPS		
Environmental Impact Assessment:	RPS		
Ecology:	Applied Ecology		
Fire Engineer:	Omega Fire		
Public Relations:	Meeting Place Communications		





1.0 INTRODUCTION

1.1 EXECUTIVE SUMMARY

INTRODUCTION

This document has been prepared by tp bennett on behalf of Hermes Property Unit Trust ("the applicant/ Hermes") in relation to their proposals to redevelop the former Royal Mail sorting office and distribution centre at 80 Caversham Road, Reading, RG1 8JG ("the site").

It supports and accompanies other planning application documentation which collectively seek the grant of an outline planning permission.

The site is located in the centre of Reading, immediately adjacent to Reading mainline train station and on key vehicular, cycle and pedestrian routes.

The site is part of Reading Town Centre and is surrounded by various uses, including retail, residential, commercial and the Station. However, it is currently greatly under-used and closed off, but nonetheless has the potential to create a positive contribution to the local urban environment, as well as creating a high-quality, high-density scheme on a brownfield, town centre site.

These proposals have the potential to create an inspiring place to live, make more effective use of previously developed land engaged with Reading Town Centre and greatly improving the northern area of central Reading.

KEY BENEFITS OF THE SCHEME

The Reading Metropolitan regeneration proposal will deliver a number of important improvements, including:

- Improving the image of Reading town centre by delivering a high quality mixed-use scheme on a currently under-utilised site. The site creates a poor perception of Reading upon arrival and exit from Reading Station and Caversham Road in particular.
- Incorporating new, lively pedestrian routes and spaces within the site to improve connectivity with the wider town, whilst knitting the development into the existing urban grain, movement patterns and infrastructure. This new public realm will create a space for people to meet, greet and linger, and complement the functions of the station in particular.
- Providing active frontages onto a new Avenue, running East/West across the site, as well as establishing the potential for new connections to the north of Reading and to the River Thames in particular.
- Improving the safety and perception of the northern station entrance by lining public routes with activity, encouraging passive surveillance and designing out antisocial behaviour.
- Delivering high quality office, residential, retail and leisure / community uses throughout the scheme, adding to the vitality of the town centre by providing accommodation for Reading and increasing activity in the town centre
- Providing parking to serve the proposed uses, utilising the existing car parking area

The scheme proposes a viable and distinctive group of buildings, that will not only create a landmark for this part of Reading but, importantly, aim to stimulate development to the north of the station. It will add a new public square with adjacent retail uses, providing a sense of place and a further level of permeability to and from the rail station. In addition, the proposal - with office, retail and leisure and community alongside the residential buildings - will bring uses that are both compatible with and complementary to the wider context.

SUMMARY OF THE KEY COMPONENTS OF THE SCHEME

The scheme comprises:

- A new public space for Reading, serving the entrance to the redeveloped Reading Station
- A new east/west Avenue, connection connecting the Station Square to Caversham Road
- A new east/west connection, running alongside the Railway
- New north/south connections to the River Thames, in line with the aspirations of the Reading Station Area Framework
- Vastly improved public realm
- Retail, office and community uses located at key 'node' points of the scheme
- A mix of studio/1/2/3 bedroom apartments, Duplex units and townhouses
- Car parking at basement level

The buildings are carefully positioned on the site to respond to the contextual town and streetscape, acknowledging the site's importance in Reading, as the site is important in signalling the northern entrance to Reading Station from afar. The buildings also interrelate with their immediate context, creating the new square and public and private amenity spaces, which afford good day and sunlight quality to the buildings and the spaces within.

Whilst the site is in a highly sustainable location, directly adjacent to the bus and train station and close to the town centre, a 94 space car park is provided for use by both the office and residential residents, alongside generous cycle parking provision.

FLOOR AREA SUMMARY

	Phase 1	Phase 2	Phase 3	Total
Buildings	A, B, C, TH1	D only	E, F, G, H, J, TH2	
	<i>GEA (m2)</i>	<i>GEA (m2)</i>	<i>GEA (m2)</i>	<i>GEA (m2)</i>
Residential	28,694	6,968	22,882	58,544
Office	10,065		6,509	16,574
Retail	1,684		205	1,889
A1/2/3 or D1	263		509	772
Basement car park	2,347			2,347
Total	43,053	6,968	30,105	80,126

1.2 DOCUMENT STRUCTURE

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This Design & Access Statement describes proposals submitted as part of an Outline Planning application to Reading Borough Council, for the redevelopment of an important town-centre site to create a mixed-use residential, office, leisure and retail development. The document traces the iterative design process typical of important strategic sites such as this and should be read as a summary of the design approach to the proposal and sits alongside the detailed technical reports submitted in support of the application.

It shows how these technical aspects have influenced the design of the proposal and describes the other factors that have been taken into account in developing the design. It also charts the evolution of the proposal and how comments made during pre-application discussions and public consultation have influenced the design.

The document follows best practice guidance on the content and scope of Design and Access Statements published by CABI and in Communities and Local Government's Guidance on information requirements and validation (2010). It is structured as follows:

Section 1 Introduction

Section 2 The Brief: Explains how the current brief has been developed and the target areas and mix of accommodation on the site.

Section 3 Site Appraisal: Describes the findings of an urban design analysis of the site's setting and the area of transition around it, highlighting the key opportunities and constraints that need to be addressed.

Section 4 Design Statement: Describes the proposals in more detail; how the design developed, the amount of development and mix of uses, the layout of the buildings, their scale, height and massing and appearance, including the indicative scheme, the proposed use of materials, the landscaping proposals and sustainability.

Section 5 Access Statement: Describes the strategy for access to the building including for disabled people, cyclists, vehicles, servicing, waste and recycling storage and collection, maintenance and emergency access and escape.

This document should be read in conjunction with the following reports, which accompany the application:

- Planning Statement prepared by Chartplan LLP;
- Planning Application Forms prepared by Chartplan LLP;
- Housing Statement/Viability Appraisal prepared by Housing Expectation;
- Statement of Community Involvement prepared by MPC;
- Design and Access Statement prepared by TP Bennett Architecture;
- Planning Drawings prepared by TP Bennett Architecture;
- Heritage Statement prepared by RPS;
- Townscape and Visual Impact Assessment prepared by RPS;
- Public Realm and Landscaping Strategy prepared by HED;
- Transport Assessment and Travel Plan prepared by Steer Group;
- Delivery and Servicing Management Plan prepared by Steer Group;
- Environmental Impact Assessment prepared by RPS;
- Contaminated Land Survey by RPS;
- Energy and Sustainability Statement prepared by CHB Sustainability;
- BREEAM Pre-Assessment prepared by CHB Sustainability;
- Flood Risk Assessment prepared by Lanmoor Consulting;
- Surface Water Drainage Strategy/SUDS prepared by Lanmor;
- Daylight and Sunlight Assessment prepared by Point 2 Survey;
- Archaeological Desk Top Study prepared by Cotswold Archaeology;
- Noise and Vibration Impact Assessment prepared by dBx Acoustics Ltd;
- Air Quality Assessment prepared by REC Ltd;
- Ecological Appraisal/Habitat Survey prepared by Applied Ecology;
- Microclimate Assessment prepared by RWDI

1.3 DRAWING SCHEDULE

The following drawings accompany this application and are included as appendices in this document:

	Series	Zone	Number	Sheet Name	Size	Scale	Revision
A11113	C	2	001	Existing Site Location Plan with ownership boundary	A1	1:1250	P1
A11113	C	2	002	Existing Site Location Plan with application boundary	A1	1:1250	P2
A11113	C	2	003	Proposed Site Location Plan with application boundary	A1	1:1250	P1
A11113	C	2	010	Development Plot and Height	A1	1:1250	P1
A11113	C	2	020	Proposed Phasing - Phase 1	A1	1:500	P1
A11113	C	2	021	Proposed Phasing - Phase 2	A1	1:500	P1
A11113	C	2	022	Proposed Phasing - Phase 3	A1	1:500	P1
A11113	C	2	050	Illustrative Scheme GA - Site Plan Ground Floor	A1	1:500	P2
A11113	C	2	099	Illustrative Scheme GA - Basement Plan	A0	1:200	P2
A11113	C	2	100	Illustrative Scheme GA - Ground Floor Plan	A0	1:200	P2
A11113	C	2	101	Illustrative Scheme GA - 1st Floor	A0	1:200	P2
A11113	C	2	102	Illustrative Scheme GA - 2nd Floor	A0	1:200	P2
A11113	C	2	103	Illustrative Scheme GA - 3rd Floor	A0	1:200	P2
A11113	C	2	104	Illustrative Scheme GA - 4th Floor	A0	1:200	P2
A11113	C	2	105	Illustrative Scheme GA - 5th Floor	A0	1:200	P2
A11113	C	2	106	Illustrative Scheme GA - 6th Floor	A0	1:200	P2
A11113	C	2	107	Illustrative Scheme GA - 7th Floor	A0	1:200	P2
A11113	C	2	108	Illustrative Scheme GA - 8th Floor	A0	1:200	P2
A11113	C	2	109	Illustrative Scheme GA - 9th Floor	A0	1:200	P2
A11113	C	2	110	Illustrative Scheme GA - 10th Floor	A0	1:200	P2
A11113	C	2	111	Illustrative Scheme GA - 11th Floor	A0	1:200	P2
A11113	C	2	112	Illustrative Scheme GA - 12th Floor	A0	1:200	P2
A11113	C	2	113	Illustrative Scheme GA - 13th Floor	A0	1:200	P2
A11113	C	2	114	Illustrative Scheme GA - 14th Floor	A0	1:200	P1
A11113	C	2	115	Illustrative Scheme GA - 15th Floor	A0	1:200	P1
A11113	C	2	116	Illustrative Scheme GA - 16th Floor	A0	1:200	P2
A11113	C	2	117	Illustrative Scheme GA - 17th Floor	A0	1:200	P1
A11113	C	2	118	Illustrative Scheme GA - 18th Floor	A0	1:200	P1
A11113	C	2	119	Illustrative Scheme GA - 19th Floor	A0	1:200	P1
A11113	C	2	120	Illustrative Scheme GA - 20th Floor	A0	1:200	P1
A11113	C	2	121	Illustrative Scheme GA - 21st Floor	A0	1:200	P1
A11113	C	2	122	Illustrative Scheme GA - 22nd Floor	A0	1:200	P1
A11113	C	2	123	Illustrative Scheme GA - 23rd Floor	A0	1:200	P2
A11113	C	2	124	Illustrative Scheme GA - 24th Floor	A0	1:200	P1

	Series	Zone	Number	Sheet Name	Size	Scale	Revision
A11113	C	2	125	Illustrative Scheme GA - 25th Floor	A0	1:200	P1
A11113	C	2	126	Illustrative Scheme GA - 26th Floor	A0	1:200	P1
A11113	C	2	127	Illustrative Scheme GA - Roof Plan	A0	1:200	P2
A11113	C	2	200	Illustrative Scheme GA - Elevation Sheet 1	A1	1:500	P2
A11113	C	2	201	Illustrative Scheme GA - Elevation Sheet 2	A0	1:200	P2
A11113	C	2	202	Illustrative Scheme GA - Elevation Sheet 3	A0	1:200	P2
A11113	C	2	203	Illustrative Scheme GA - Elevation Sheet 4	A0	1:200	P2
A11113	C	2	204	Illustrative Scheme GA - Elevation Sheet 5	A0	1:200	P2
A11113	C	2	205	Illustrative Scheme GA - Elevation Sheet 6	A0	1:200	P2
A11113	C	2	206	Illustrative Scheme GA - Elevation Sheet 7	A0	1:200	P2
A11113	C	2	207	Illustrative Scheme GA - Elevation Sheet 8	A0	1:200	P1
A11113	C	2	208	Illustrative Scheme GA - Elevation Sheet 9	A0	1:200	P1
A11113	C	2	209	Illustrative Scheme GA - Elevation Sheet 10	A0	1:200	P1
A11113	C	2	210	Illustrative Scheme GA - Elevation Sheet 11	A0	1:200	P1
A11113	C	2	211	Illustrative Scheme GA - Elevation Sheet 12	A0	1:200	P1
A11113	C	2	300	Illustrative Scheme GA - Section Sheet 1	A0	1:200	P2
A11113	C	2	301	Illustrative Scheme GA - Section Sheet 2	A0	1:200	P2
A11113	C	2	302	Illustrative Scheme GA - Section Sheet 3	A0	1:200	P2
A11113	C	2	303	Illustrative Scheme GA - Section Sheet 4	A0	1:200	P1
A11113	Z	0	001	Demolition Plan	A1	1:500	P2





2.0 THE BRIEF

2.1 TARGETS & AIMS

BACKGROUND TO THE BRIEF

On 14 September 2011 Reading Borough Council's Planning Applications Committee resolved to grant outline planning permission for a mixed use redevelopment of the site for between 41,000 sq m and 69,000 sq m of floorspace (comprising offices, housing, hotel, retail and leisure uses) across three development plots and ranging in height from 3 storeys to 16 storeys. Upon the completion of a satisfactory S106 agreement the outline planning permission was issued on 26 March 2012.

Hermes subsequently purchased the site, recognising the strategic significance of this site to central Reading and therefore the importance of delivering a high quality development, which provides and exceeds the regeneration benefits of the scheme submitted in February 2011, whilst being in keeping with the Borough Council's vision for the area.

The two matters that have driven Hermes to prepare and submit a new set of development proposals are:-

First, the need to create a sustainable, high quality and appropriate design which addresses the changes that have taken place in the housing and commercial property markets over the last seven or so years;

Second, the need to create a degree of flexibility so that, as far as is possible, the proposals are future proofed against upcoming market needs. In detail, the expired consented scheme included a number of points that the revised brief seeks to amend, namely:

- The phasing of blocks from west to east
- The provision of basements under all phases / buildings
- The provision of office use only at levels above the ground floor
- The threshold arrangements - the expired consent did not provide level thresholds
- A quantum of development more suited to the town centre location, adjacent to a major transport interchange, in line with the Reading Station Area Framework guidance for this site
- The balance of the mix of uses to be revised to better suit the location of the development
- The arrangement of the pedestrian access along the railway wall

In response to this, the main changes in approach are:-

- A revised mix of floorspace areas stemming from a greater proportion of residential floorspace
- A marginal uplift in the potential maximum total floor areas;
- Retail and leisure uses better distributed throughout the site and fronting public spaces and amenity areas;
- An increased overall level of amenity space which more clearly defines private and public spaces;
- An additional public space in the centre of the site which improves permeability by providing more meaningful connections and routes both across and to the site;
- Whilst following similar building massing principles to those previously approved, some of the building heights would have scope to be marginally more ambitious and yet improve the sunlight distribution throughout the site;
- The increased quantum of residential floor space creates a building typology better suited to narrower floorplates resulting in more slender, finer grained buildings.
- The location and arrangement of a 'large' retail unit, to serve station square

THE BRIEF

The brief for the site proposes a residential-led, mixed use scheme including a variety of uses across the site. As such, the site will include residential, office, retail, enhanced public realm, basement car parking and servicing.

Residential

Approximately 650 Residential Units

Target unit mix:

- | | |
|----------|-----|
| ■ Studio | 10% |
| ■ 1 Bed | 40% |
| ■ 2 Bed | 45% |
| ■ 3 Bed | 5% |

Back of house (BoH) provision to include:

- Cycle stores
- Bin store
- Plant rooms

Office

Target approximately 15,000 sq m of new office space.

Retail

Retail to be provided at ground floor areas of the East and West residential blocks.

Car Parking

Car parking provision to be provided in the basement located under first phase of development, complete with charging points mobility scooter bays and motor bike provision.





3.0 SITE APPRAISAL

3.1 LOCATION & ACCESSIBILITY

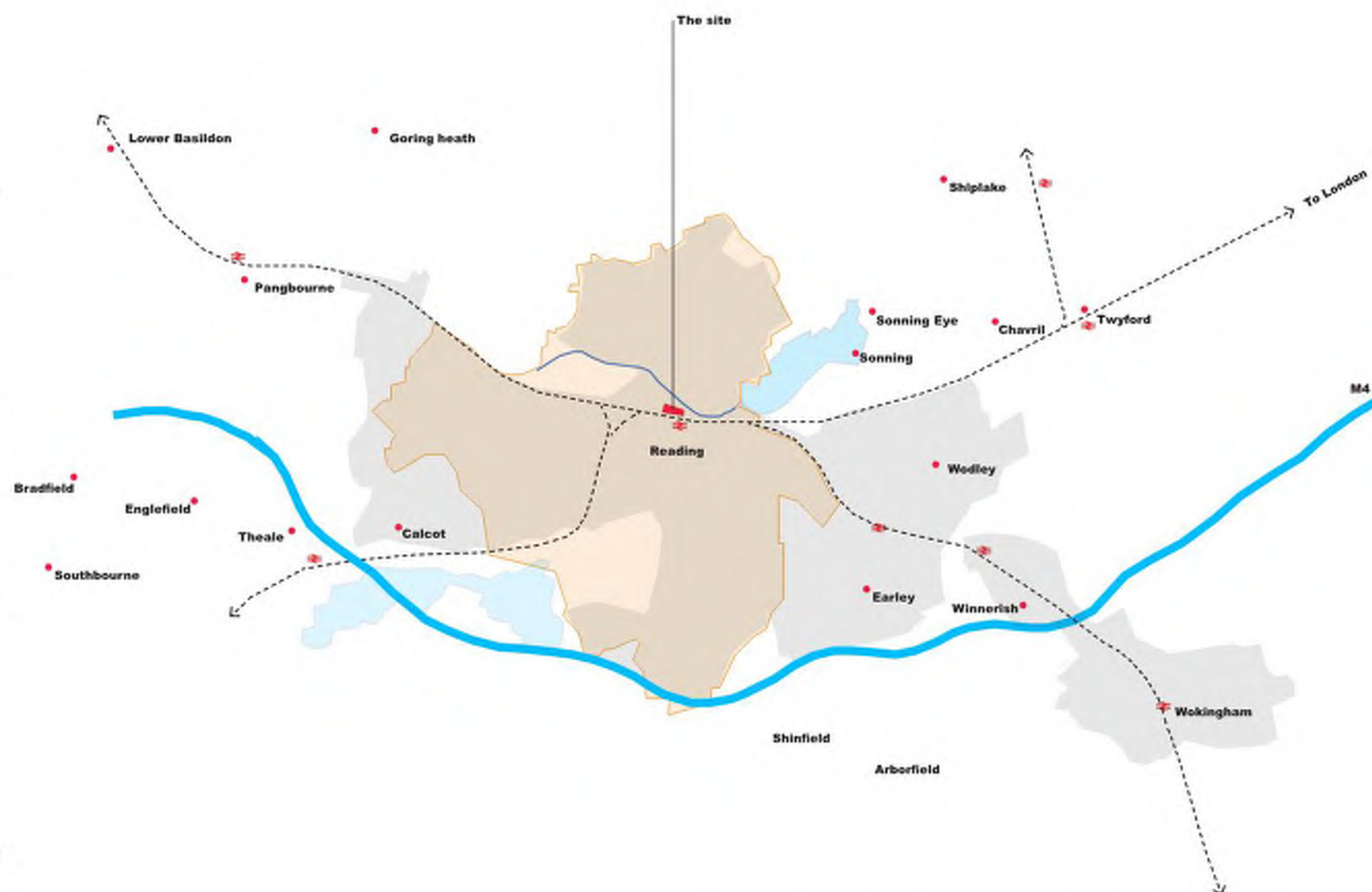
STRATEGIC LOCATION

Reading is a large, historically important minster town in Berkshire. It is in the Thames Valley at the confluence of the River Thames and River Kennet, and on both the Great Western Main Line railway and the M4 motorway. Reading is 70 miles (110 km) east of Bristol, 24 miles (39 km) south of Oxford, 40 miles (64 km) west of London, 14 miles (23 km) north of Basingstoke, 12 miles (19 km) south-west of Maidenhead and 15 miles (24 km) east of Newbury.

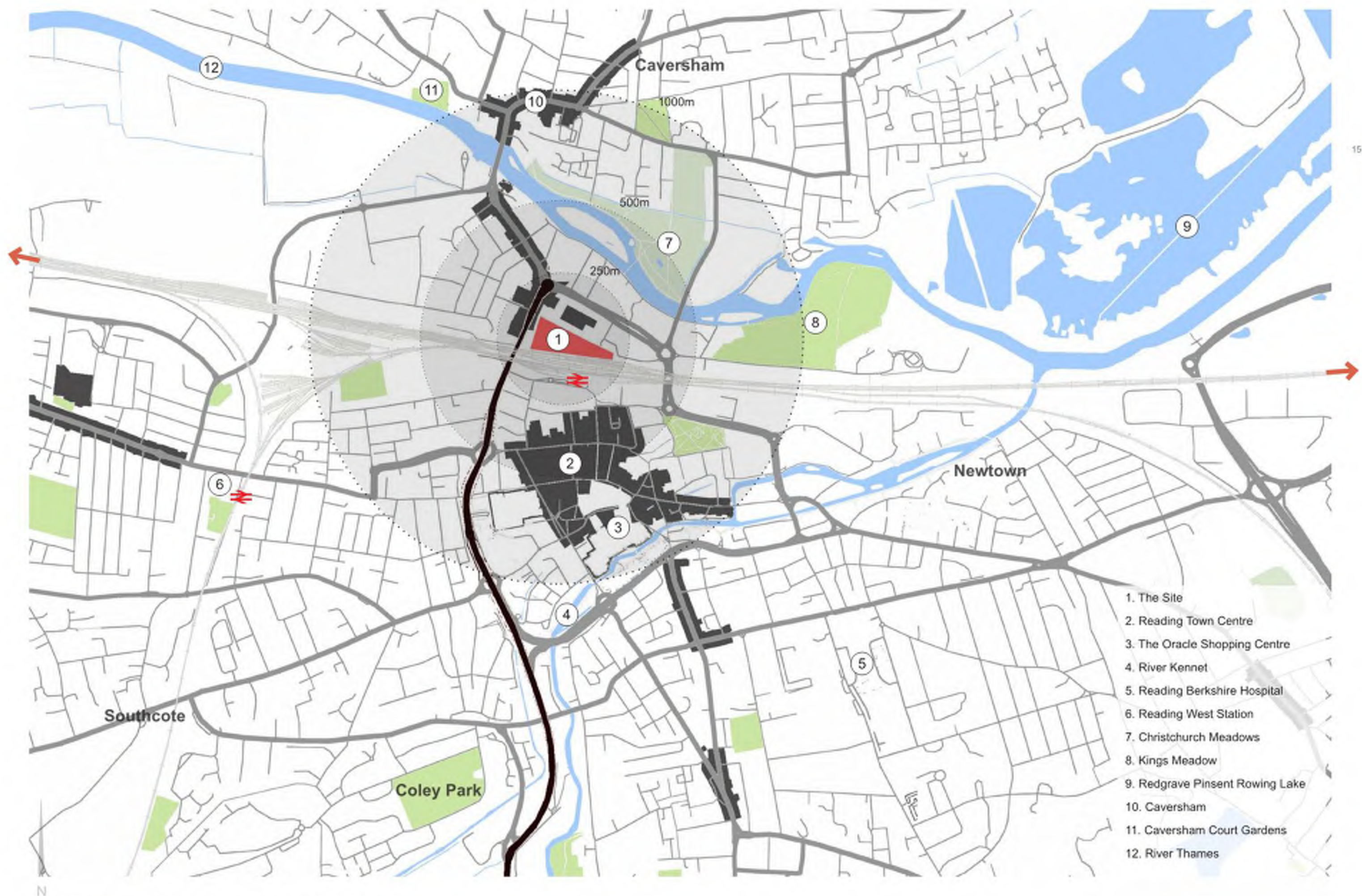
Today, Reading is a major commercial centre, with involvement in information technology and insurance, and, despite its proximity to London, has a net inward commuter flow. It is ranked the UK's top economic area for economic success and wellbeing, according to factors such as employment, health, income and skills. Reading is also a major regional retail centre serving a large area of the Thames Valley, and is home to the University of Reading. Every year it hosts the Reading Festival, one of England's biggest music festivals. Sporting teams based in Reading include Reading Football Club and the London Irish rugby union team.

In the 2011 census, the urban area around Reading had an estimated population of 318,014, making it one of the largest towns in the UK without city status. The Borough of Reading has a population of 163,100 (mid-2017 est.). It is represented in Parliament by two members, and has been continuously represented there since 1295. For ceremonial purposes the town is in the county of Berkshire and has served as its county town since 1867.

The site itself is in a highly accessible location in central Reading, close to rail and bus stations and with good walking and cycling routes to and from the town centre and beyond.



Regional context showing rail and motorway connectivity. The site is indicated in ■



Site location and proximity of prominent surrounding buildings

3.2 HISTORIC & CULTURAL CONTEXT

HISTORIC READING

The first evidence for Reading as a settlement dates from the 8th century. It was an important trading and ecclesiastical centre in the medieval period, as the site of Reading Abbey, one of the richest monasteries of medieval England with strong royal connections, of which the 12th century abbey gateway and significant ruins remain. By 1525, Reading was the largest town in Berkshire, and tax returns show that Reading was the 10th largest town in England when measured by taxable wealth. The town was seriously affected by the English Civil War, with a major siege and loss of trade, and played a pivotal role in the Revolution of 1688, with that revolution's only significant military action fought on the streets of the town. The 18th century saw the beginning of a major iron works in the town and the growth of the brewing trade for which Reading was to become famous. The 19th century saw the coming of the Great Western Railway and the development of the town's brewing, baking and seed growing businesses. During that period, the town grew rapidly as a manufacturing centre.

During the 19th century, the town grew rapidly as a manufacturing centre. The Great Western Railway arrived in 1841, followed by the South Eastern Railway in 1849 and the London and South Western Railway in 1856. The Summer Assizes were moved from Abingdon to Reading in 1867, effectively making Reading the sole county town of Berkshire, a decision that was officially approved by the privy council in 1869. The town became a county borough under the Local Government Act 1888. The town has been famous for the Three Bs of beer (1785–2010, Simonds Brewery), bulbs (1837–1974, Suttons Seeds), and biscuits (1822–1976, Huntley and Palmers).

The town continued to expand in the 20th century, annexing Caversham across the River Thames in Oxfordshire in 1911. Compared to many other English towns and cities, Reading suffered little physical damage during either of the two world wars.

SITE HISTORY

As noted, the site is located in a prominent location in the centre of Reading. As such, it has been a noteworthy location in the town for a number of years, although one that has had only three distinct identities: its use prior to the arrival of the railway, the years during which it was used as a railway service/goods/maintenance area and its subsequent use as an industrial unit, serving the Royal Mail. The Historic OS maps and site plans included in this document shown here illustrate the development of the site and its immediate surroundings from approximately 1862 to the present day.



Historic (C.1950) Aerial View of the site from the North-West



3.2 HISTORIC & CULTURAL CONTEXT

THE SITE

Activity on the site started in earnest around the 1800s as a goods yard with sidings for the nearby railway line and station. By 1872, it had become the site of the Great Western Railway (GWR) signal works which provided equipment for the majority of the railway line and employed approximately 500 people. The site remained in operation as a signal works yard until the 1960s. In the mid 1980s the site was redeveloped to create Royal Mail's sorting office and distribution centre. This use ceased in June 2009, following the relocation of operations to a £20 million state-of-the-art mail centre in Swindon and a new purpose built delivery office provided in Gillette Way, in south Reading.

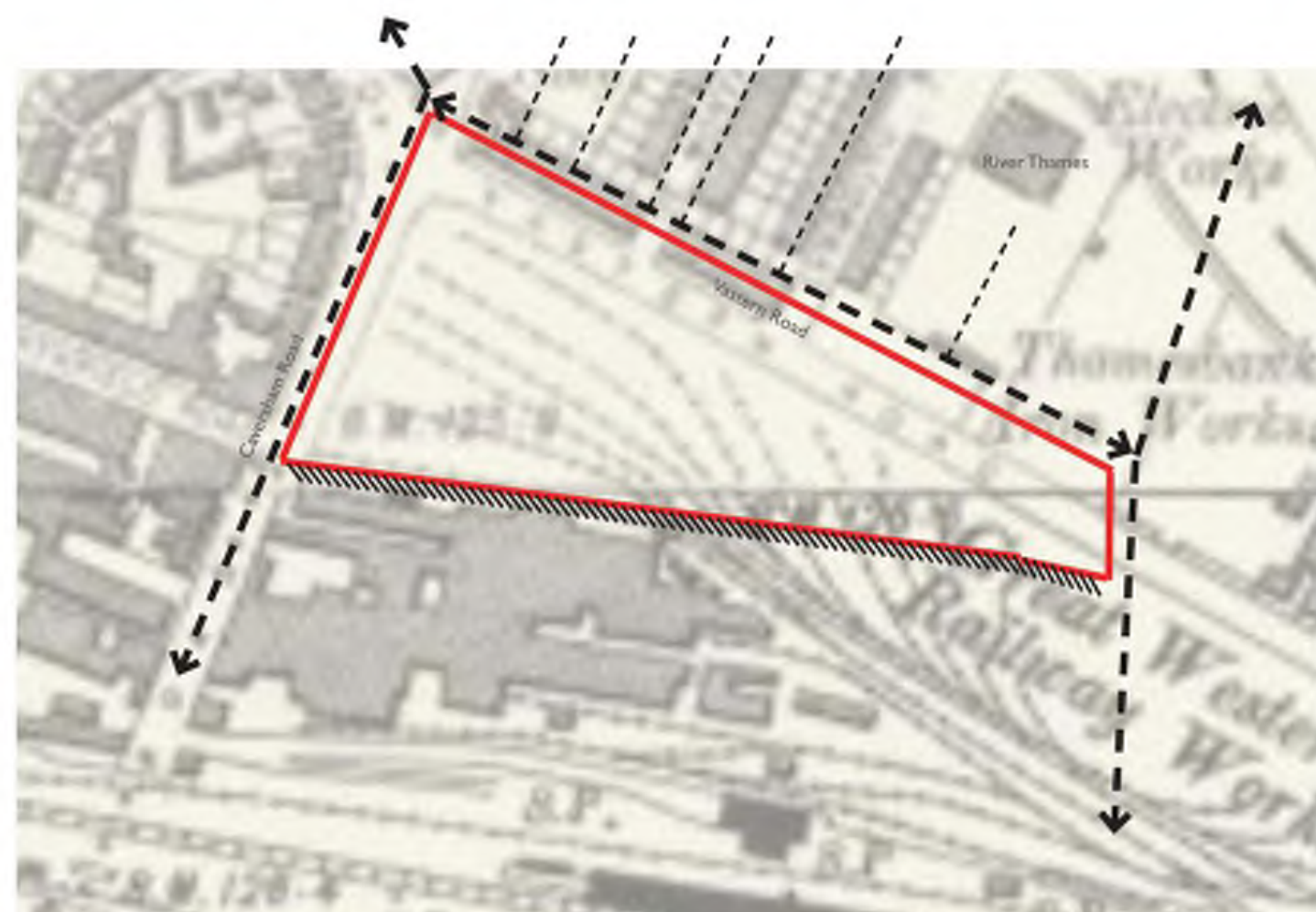
The site was then let (on a lease until 2014) to Network Rail to utilise as a base for works in connection with the redevelopment of Reading train station and associated track works.

CULTURE & IDENTITY

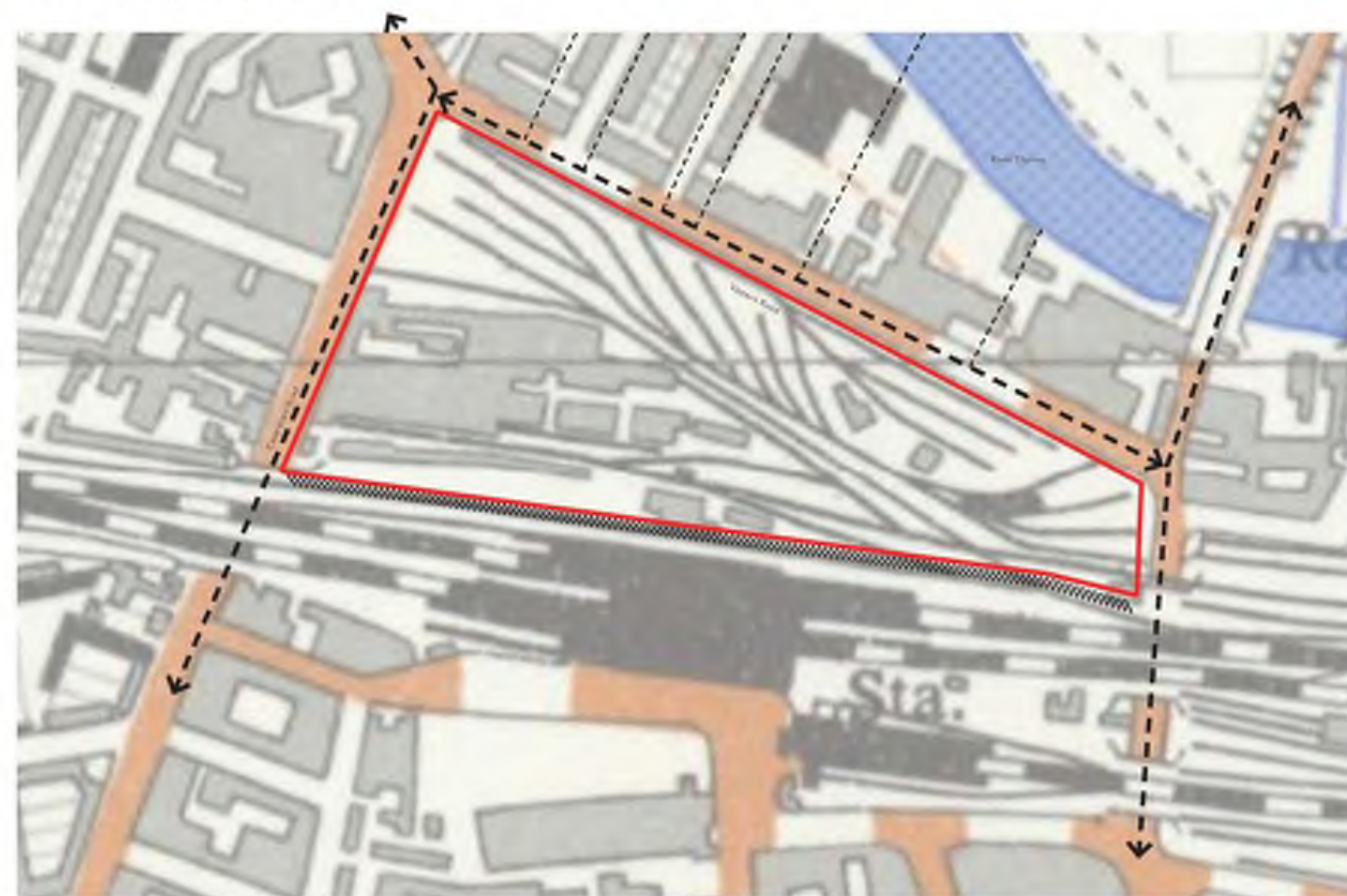
The cultural identity of the site is dominated by its prior use as an industrial works. Local people still make reference to this and many are able to remember the skilled work previously undertaken on the site.

However, since the closure of the Railway works, the site has been 'neutralised' in a cultural context. The anonymous warehouse structure is functional (and does indeed remain attractive to certain potential occupiers). But it does not contribute positively to the cultural identity of Reading.

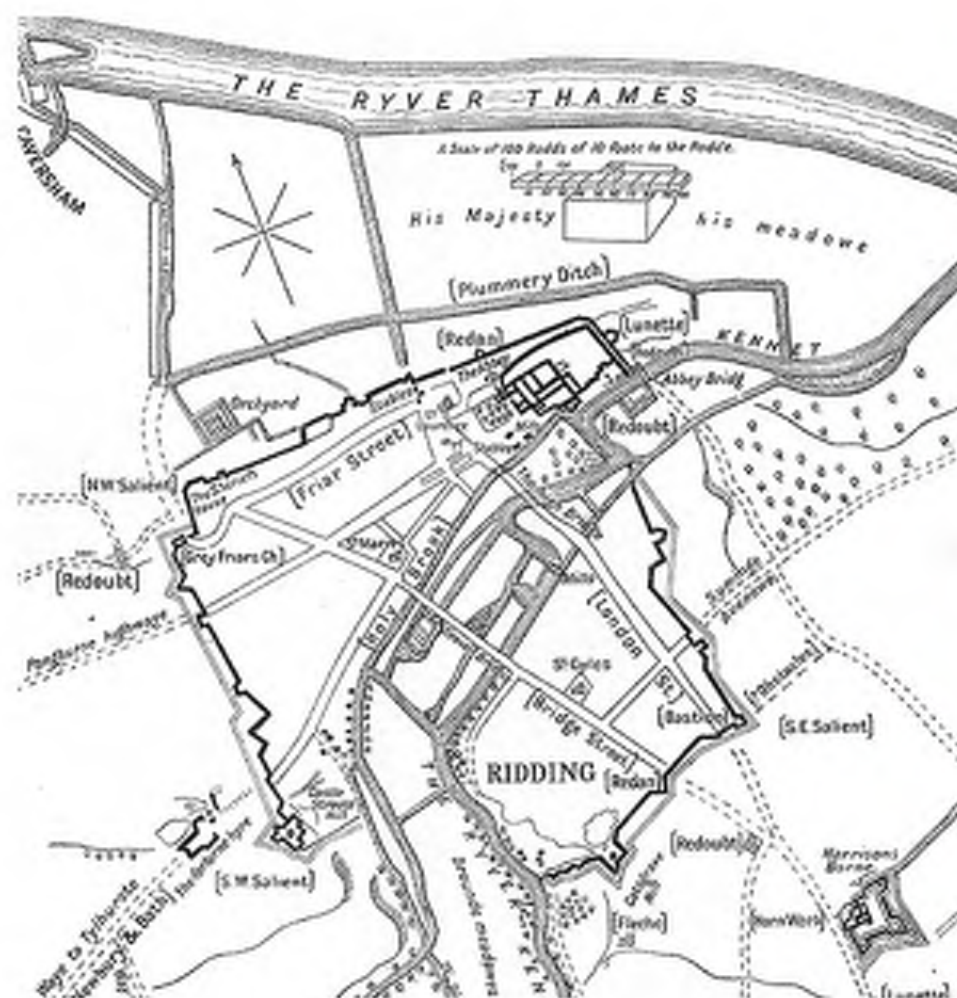
The site sits adjacent to the Town Centre, but needs to create its own identity. It will become a destination in its own right, not only serving the immediate local community but fulfilling some of the roles that are currently missing within this area of the town, such as creating public open space within the town centre, creating a vibrant and sustainable community, high quality office space and more amenity.



1893 - The 'industrial island' site



1951



1643

The map of 1643 is noteworthy, in that it clearly shows the establishment of the alignment of Caversham Road, linking the then separate settlements of Reading ('Ridding') and Caversham.



1875

By 1875, the Great Western Railway Works are well established on the site. They are located to the north of the railway station, effectively creating the 'industrial island' that the site was to become.

This has 'severed' the site from the town, meaning there were (are) no public through routes east/west across the site.



1938

By 1938, the Great Western Railway Works site has been significantly expanded to the north, along the alignment of Vastern Road.

The industrial sheds can be seen to the north of the railway, with the railway sidings between these and Vastern Road. As such, the separation of the site is manifest at this point in time, with (effectively) the same pattern remaining to this day, with the warehouse and retail park sites.

3.2 HISTORIC & CULTURAL CONTEXT

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THE HISTORIC CONTEXT OF THE SITE TODAY

The subject site is not within a Conservation Area and little remains of the former historic character of the area around the station, nor does it border a conservation area. There are no listed building or other heritage assets in the immediate vicinity.

The industrial buildings that characterised in the recent past have all been lost. The only building of historic or architectural note within the immediate environs of the site is the Caversham Road Fire Station.

However, further from the site, a number of buildings and character areas are of note.

3.3 EXISTING SITE CONDITIONS & CONTEXT

THE SITE TODAY

The Application Site (2.2 ha) forms part of the greater Reading Station Area site which extends to some 21 hectares (52 acres) and lies at the northern edge of Reading town centre. It is transected from east to west by the Great Western Railway (GWR), with Reading Railway Station at its centre.

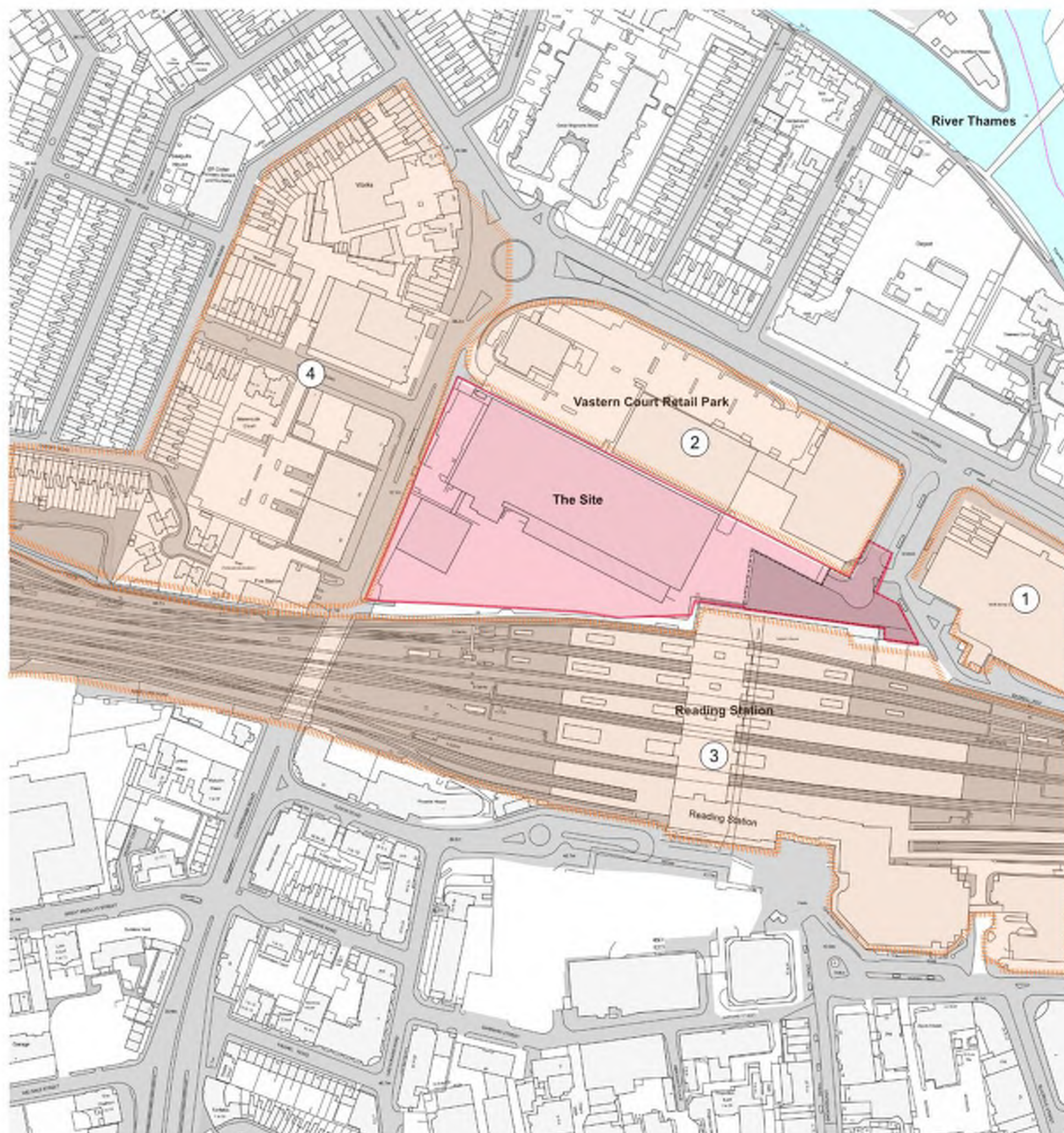
The Station Area is dominated by four existing developments. To the north of the railway tracks is the main Station car park rising to six storeys (1) with a retail park, and the former Royal Mail sorting office to the west (the current Application Site).

The north boundary of the Application Site adjoins the retail park (2) and the south of the Site is flanked by the railway embankment with various ancillary buildings (3). To the west the Site is bound by Caversham Road with its principally commercial uses (4). Vehicular access to the Site is provided from Vastern Road.

The wider context of the site is characterised by:

- The site's location next to the redeveloped Reading Station with excellent connections to London and beyond;
- Its adjacency to the existing Town Centre;
- Its potential to act as catalyst for the development of a new urban quarter beyond the site boundaries and;
- The opportunities it provides for connecting the town centre and the Thames River waterfront.

Figure 1.2: Boundary of the Reading Central Area Action Plan





3.3 EXISTING SITE CONDITIONS & CONTEXT

MOVEMENT AND CONNECTIVITY

Existing movement patterns

As one of the defining arrival points into Reading next to the station, the location and situation of the site offers the opportunity to approach, move through and appreciate the site from a variety of positions. However, there is relatively limited direct pedestrian connection to the site, given its central location.

Due to the sites 'island' nature, there is currently no public pedestrian or vehicular access - all movement is directed around / away from the site via Trooper Potts Way, Bagnall Way or Caversham Road. As such, the existing pedestrian and vehicular movement patterns around the site are quite constrained and not particularly coherent. The walking environment surrounding the site is affected by proximity to busy roads and the railway, and there are limited crossing points close to the site. Land levels, though subject to local variation, create a generally level site (flood risk notwithstanding).

In addition, the majority of these limited connections focus on the north entrance to Reading Station.

Public Realm Quality

Significant investment has improved the quality of the public realm around the station. However, the immediate context on the north side of the railway is of low quality and lacks a sense of arrival or any obvious 'dwell' space or public amenity. The existing warehouse and Vastern Court retail park make for a poor back-drop to the Station entrance.

Walking Environment

As described, the walking environment around the site is relatively fragmented and incoherent. This is primarily manifested by the lack of any East/West connection, linking the station to Caversham Road and the residential neighbourhoods to the west of Reading. Whilst Vastern Road is a short distance from the station entrance, its status and use makes for an aggressive and unpleasant walking experience - it is primarily focussed on traffic rather than the pedestrian. As such, the site offers an excellent opportunity to improve this east/west connection.

Current access points to the site

1. Pedestrian Railway Tunnel / Reading Station

Provides pedestrian access to/from the south of Reading Station and onto the town centre, as well as access from the Station itself. As such, the site benefits from excellent connectivity to the Station and the amenity and facilities of Reading.

2. Trooper Potts Way

Provides pedestrian and vehicular access from Vastern Road (forming part of the Reading Inner Distributor Road). This is a left turn in / left turn out for vehicles, with a small roundabout providing turning for vehicles (primarily accessing pick up / drop off Reading Station). A number of bus stops are located on Trooper Potts Way.

This also provides an access onto Bagnall way and serves as the exit route from the large multi-storey car park adjacent to the site.

3. Bagnall Way

Bagnall Way connects Trooper Potts Way and the station forecourt area to the Vastern Roundabout. This is primarily used by vehicles including taxis, busses and for access into the multi-storey car park. It is a poor pedestrian environment, although there is a footpath lining the route.

In addition, cycle parking is provided by the multi storey car park.

4. Northfield Road Crossing

Towards the north end of the western boundary of the site, a pedestrian crossing point provides connectivity to Northfield Road and the residential areas beyond. This crossing point offers the opportunity for connectivity and / or recognition in the architectural form of the proposal.

5. Network Rail Access

At the south west corner of the site, a gated entry point provides access for Network Rail maintenance vehicles to service and maintain the railway wall. This access will remain, for Network Rail and emergency vehicle access only.

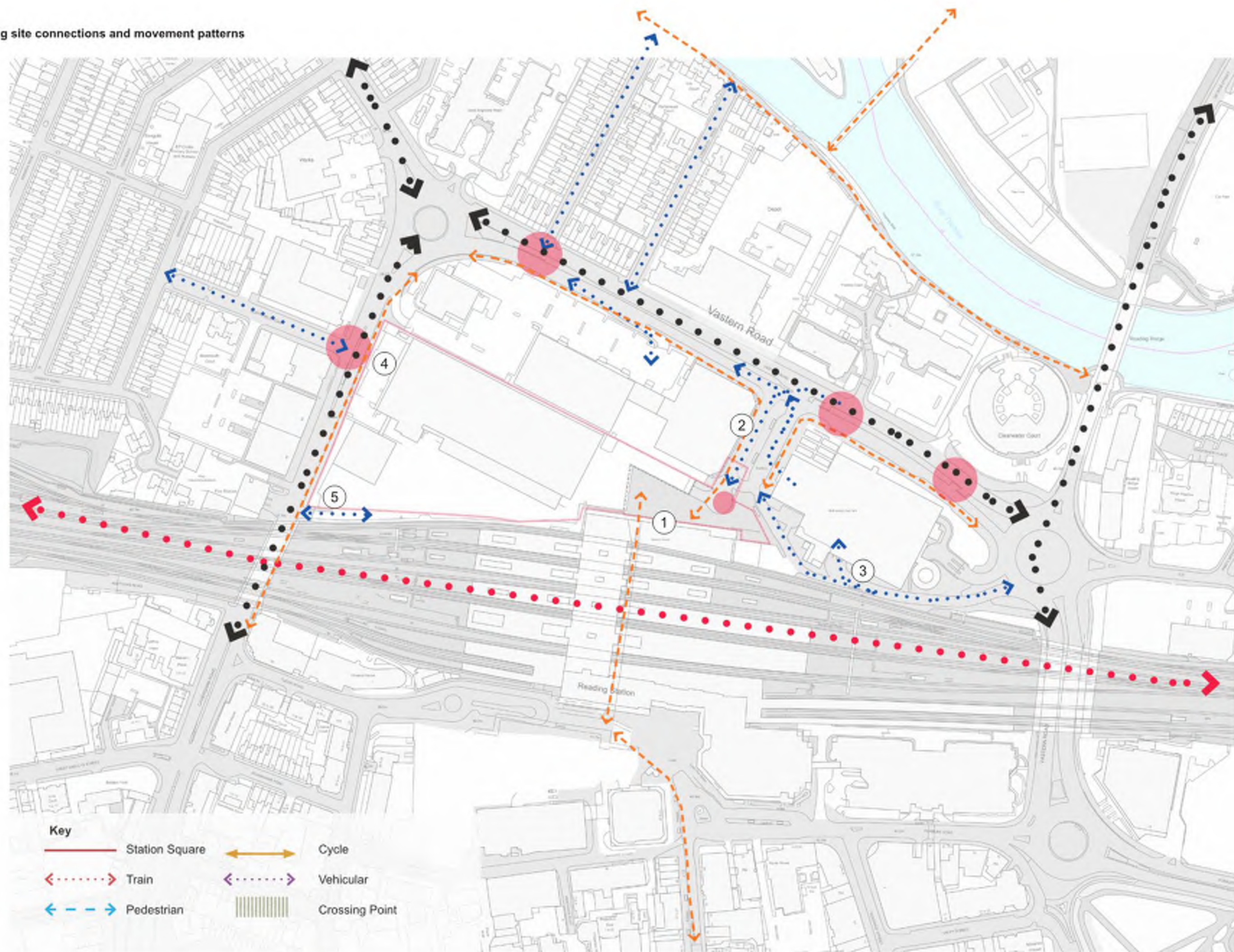
Caversham Road, which directly bounds the site to the west, is also a relatively heavily trafficked and offers a low-quality pedestrian environment. Again, the site offers the opportunity to improve this boundary condition, both in terms of the buildings proposed and improvement of the public realm (landscaping and potentially trees) along this edge of the site.



Southern entrance to pedestrian tunnel



Pedestrian crossing point on Caversham Road



3.3 EXISTING SITE CONDITIONS & CONTEXT

OTHER FORMS OF MOVEMENT

The position of the Site makes it important to consider the coming together of a range of movement modes around the site.

Cycle Routes

Reading's cycle network connects all the town's major public facilities, employment and leisure areas with almost 37 miles of principal routes, of which 17 miles are segregated from general traffic. Reading is also currently served by three national cycle routes that link with Reading's network for long distance travel as well as a route - NCN 422 between Newbury and Windsor that is being currently designed. Find out more about the NCN Routes

Vehicular Movement – Public Transport

The site has excellent public transport connectivity being located immediately adjacent to Reading Railway Station and a number of Bus stops, as well as the taxi pick up / drop off point for the northern entrance to the Railway Station.

Public Transport – Railway

Reading railway station is a major transport hub. It is 36 miles (58 km) from London Paddington. Reading is the ninth-busiest station in the UK outside London, and the second busiest interchange station outside London, with over 3.8 million passengers changing trains at the station annually.

Reading is one of 19 stations managed by Network Rail. The station is served by three train operating companies: Great Western Railway, Cross Country and South Western Railway.

The station plays a key role in serving the Great Western Main Line, the line which runs west from London Paddington station to Reading. 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. The main branch proceeds to Bristol Temple Meads, via Bath Spa, Chippenham and Swindon. The South Wales Main Line diverges from the main branch at Swindon with trains running via Bristol Parkway, Newport, Cardiff Central, Bridgend, Port Talbot Parkway, and Neath to and from Swansea. Some services on the Great Western Main Line terminate at Bristol, while others continue on the Bristol to Exeter Line towards the West Country. The other branch to the west of Reading station is the Reading to Taunton line (the "Berks and Hants" line), which serves communities in Berkshire and Wiltshire.

In addition, Reading will also form the western terminus of the Elizabeth Line,

meaning the site will benefit from excellent connectivity into and out of central London.

Vehicular Movement – Private Transport

The access to the train station provides an opportunity for both private cars and bus or coach traffic to service this site. The site sits to the south and east of the Reading Inner Distributor Road (IDR).

These and other considerations relating to movement are covered in more detail within the Access Statement (Section 5.0).



Elizabeth line



3.3 EXISTING SITE CONDITIONS & CONTEXT

THE SITE

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Site Location and Description

The application site is located in the Reading Town Centre Area, it was previously used by the Royal Mail as a sorting Office. It is located approximately 230m to the south of the River Thames, directly north and adjacent to Reading Station. The site covers an area of approximately 1.96 ha and is bounded to the west by Caversham Road, to the north by Station Shopping Park and Vastern Road (A329), to the east by a multistorey car park, and to the south by the mainline railway tracks.

Current Buildings

The site today is dominated by the Royal Mail warehouse. It is gated and fenced on all boundaries and contributes negatively to its location. The warehouse is a two storey, pitched roof building of no architectural merit.

Visibility

The site is highly visible from a number of positions, notably an elevated position from Reading Station, the existing reading Station Plaza, Caversham Road and Vastern Road. Given its central position within the town, it is also naturally visible from a number of points in and around Reading. Particularly noteworthy views form part of the Visual Impact Assessment Document that has been prepared in support of this application.

Access into the site

As described, there are a number of key approaches and access points to the site - in terms of current access into the site, this is limited for security and there is currently only two access points; from the east, off Trooper Potts Way, linking the site to Vastern Road, which is part of the Inner Distribution Road (IDR). Secondary access is also available off Caversham Road to the west.

Topography

The existing site is at an average elevation of approximately 38.0m AOD, with a very slight fall across the car park to the north towards the existing building which has a vehicle loading bay stepped up above ground for level access for the delivery lorries, before rising to the southern site boundary adjacent to the railway embankment.

The highest levels are along the northern and southern boundaries in the region of 38.20m AOD. The lowest levels are towards the centre of the site with a minimum level of 37.80m AOD.

The threshold levels of the existing buildings are as follows:

- Former Sorting Office at 38.24m AOD;
- Office Building at 38.25m AOD;

Flood Risk

The River Thames is located approximately 230 m to the north of the site and the River Kennet is approximately 650 m to the south. The River Thames poses the greatest risk of flooding to the development.

The Kennet and Avon Canal, which is very closely interlinked with the River Kennet 100 m further south runs through Reading before joining the river Thames approximately 1.5km to the east of the site.

Existing Flood Defences

The site is located in Flood Zone 2 of the River Thames flood plain. There are no formal flood defences that protects the site from flooding from the Thames.

Existing Drainage / Artificial Watercourses

The topographical survey has identified a number of drainage features across the site, indicating the presence of below ground drainage networks. The Thames Water sewer records indicate no public sewers within the site boundary so all existing drainage on site must be private. Also, the records indicate a watercourse passing through the site which has been culverted. The culvert is made up of a combination of a 600mm pipe where crosses under Caversham Road to 1500 x 770mm box culverts through the site. The total length of the culvert through the site is 270m.

A survey of the culvert was undertaken in 2008 and it confirmed the culvert was originally a brick culvert, but sections have been replaced with precast concrete units. The culvert passes under Kings Meadow Road and outfalls into a ditch that outfalls in to the River Thames downstream from the Caversham Lock.

Local surface water drains serving the existing buildings and hard standing are also known to be present on the site. It is understood the access road currently discharge to the existing culvert. There is very little soft landscaping within the site, there are gullies present in the hard landscaped areas and there is no evidence of runoff from the site being attenuated before discharging to the existing culvert.



Elevated view from Reading Station



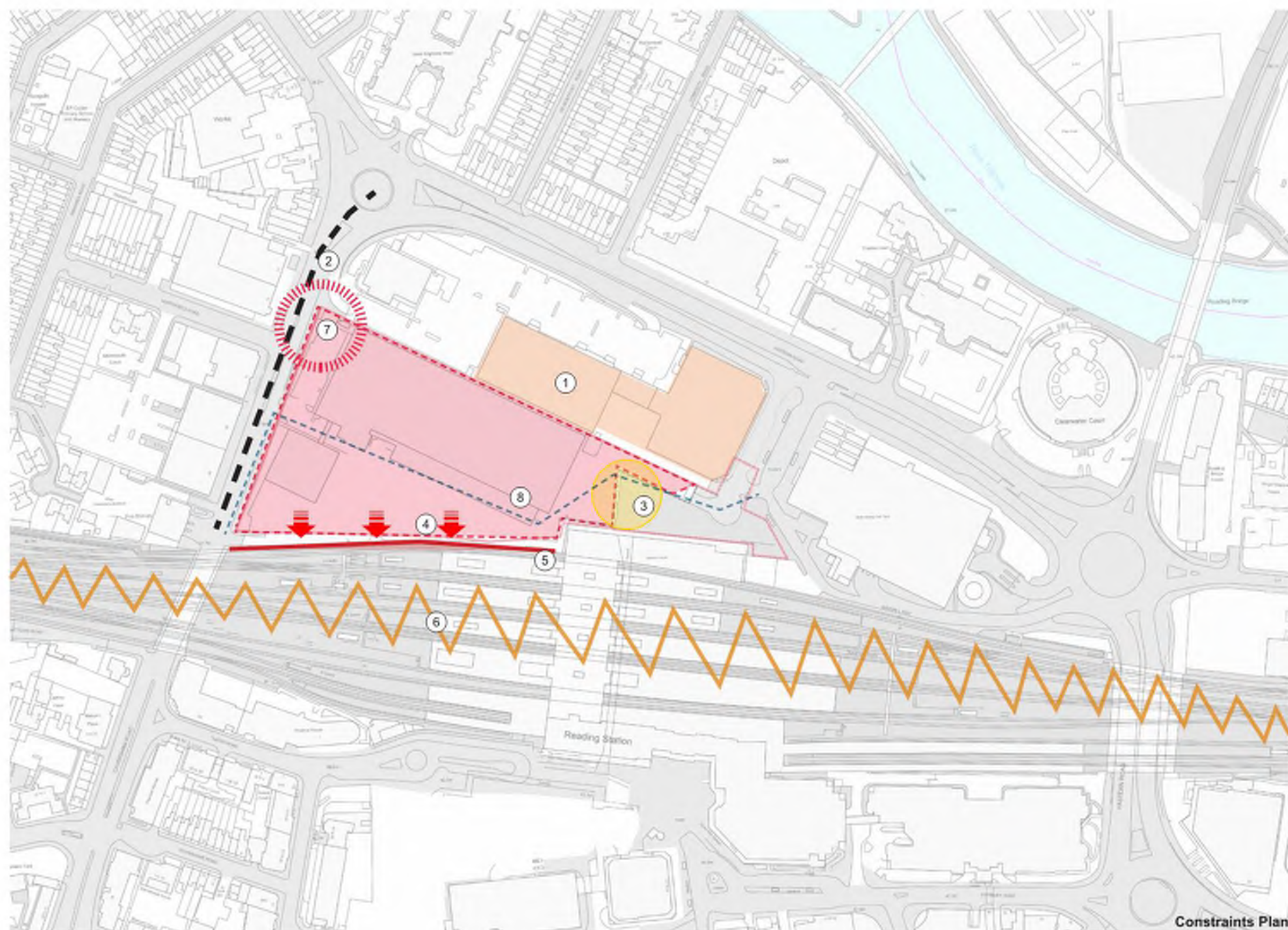
Photographs of the site as it is today



3.3 EXISTING SITE CONDITIONS & CONTEXT

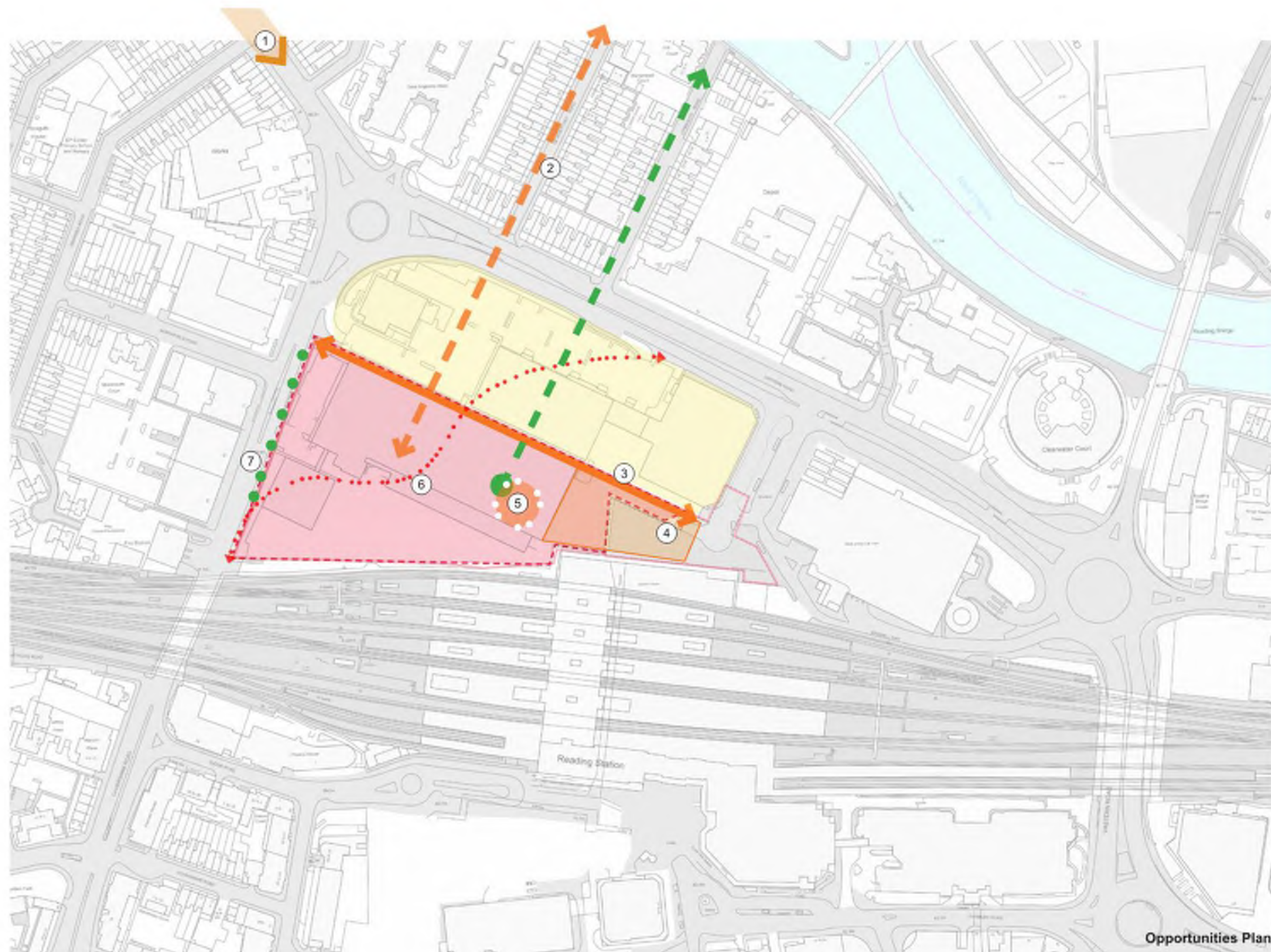
CONSTRAINTS

- 1 The neighbouring potential development site will remain operational
- 2 Right turn movements out of the site will be restricted
- 3 The public realm will need to be extended to accommodate activity around the north station entrance
- 4 Access to the railway will need to be protected for operational purposes
- 5 Railway edge is unsightly and ways to screen it should be explored
- 6 Railway is a source of noise and vibration close to the site
- 7 Existing sub-station
- 8 Approximate line of culvert running below site



OPPORTUNITIES

- ① Development will enhance town centre approach views
- ② The existing physical link to the river could link through the site and the adjacent potential development site in the future
- ③ A new central spine road would create a shared access and separation between the adjacent sites
- ④ A north entrance plaza could be created and provide the gateway setting for the development
- ⑤ A strong termination to the visual link to the river could be provided, with a taller building appropriate adjacent to the station plaza
- ⑥ Potential pedestrian desire lines through the site could be accommodated within layout of streets and open spaces
- ⑦ Retaining existing street trees can give a softening impact as well as bringing a visual maturity to the scheme



3.4 TOWNSCAPE CHARACTER: EXISTING

EXISTING TOWNSCAPE

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The variety of townscape character surrounding the site makes for a visually dramatic contrast between established neighbourhoods and major streets that run through Reading. Change on a very significant scale will have a marked impact on the appearance of the town and its townscape character. The value of understanding the existing and emerging townscape character when planning new development, is that it helps capture the essence of the area's existing strengths whilst identifying what weaknesses need addressing through planned regeneration.

The key elements of townscape character that make up the site's immediate context are identified in the diagrams and photographs over the next few pages. The character elements that we have identified look at the site context from the scale of the urban block through to entire neighbourhoods. This is important in identifying the key issues for the proposals to address as a contextual piece of urban design.

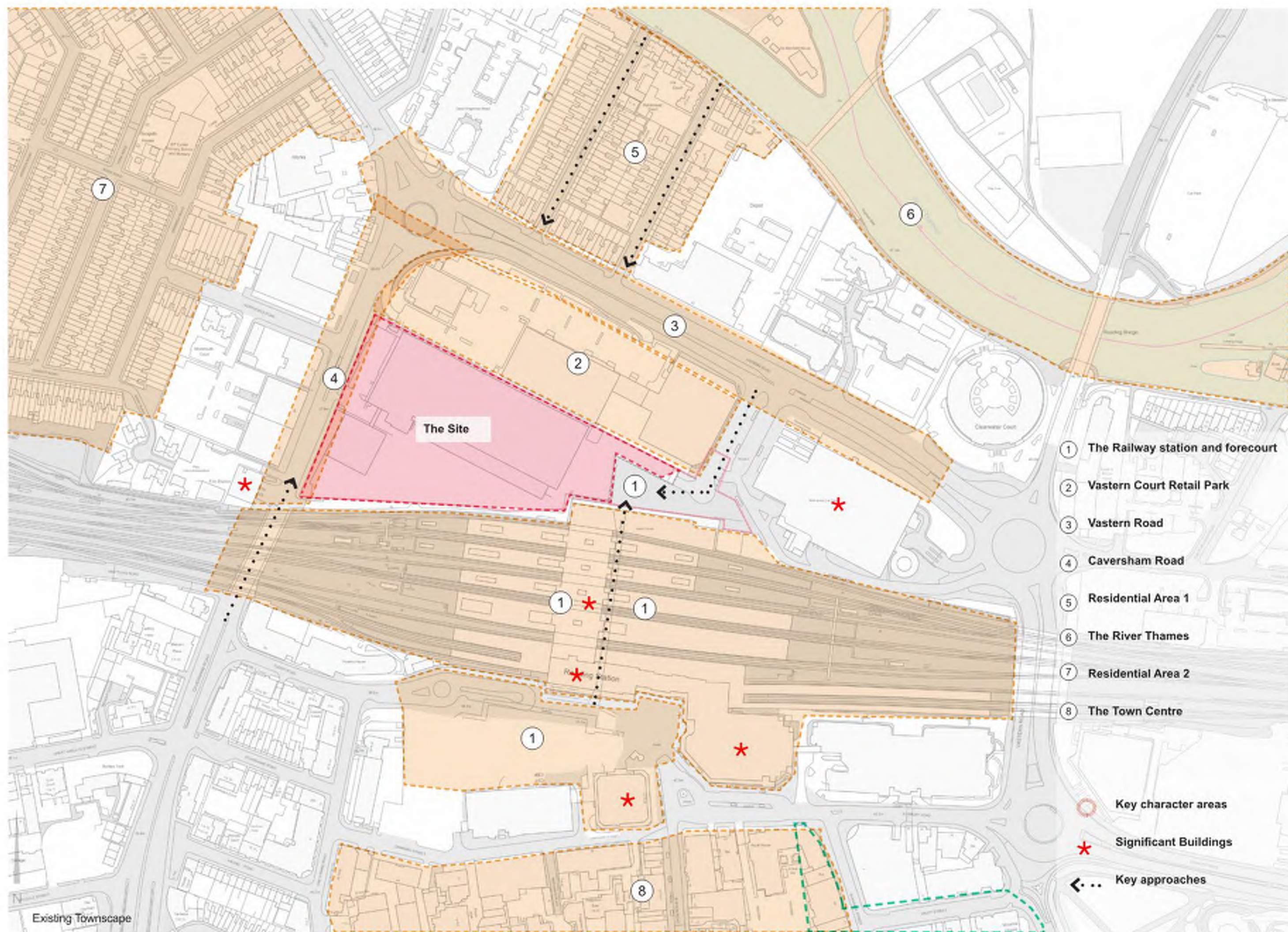
This section should be read in conjunction with the separate Verified Views document, which accompanies the application.

It should be noted that there are no Conservation Areas within the immediate site area, the closest being the St Peter's Conservation Area to the north of Caversham

Bridge and the Market Place/London Street and St Mary Butts / Castle Street Areas to the south of the station. The edge of which is shown on the plan to the south on the plan opposite in dotted green.

The immediate area within which the site is located has little of the historic fabric of the site remaining, either from its earliest growth period in Victorian times or from the era of post World War Two comprehensive redevelopment. Beyond the site boundaries and its immediate setting, however, there are key characteristics of townscape that shape the way the Town operates and the way it looks and feels. The existing townscape can be divided into separate zones as illustrated in the diagram to the right. Each of these has a distinct character and uses related to its location and comprise:

- | | |
|-------------------------------------|------------------------------|
| ■ The Railway station and forecourt | ■ The River Thames |
| ■ Vastern Court Retail Park | ■ Residential Area 2 |
| ■ Vastern Road | ■ The Town Centre |
| ■ Caversham Road | ■ The wider town environment |
| ■ Residential Area 1 | |



1. THE RAILWAY STATION & FORECOURT

SOUTH OF STATION

- The southern side of the station has historically been the main entrance to Reading Station
- This area is primarily characterised by the large plaza that has recently been developed, forming the forecourt to Reading Station. The plaza is distinct in character and is contained by the station buildings to the north and commercial buildings to the south and east. The west is largely open, as described below.
- The station is made up of three distinct buildings - the historic station (now the Three Guineas Pub), the late twenty century Extension - hexagonal in form and still in use as the station entrance and the recently opened extension, with its distinctive contemporary style, following the form of the escalators, creating a new ticket barrier entrance and exit point from the Station. This elevation also includes the entrance to the pedestrian tunnel, linking this side of the station to the north.
- In front of this collection of buildings, the public realm has been extensively upgraded, with a new plaza, amphitheatre seating taxi rank and pedestrian tunnel
- To the south of the plaza, The 'Thames Tower' has recently been redeveloped in a distinctive contemporary style and the adjacent site, currently a multi-story car park, is consented for the major 'Station Hill' scheme. This is of significant height and is consented in a contemporary architectural style.
- In addition, a new 'information' media screen has recently been erected on the Plaza

In summary, this space is a major civic hub with a mixture of building styles and major development plots. The area has been deemed, through policy and consent, to be suitable for buildings of height.



1. THE RAILWAY STATION & FORECOURT

NORTH OF STATION (IMMEDIATE SITE CONTEXT)

- The north side of the station forms the forecourt / plaza to both the station and the site.
- This area has recently been significantly redeveloped and enhanced by the opening of the new station entrance and the pedestrian tunnel, but it still requires significant investment to become the envisaged civic hub.
- The plaza has a disparate character, due to the quality of buildings containing the space, with the new station building to the south, the existing site warehouse and rear elevation of Vastern Court Retail park to the north, the taxi rank and the multistorey car park to the east.
- Excluding the station, these buildings are not commensurate with the envisaged status of this space and significant investment is required (and proposed) to improve this space.
- As noted, the suitability of this space for a building of height is noted in policy and also with reference to the expired consented scheme.
- Landscaping is poor, with relatively few trees providing little shelter to the space.

In summary, the northern entrance requires significant enhancement. There is little architectural cohesion, but the pattern of surrounding buildings does offer the opportunity to establish a contained space of a quality appropriate to the entrance of Reading Station.



2. VASTERN COURT RETAIL PARK

- Vastern Court Retail Park is located to the north of the site.
- Retailers located on the site include: Aldi, Mothercare, Majestic Wine Warehouse, The Range and Clarks Shoes.
- The southern boundary of the retail park is currently a fence, with blank walls facing onto the subject site.
- The buildings are low, retail sheds, with no significant architectural merit. Whilst commercially successful, they represent a significant opportunity for improvement and investment.
- On the northern edge, the site is lined by car parking, with a restaurant (TGI Fridays) at the western end.
- The parks layout offers no containment to Vastern Road. The car parking is also elevated from the Vastern Road footpath level, for flood protection.

In summary, Vastern Court Retail Park does little to contribute to the built environment and character of Reading. Whilst providing retail space, it offers little by way of reference or opportunity to the subject site. It represents a significant physical barrier for connection to the north.





3. VASTERN ROAD

- Vastern Road is the northern edge of the 'Inner Distribution Road' (IDR)
- The Inner Distribution Road or IDR is a mostly dual carriageway ring road that encircles the town centre of Reading. It forms part of the A329 that runs from Wentworth in Surrey to Thame in Oxfordshire.
- Vastern Road is a highly trafficked vehicle route, with limited pedestrian crossing points.
- The built environment is fragmented and disparate, with major commercial buildings, the multi-storey car park and Vastern Court Retail park sitting alongside low-rise residential buildings.
- The residential buildings have distinct character and style and include some high quality brickwork.

In summary, the combination of fragmented building forms, providing little containment to a highly trafficked street offers a low quality pedestrian environment. The residential buildings offer an opportunity for reference in terms of architectural materiality (brick colours and detailing).



4. CAVERSHAM ROAD

- Caversham Road forms the western boundary to the subject site.
- Again, it forms part of the Reading IDR and is a highly trafficked route.
- This, along with the limited pavement widths and lack of containment make for a pedestrian unfriendly environment that offers the opportunity for improvement.
- Buildings of varying styles and ages line Caversham Road, with the noteworthy fire Station at the southern end, followed by low-rise commercial buildings of disparate styles. The Firestation notwithstanding, there is little of architectural merit along the elevation length of the subject site.
- A bus stop is located on the eastern side of Caversham Road (the southbound carriageway). This stop is located alongside the subject site.
- There is one pedestrian crossing point along this length of Caversham Road, located just to the south of Northfield Road.
- Commercial buildings of some merit are located to the northern (roundabout) end of Caversham Road, with two / three storey Edwardian Brick elevations, slate tiled roofs

In summary, similar to Vastern Road, Caversham Road is a highly trafficked urban environment that offers a poor quality pedestrian experience. Caversham Road would benefit from greater pavement widths. There is little of architectural merit on this stretch of the road.

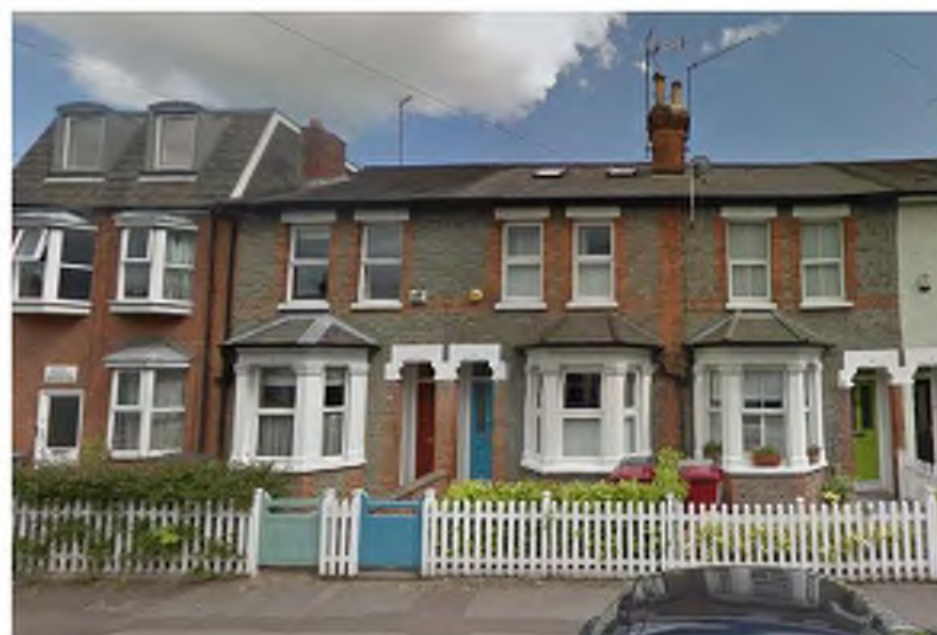


5. RESIDENTIAL AREA 1

- De Monfort Road and Lynmouth Road are located to the north of the subject site.
- Both are residential in character and offer a stark contrast to the environments of Vastern Road and Caversham Road. They are contained, low rise streets, with character and architectural quality.
- The houses are predominately brick, painted and render, with a variety of brickwork styles and colours used.
- The typology of the roads is also very distinct, in that it leads directly to the Thames Path, a pleasant 'low-path' lining the River Thames. This geometry is referenced in various guidance documents relevant to the subject site
- In summary, the residential areas to the north of the site are of a distinct character and setting. They create a pleasant residential environment and offer the opportunity to reference the building material, colours and styles.

6. THE RIVER THAMES (BELOW)

- The River Thames is in turn located to the north of Residential Area 1.
- As described, both De Monfort Road and Lynmouth Road connect directly to the Thames Path.
- As it passes through this area, The Thames remains relatively wide, with a particularly wide vista created by Frys Island, with boat moorings and amenity activity located along and around this stretch of the river.



7. RESIDENTIAL AREA 2 (OPPOSITE)

- Residential Area 2 includes Northfield Road, Swansea Road, Ross Road, York Road and Addison Road.
- It is a distinct residential area, with streets of typical Victorian / Edwardian typology, including residential, school, local retail and community buildings.
- The buildings are predominantly low rise, with the exception of the three / four storey EP Collier Primary School Building.
- The houses differ in character from Residential Area 1, in that they are more predominantly red brick, with less use of colour and render.

In summary, residential area 2 has a distinct character and feel, defined by the width of streets, buildings styles and sense of community created by this urban arrangement. The subject site forms the 'backdrop' to the community and it is important that the proposals relate to and reference this area.

8. THE TOWN CENTRE (FACING PAGE)

- Reading Town Centre is a major regional centre. It includes buildings of a wide variety of ages, styles and quality and has a number of distinct 'sub-areas', each with a distinct character and purpose in their own right.
- As such, it is not possible to include a detailed guide to this area within the limited remit of this document.
- Instead, it is intended to illustrate the wide variety of architectural styles and materials that characterise the Town Centre, with buildings of different ages and distinctly differing appearance located in close proximity.
- This variation in style and character goes some way to defining the 'urban character' of Reading as a distinct place.





3.5 TOWNSCAPE CHARACTER: EMERGING

CONSENTED SCHEMES

A number of other schemes have been considered as part of this Townscape assessment. These other schemes form part of the 'future baseline' for this assessment and are also noted in the Visually Verified Montages Document (Townscape and Visual Impact Assessment prepared by RPS) that accompanies this application.

Station Hill

Station Hill is a major housing and retail development. It includes plans for offices, shops and a piazza. Lincoln MGT purchased the scheme in 2018, becoming its third owner in 13 years. Planning permission for the six-and-a-half acre area was granted in January 2015 after previous development plans failed to come forward and as such, much of the site has already been demolished.

Thames Tower

23-storey building on the site of the former Cooper BMW showroom in King's Meadow Road.

Kenavon Drive

Developers L&Q have proposed 'a new destination for Reading' with a central riverside square, providing facilities such as restaurants, a convenience store and landscaped open space. The development will create 760 new homes including homes for affordable rent and shared ownership.

Weldale Street

427 homes located on a prominent town centre location, replacing an Iceland store.

Kings Point

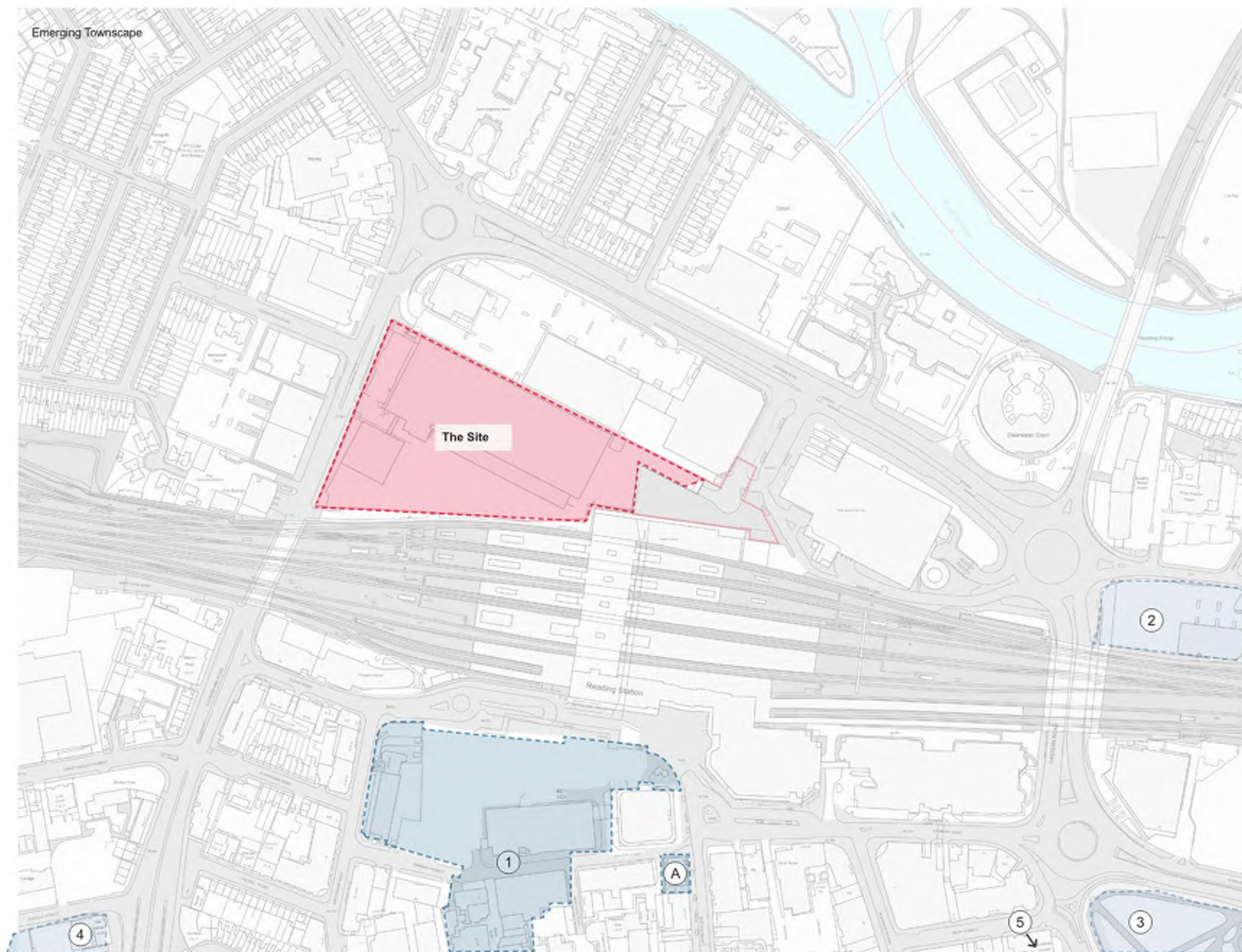
This 17-storeys tower provides 103 new homes, roof gardens, and ground floor retail space to activate the canal and enhanced public realm.

In addition, 'No 1 Reading' has also recently been submitted (noted as A on the plan). This scheme has not been included in the formal assessment due to the timing of the application (submitted December 2018), but at 22 storeys it will make a significant impact on the Reading skyline.



- ① Station Hill
- ② Thames Tower
- ③ Kenavon Drive
- ④ Weldale Street
- ⑤ Kings Point (located off map)
- Ⓐ No 1. Reading









4.0 DESIGN STATEMENT

4.1 SCHEME EVOLUTION & ASSESSMENT

INTRODUCTION

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This section records the design development of the scheme, summarising how the scheme has evolved and responded to comments received at the various pre-application and consultation meetings undertaken.

Through an iterative and analytical process, evolving design concepts, layouts and building massing profiles were tested with special consideration paid to epitomising the use of the site, while enhancing the local character in line with RCAAP aspirations, minimising impact on the local community and the wider context and contributing to the quality of public realm around the site.

The starting point for this design development is noted in the Brief Section of this document. This describes the requirements for the scheme, as outlined below:

- Provision of c. 1,800 sqm of retail space at the ground floor level of the Eastern plot (now the first Phase of development).
- The phasing of the scheme from East to West, hence providing Station Square and much of The Boulevard in the first Phase of development.
- A mixed use scheme, to include residential, commercial (office), retail and community spaces.
- The provision of c. 650 residential units, in a 'policy-compliant' mix of Studio, 1, 2 and 3 bed apartments.

It is important to note the retention of The Boulevard (Avenue) and the enhancement of the northern entrance to the Station from the expired consent, both of which are also important aspirations outlined in Reading's Station Area Framework Plan

Site Description & Analysis

As described, the site is located in a transitional area between retail, commercial and residential development to the north and transport infrastructure to the south. The design process began with a careful analysis of this context (as summarised in Section 3 of this document), including the site's history, access to transport, the local character areas, relation to the Town Centre and adjacent developments (both approved and proposed) and the social character of the local area.

In addition, orientation, circulation and current movement patterns were evaluated, as well as the aspirations of the Reading Station Area Framework Plan.

After an understanding of the context was established, key design criteria were developed, against which the emerging scheme design was tested:

1. Massing

The massing of the buildings should be complimentary to their setting, whilst establishing an identity, presence and harmonious composition in their own right. The massing distribution locates the tallest building at the eastern edge of the site, in line with Reading's Tall Building Policy and provides an important landmark / wayfinder for the northern entrance to Reading Station.

2. Building Heights

The buildings are of relatively significant height, in a local and regional context. As such, the composition, roofscape and impact of the building forms have been considered throughout the design development, with various key view points adopted and used consistently in the testing of the scheme.

3. Sunlight & Daylight

Careful consideration has been given to the quality of light throughout the scheme, including the external public realm and the internal levels within the residential units.

4. Views

The site enjoys expansive, currently unobstructed views. The development aims to capitalise on the views for the residential units, whilst minimising north-facing rooms.

5. Connectivity

The development should improve the connectivity through the town, particularly from Reading Station to the residential areas to the north and west (residential areas 1 & 2 in the Character Area assessment).

6. Corner Presence

The northwest corner of the site has a strong presence and in local views it presents itself as the visual 'gateway' to the town from the North.

With these criteria established, the proposed scheme's massing evolved to reflect the brief of a high density, mixed use development. Public space and key routes were located strategically within the site, a servicing concept was developed and initial residential, office and landscape (public realm) layouts were tested.

An understanding of the impact of towers in the public realm was sought both locally and from a distance. Building heights, verified views, overshadowing and daylight have all been tested from an early stage.

A proposal emerged informing the landscape design which embraced strategies that engaged with the physical, economic and social conditions around the site.

Design Development

The following meetings / consultation have been undertaken:

■ Work preceding Planning Progress Document 1

■ Planning Progress Document 1* October 2017

■ Planning Progress Document 2* November 2017

■ Pre- application Meeting 1 January 2018

■ Planning Progress Document 3* March 2018

■ First presentation to D:SE June 2018

■ Pre-application Meeting 2 August 2018

■ Pre-application Meeting 3 September 2018

■ Meeting with Crime Prevention Officer September 2018

■ Coordination meeting with Network Rail October 2018

■ Second Presentation to D:SE November 2018

■ Public Consultation November 2018

*interim report submitted for comment



Figure 6.6 Indicative appropriate densities for individual development plots

From Reading Station Area Framework - Adopted December 2010



Figure 8.2 Framework structure

4.1 SCHEME EVOLUTION & ASSESSMENT

WORK PRECEDING PLANNING PROGRESS DOCUMENT 1 2017

Extensive analysis and design development work was undertaken prior to the first issue of information in the Planning Progress Document.

These studies primarily reviewed the capacity of the expired consent to accommodate the requirements of the revised scheme; those being the provision of the 1,800 sqm retail unit and the higher density residential development.

This capacity study concluded that a more holistic development of the site would be required to provide the quality of public realm, massing and appropriate phasing for the scheme.



Expired consented scheme



Initial site massing studies

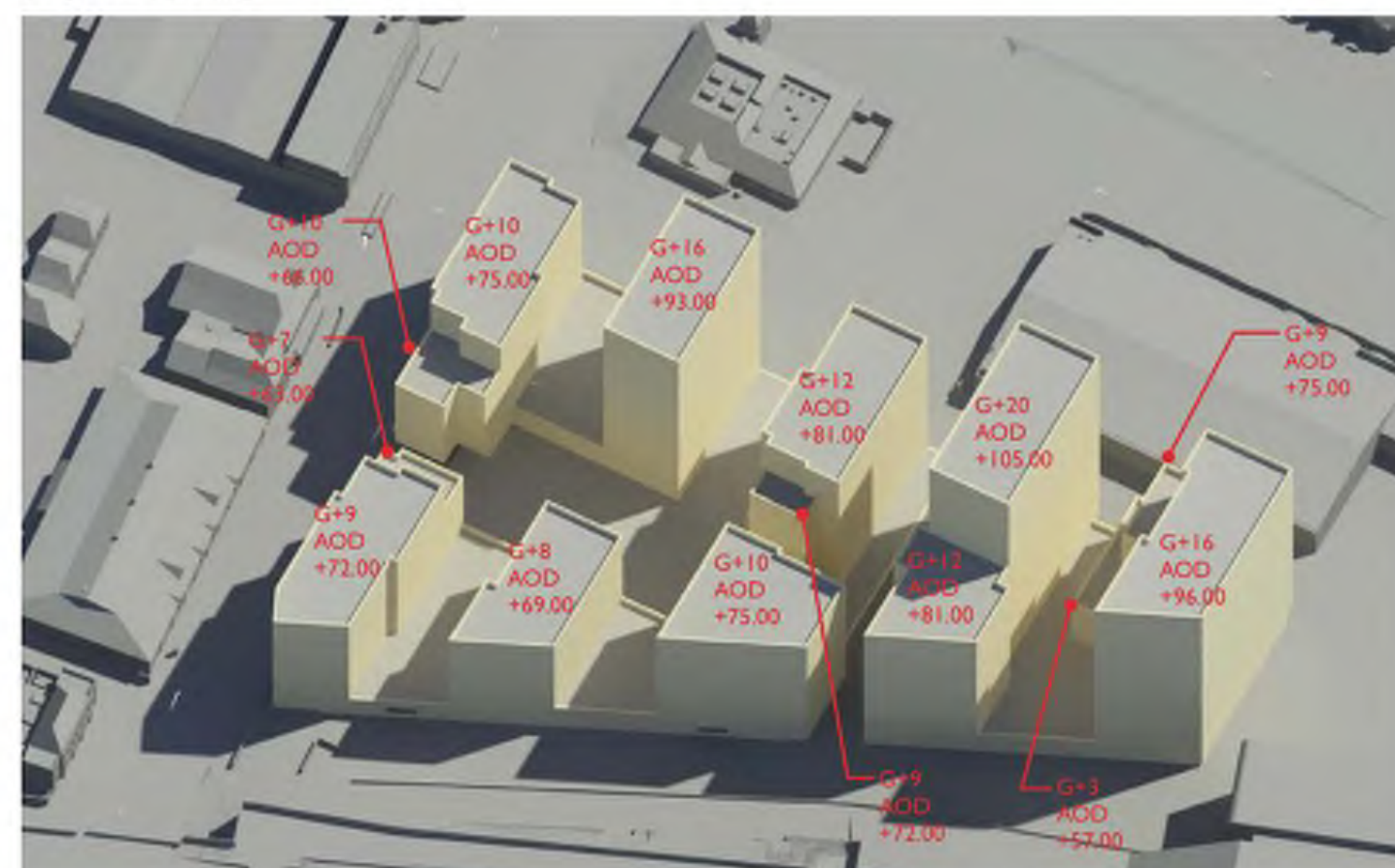
PLANNING PROGRESS DOCUMENT 1 OCTOBER 2017

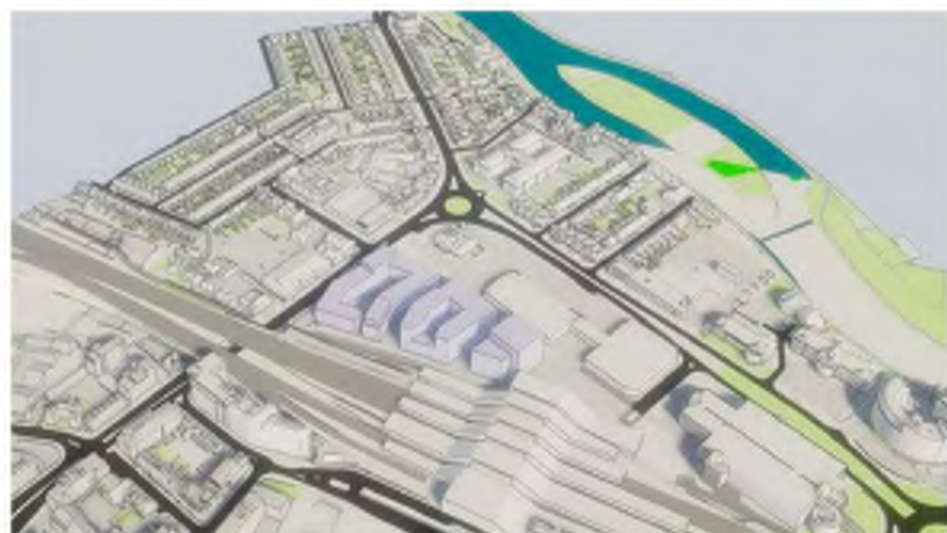
The first iteration of the scheme (formally reviewed with Reading) proposed the holistic development of the site, including:

- The retention of Station Square and The Boulevard as key elements of the scheme (1)
- The required capacity of Phase 1 (2)
- The creation of a new public space at the heart of the scheme, creating a focus / heart for the revised residential arranged around this space (3)
- The creation of 'finger blocks', running parallel to each other on a primarily north/south orientation, with a uniform 20m separation between each of the blocks, other than at the entry point to the service road
- The alignment of the connection to De Montfort Road (4)
- A 'non-uniform' distribution of block massing - meaning height was focussed at key node points in the scheme, particularly on Station Square and the De Montfort road connection.

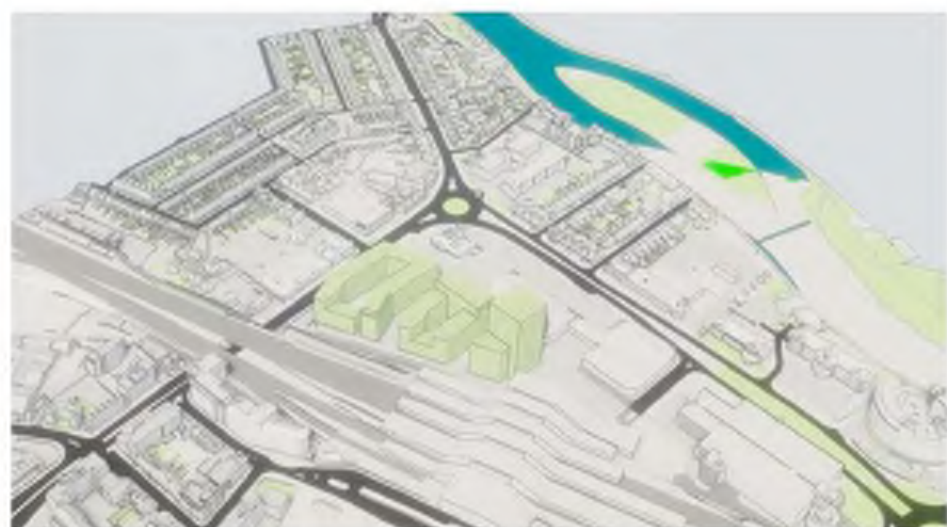
Expired consented scheme:	65,095 sqm
Proposed scheme:	84,173sq m

Proposed massing





Expired scheme: 'minimum' development massing



Expired scheme: 'maximum' development massing



Proposed massing



Proposed layout plan

OCTOBER 2017

4.1 SCHEME EVOLUTION & ASSESSMENT

PLANNING PROGRESS DOCUMENT 2 NOVEMBER 2017

This second document, issued in response to comments received following Document 1, focussed particularly upon the distribution of the 'finger buildings' and the building heights, creating a smoother massing 'curve'.

Three schemes are illustrated in this document:

The 'Consented' Scheme

The consented scheme is taken from the expired proposals included within the Design and Access Statement, submitted in support of the current consent. This uses the illustrative maximum residential led scheme as a reference.

The 'Proposed' Scheme

The proposed scheme shows the initial response to comments received following Planning Progress Document 1, illustrating how the plot arrangement, massing and public realm has been strategically developed to forms and arrangements better suited to the required uses and quantum of development.

The 'Developed' Scheme

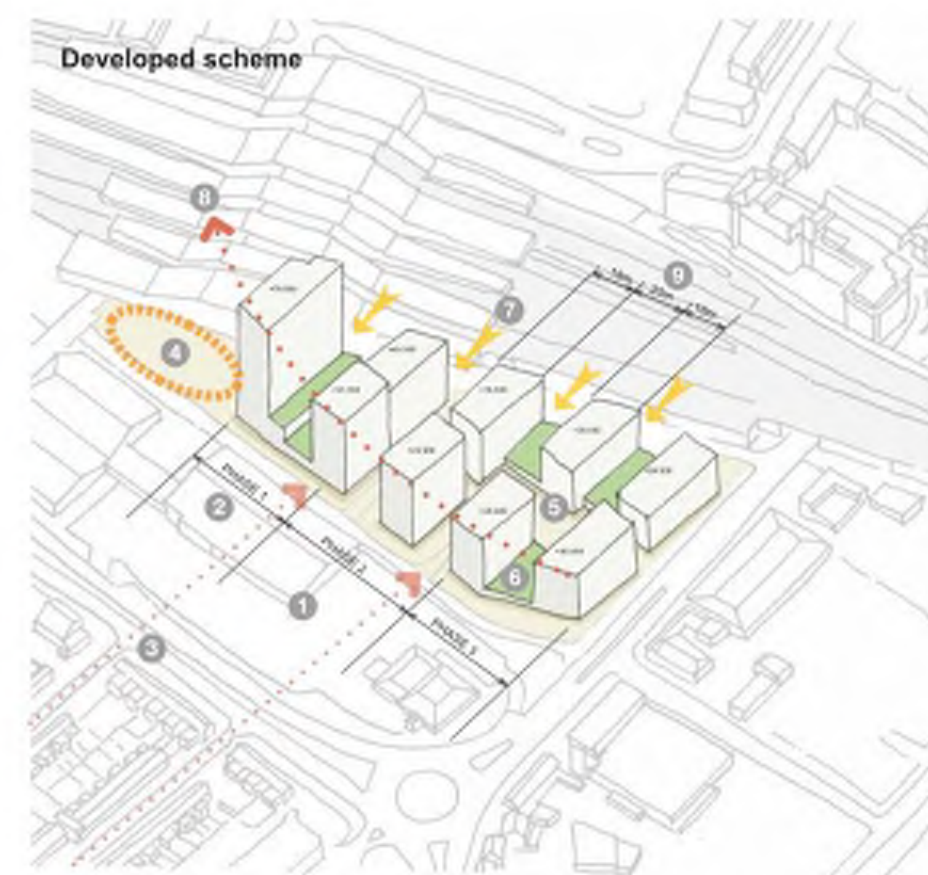
The developed scheme shows how the proposed scheme has progressed through design development. This is in response to further consideration of the underlying strategic proposals and feedback received to date.

In addition to the design development noted, the area schedule presented a breakdown of the 'headline' office, retail and residential areas.

Expired consented scheme:	65,095 sqm
Proposed scheme:	76,977 sq m

(both totals exclude basement areas)





- 1 The developed remains phased from east to west, to provide the station square and commercial demand adjacent to the railway station.
- 2 Phase 1 is a mixed-use development with a larger plot size to accommodate an increased quantum of development.
- 3 The urban grid is terminated with a building facade and private open space on podium level.
- 4 Retaining the public realm for the Station Square.
- 5 Creating new public realm, Central Square, for the residential quarter. Central Square will provide a positive new space for Reading, terminating local and wider routes in a high quality space.
- 6 Private open space on podium level.
- 7 The increased permeability on the site is retained.
- 8 Building height is now rising from west to east.
- 9 Maximum residential block depth is 18m, with a minimum 20m spacing between the blocks.

Public and private amenity provision:

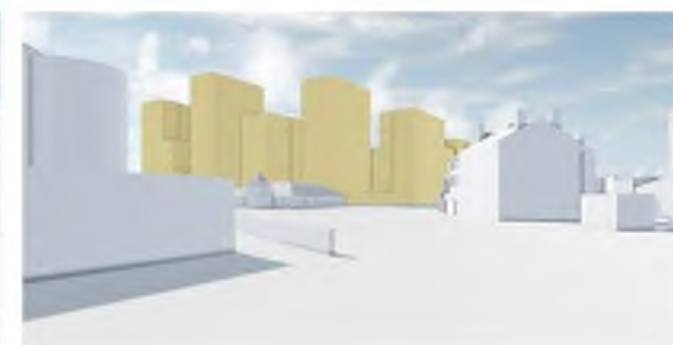
Total for consented scheme: 4,340 sqm
Total for developed scheme: 5,620 sqm

Note: All heights are shown from approximate ground level, taken to be +38.680 m AOD

Consented Scheme - Maximum



Proposed Scheme



Developed Scheme



Developed Scheme with overlaid Consented Scheme



Consented Scheme - Maximum



Proposed Scheme



Developed Scheme



Developed Scheme with overlaid Consented Scheme



NOVEMBER 2017

4.1 SCHEME EVOLUTION & ASSESSMENT

PRE-APPLICATION MEETING 1 JANUARY 2018

The first pre-application meeting demonstrated significant technical and design progress.

This document provided supporting information, including summary reports on both internal and external lighting levels, wind microclimate and architectural design proposals, including a demonstration of how the contextual and policy townscape setting has informed the design development of the proposed massing.

In terms of the massing, heights, areas and general arrangement of the scheme, this largely remained unchanged from Planning Document 2, the intent being to better illustrate the architectural treatment of the scheme and the noted technical considerations.

Expired consented scheme:	65,095 sqm
Proposed scheme:	76,977 sq m

(both totals exclude basement areas)

In terms of the scheme's response to our understanding of context and relevant planning policy, the presentation noted the following:

- That the site is located within an area identified as suitable for the location of tall buildings. The sensitivity of the existing character area to tall buildings is identified as low and the suitability of the area for tall buildings is identified as high in the Council's Tall Building Strategy
- The site and its environs are not regarded as sensitive to tall buildings in heritage terms, so impacts on assets of acknowledged importance will be negligible and potentially restricted to assets remote from the site
- The contribution of the scheme to the creation of an emerging cluster of tall buildings with a focus on the station would be high. The mix of appropriate uses and their proximity to transport access is a key factor driving a high density urban townscape within the scheme
- The tallest elements within the scheme are located at the centre of the tall building cluster, close to the station, and step down in height from that point towards lower buildings at the fringes of the cluster – the western part of the site
- The tall elements of the scheme have a strong relationship with each other as well as the public realm setting. The regularity of spacing and stepping within the design establishes a clear hierarchy with the most prominent feature overlooking the urban plaza outside the Station entrance – an area marker and visual cue to the location of the station and north south connecting route under the railway. The streets and spaces have been designed as a continuous public realm that connects all parts of the development, with a clear street pattern and hierarchy of spaces
- Adequate space is provided between the buildings to avoid the creation of an overly dense townscape and to allow buildings to be viewed as individual forms
- The scheme responds to the wider planning framework for the area as set out in the Council's adopted policies and supplementary guidance. It makes full use of the location of an arrival space at the northern station entrance to visually mark an important new connection and reflects the aspirations of the Council for achieving a direct connection between the town centre and the river. The layout of plots within the scheme allows separate parcels of land to come forward at different times in a coordinated manner



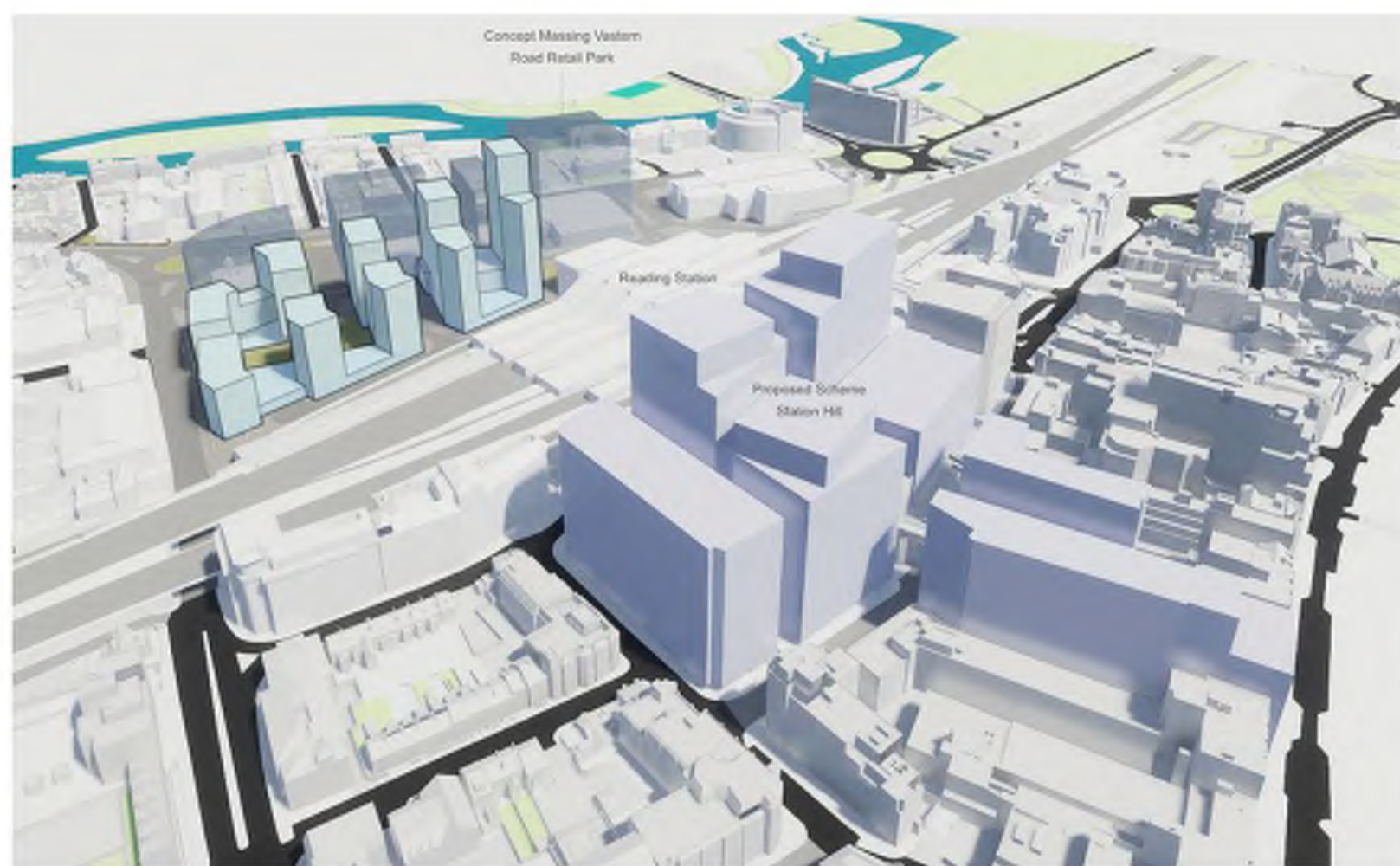
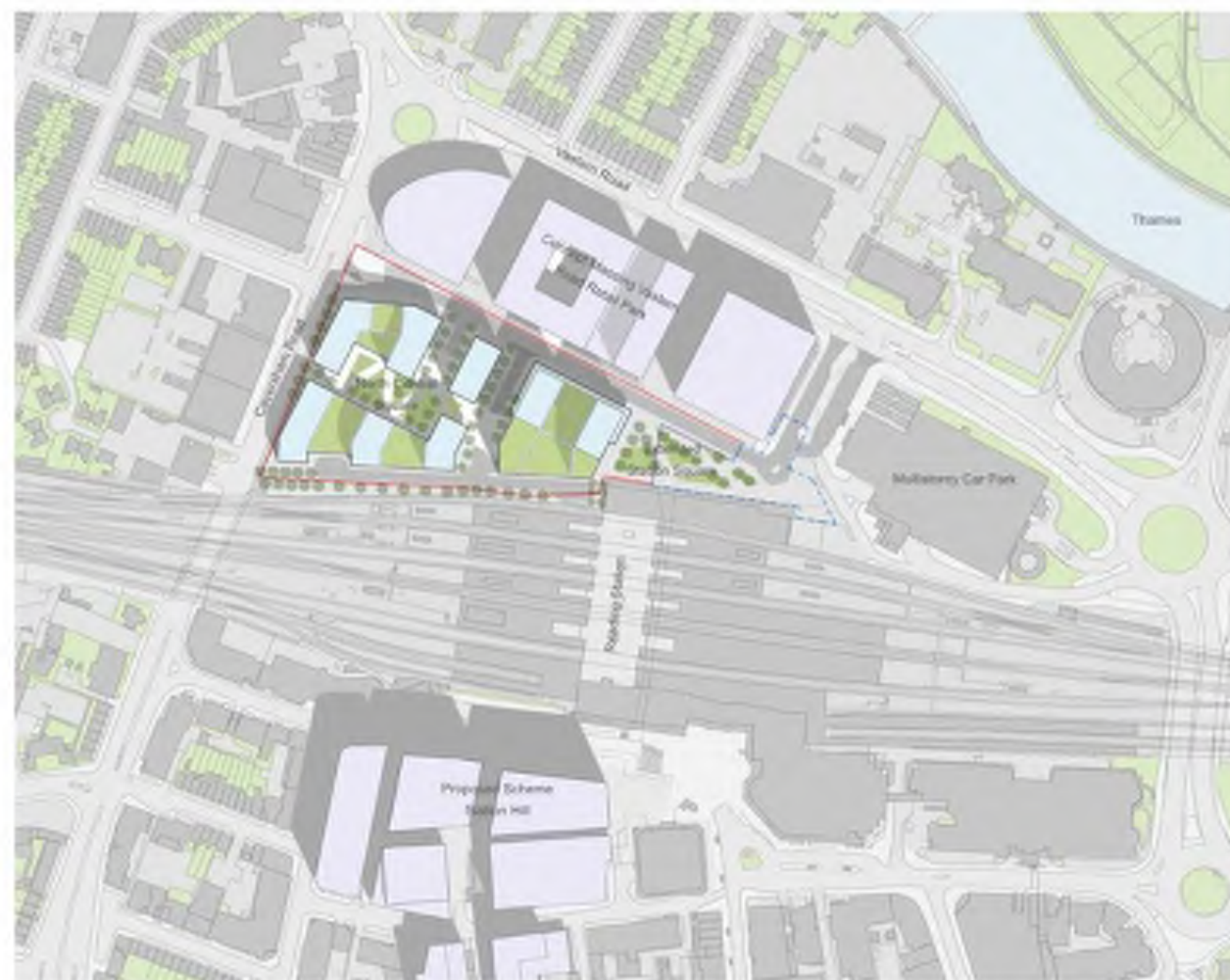
JANUARY 2018

The third Planning Progress Document, issued in response to comments received following pre-application meeting 1, demonstrated a number of points of design development, including:

- The articulation and massing treatment of the finger blocks, with variation in spacing and form adding greater texture to the townscape
- Demonstration of the sun study analysis to the 'central square area', illustrating the shadow cast on a range of dates through the year from March to December

MARCH 2018

53



4.1 SCHEME EVOLUTION & ASSESSMENT

PRESENTATION TO D:SE JUNE 2018

54

The presentation to the South East Design Review Panel (d:se) summarised previous iterations of the scheme and illustrated in detail how these had been informed by the historical, conceptual and policy research undertaken. The scheme retained Station Square, The Avenue and Central Square as the key components of the scheme.

In massing and area terms, the 'curvature' of the previous iterations of the scheme is persevered, with the height of the eastern/phase 1 tower on Station Square being set at 117.8m AOD, and as such sitting 'in-between' the consented (and now under construction) Thames Quarter (111.88m AOD) and the consented Station Hill development (128.00m AOD), creating a 'mid-point' between the two.

Expired consented scheme:	65,095 sqm
Proposed scheme:	79,072 sqm

JUNE 2018

KEY COMMENTS RECEIVED FROM D:SE REVIEW PANEL

A clearer hierarchy of building heights across the site would be preferable to the gradual increase currently shown. The tower at the eastern end of the site should be a more confident and distinctive building in its own right.

Central Square - general comments including connectivity, increased permeability, scale, precedent studies etc. The proposal is too inward looking and further analysis of the surrounding area and long distance views is required.

The creation of the Boulevard and improvement to Station Square is supported. Other proposed public spaces and the connections in between them feel ambiguous. The clarity with which public spaces connect requires a fundamental reappraisal, based on how pedestrians will actually use and access the development.

The nature of public spaces throughout the site feels ambiguous and the large area of currently described as service roads contributes to this.

The schemes underlying principles should be related more specifically to Reading, its development pattern, its morphology and architectural history.

Increasing the permeability and the creation of a direct connection to Station Square should be a fundamental part of this strategy.

North/south service roads - these are of 'significant scale'. Potential to contrast scale of routes.

Southern boundary service road - The scale and direct vista of the proposed road along the southern boundary of the site implies this could be a public route towards the station. It is therefore highly problematic that this route does not connect, and this is likely to lead to many members of the public using this route in error. The scheme should not have such a significant and neglected 'back' element.

The inclusion of raised podium gardens for residents is positive, creating a clear hierarchy between public and residential areas. The distribution of space between residents and potential office uses should be described.

Noise from the railway will be a particular issue for podium gardens to the south of the site, therefore a strategy to address this issue should be outlined.

Further research into existing facilities in the local area and where these may be lacking would be beneficial.

The emerging scheme is beginning to indicate a high quality architectural character. However, we are concerned that this feels very inward looking and appears to have little to do with the surrounding area.

We feel a clearer hierarchy of building heights across the site would be preferable to the gradual increase currently shown. The tower at the eastern end of the site should be a more confident and distinctive building in its own right, with a 'top' and a coherent order defined.

Demonstrate a degree of flexibility for future phasing

PRE-APPLICATION MEETINGS AUGUST 2018

Following the design review meeting with di:se and receipt of their report, a reappraisal of the scheme was undertaken.

Design development following the di:se review focussed on the key issues as noted overleaf, namely:

- The design and configuration of the tower
- The connectivity and permeability of the Central Square (its 'inward looking' nature)
- The architectural, urban and historic connection to Reading
- The scale of the roads/streets/connections through the site
- The southern service road - should this be open or closed?

Design Response

The initial design response improved the east/west and north/south permeability through the scheme, with a series of interconnected public spaces.

- The Boulevard or Avenue links the north station square to a new space at the junction of the east/west and north/south routes. This then connects through the 'residential garden' (the Central square) to an office forecourt, immediately adjacent to the railway bridge.
- This office forecourt serves a new office building, provided on the south/west corner of the site. This gives a greater emphasis to the 'mixed-use' nature of the scheme, with its location intended to draw footfall through the scheme. In addition its location allows for a greater degree of commercial flexibility, creating a different offer to the office accommodation provided on Station Square.
- The tower is slightly taller and is aligned to provide a perpendicular relationship to the façade of the station building. This addresses the relationship with the station building positively, directing people to the avenue where they can move eastward or alternatively north towards the river. Between the two buildings there will be a heavily landscaped and gated arrangement preventing any access along the railway from the square.

- We are relating the urban grids and morphology of this part of Reading and the station, by angling the buildings alongside the station to relate to its alignment. As such, it achieves the following:
 - Closing the views from the north through to the railway as well as providing oblique views out toward the river.
 - Providing a clear relationship to the railway lines and the historic transport infrastructure, and a coherent landscape to Reading town centre.
 - Creating a clear urban statement when you approach Reading by train.
 - The second and third phase buildings have a realigned arrangement to better relate to the urban morphology, before the emphasis of the tower
- Additional amenity spaces for local residents have been created adding to the health clinic/medical facility with community space for the residents as well as a sports facility which is lacking on this side of the town centre.

- Provide retail and restaurant facilities to enliven both the avenue, the north station square and the northern side of the residential square
- Providing a shared surface for pedestrians and vehicles and focusing the majority of the servicing along the avenue except where specific access is required, such as to the office courtyard and servicing the north station square block.

AUGUST 2018



4.1 SCHEME EVOLUTION & ASSESSMENT

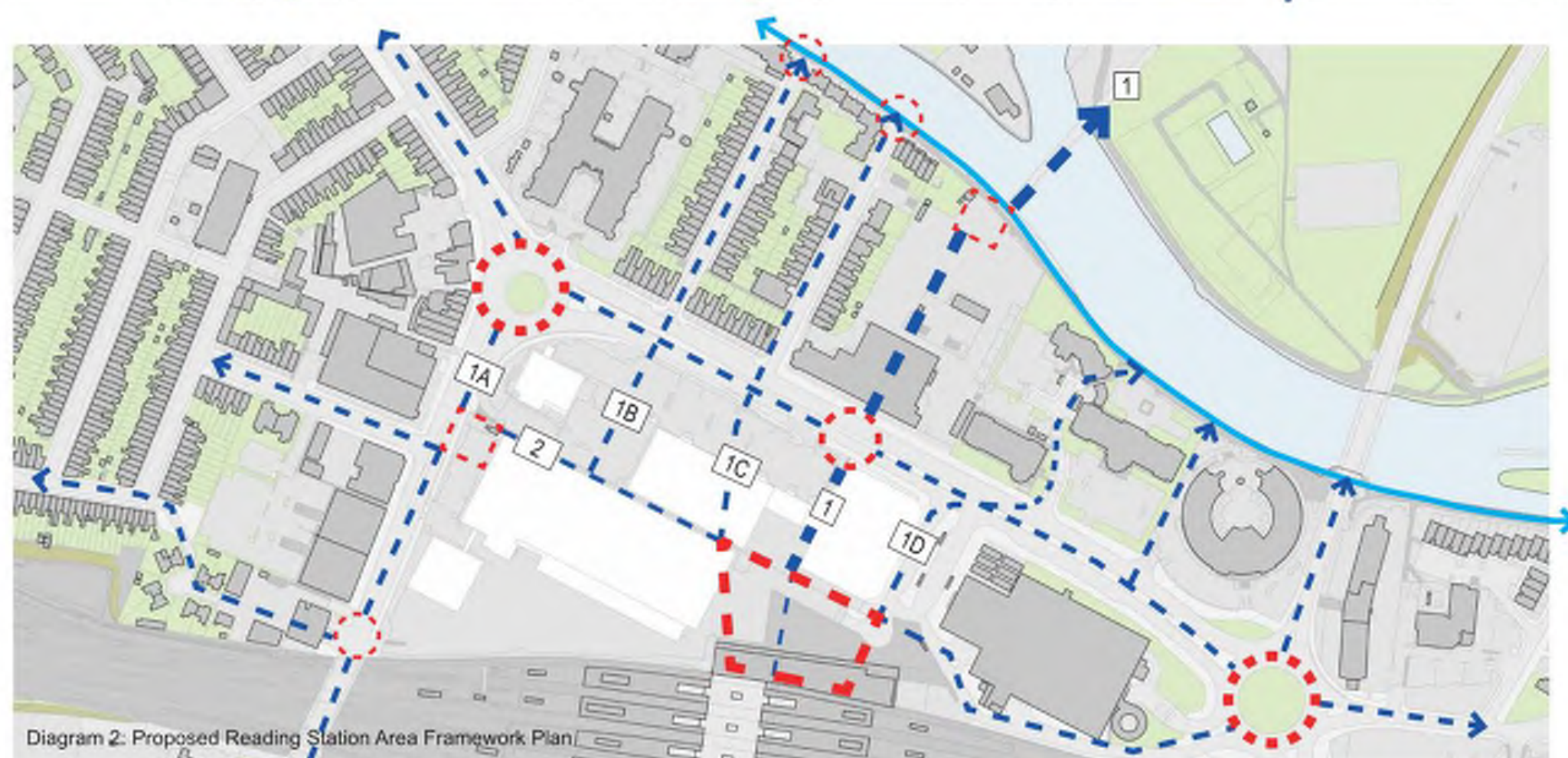
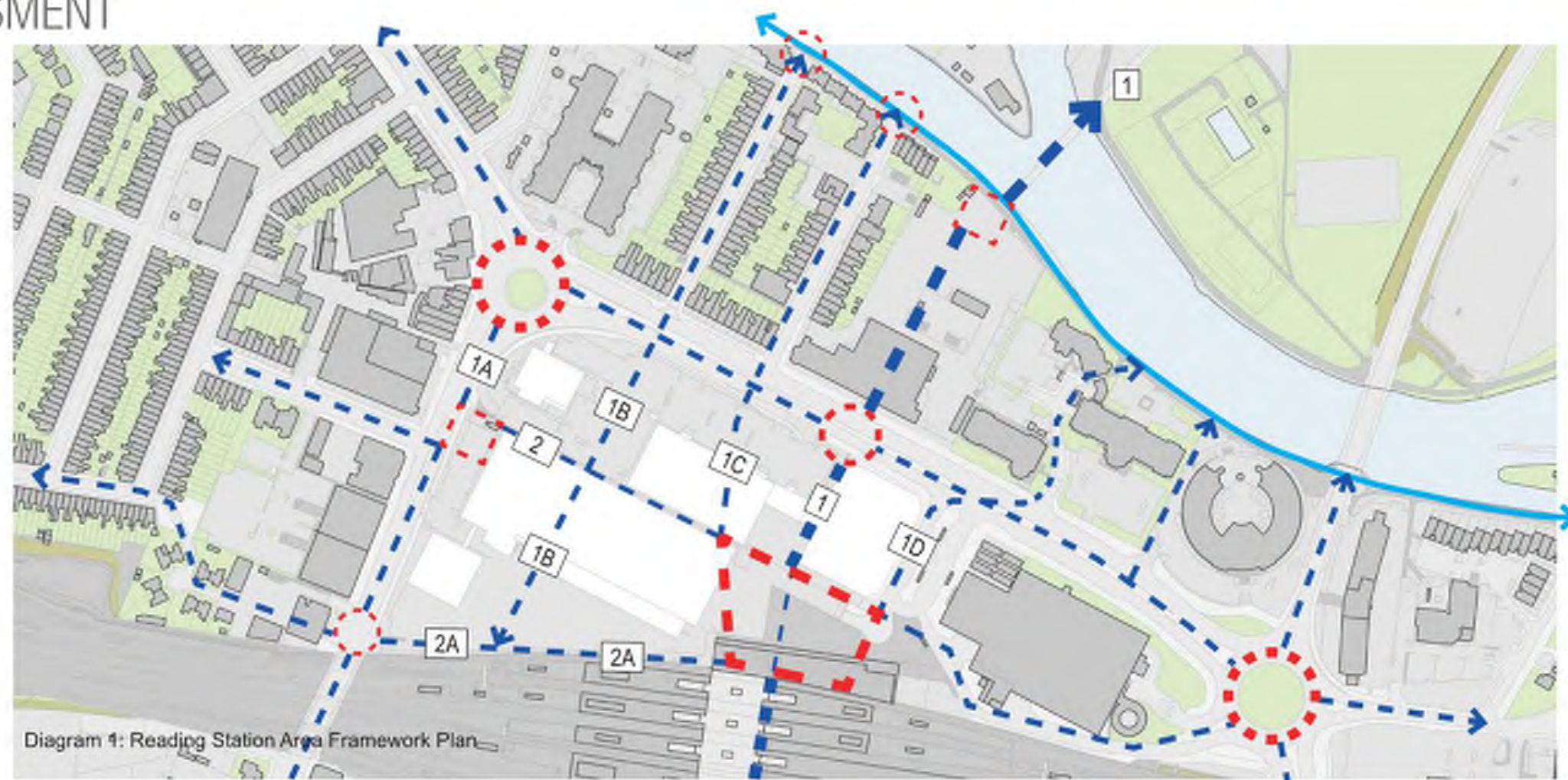
PRE-APPLICATION MEETINGS AUGUST 2018

Further design development undertaken to better demarcate the public and private realm and emphasise the Boulevard and Station Square.

The diagrams and plans illustrate the following key points:

- Station square and The Avenue are the focus of the design. No 'competing' spaces are proposed other than the intersection / public space proposed within the RSAF document.
- Stronger connections and emphasis is placed upon The Avenue, with North/South routes terminating on this.
- Clarity between public and private space. Residential amenity space can only be accessed by residents.
- Access to service areas is gated and controlled.
- The relocation of the proposed Community Facilities, now located at the intersection point of The Avenue / Caversham Road.
- The spacings between buildings are all in excess of 21m.

Expired consented scheme:	65,095 sqm
Proposed scheme:	79,033 sqm



The Reading Station Area Framework document includes the Framework Structure Plan (FSP / Figure 8.2). The FSP envisions a number of routes, categorised as 'major and minor', connecting public spaces and important intersections. These intersections are located at pedestrian and vehicular junctions or termination points.

All routes north of the station are categorised as major, with particular emphasis placed upon the north/south route connecting the town centre to the river, via the station underpass and its northern entrance (1). In total, five north/south routes connect to the site, with two of these routes running through (noted as routes 1 and 1b on this diagram).

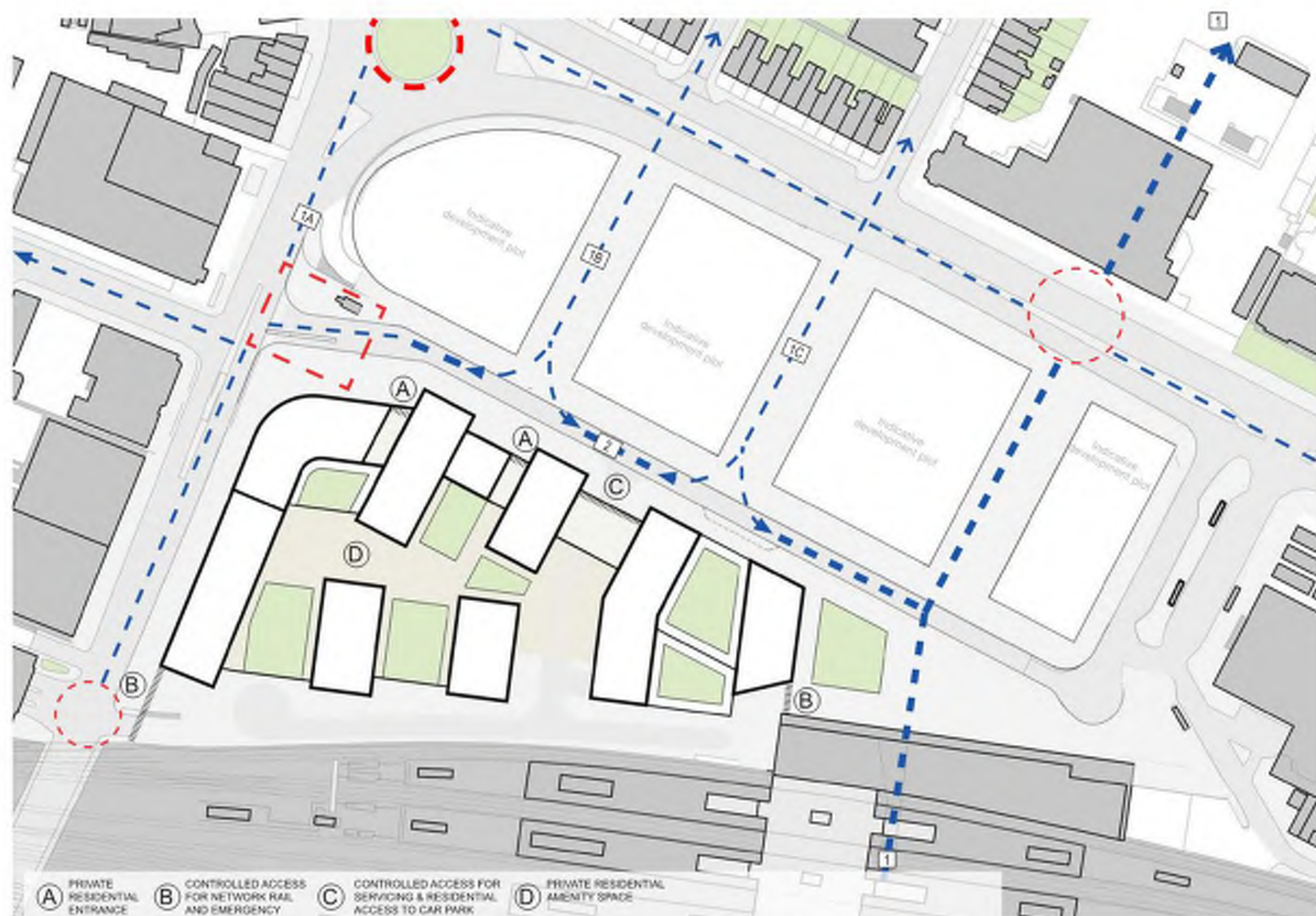
In addition, two east/west routes run through the site (2 & 2a). Route 2 is envisaged as a major street connecting Station Square to the West of the Town, with route 2a running at the rear of the site, along the blank Network Rail wall and the associated service and maintenance access.

De Montfort Connection

Route 1b proposes the connection of the river walk to the site, terminating at Route 2a and the Network Rail wall. The inclusion or otherwise of this connection is critical to the layout of the site. This connection and route 2a creates a number of conditions:

- It creates a choice of routes from Caversham Road to the square, meaning activity and footfall will be reduced along The Avenue. Given the importance placed on The Avenue, it seems counter intuitive to create an alternative means of accessing Station Square.
- As it is a 'back' route (lined by a fully blank façade) it creates an unsafe condition.
- It creates a confusing choice and movement pattern across the site.

The 'removal' of Route 2a focuses footfall and activity along The Avenue by terminating route 1b at The Avenue. This in turn removes the need for a north/south connection across the site, placing greater emphasis on the key routes and spaces (Caversham Road, The Avenue and Station Square). For reference, the previously consented scheme proposed 2a as a service route. No active frontages or residential entrances were proposed along this route.



This diagram illustrates the developed design proposal, including both the connections and the resultant arrangement of the plots.

Routes 1b and 1c terminate on The Avenue, encouraging movement along this route and connection to Station Square and Caversham Road. The building form responds to this, creating a strong elevation along The Avenue, with active frontages and residential entrances lining the street.

The necessary service access (C) is then located in-between these two routes, removing the emphasis on this. This route will be gated. Route 1 is retained, linking directly from the tunnel across Station square.

To the south of The Avenue, residential amenity is proposed. No public routes are proposed through this space. The detail layout of this area is in development, but it will contain a mixture of residential related activities, including play, leisure and rest areas.

4.1 SCHEME EVOLUTION & ASSESSMENT

PRE-APPLICATION MEETINGS AUGUST/SEPTEMBER 2018

58

Further design development work focussed upon the key question as to whether the developed site arrangement should include a public route or 'Middle Street' at its heart.

Critically, the 'closure' of Middle Street would result in a 'gated' or 'island' scheme, connection would then only be possible along The Avenue or (potentially) Railway Walk. However, were Railway Walk to be open, it would result in a 'back street' that would not successfully integrate into the wider street network.

The opening up of Middle Street increases permeability through the scheme, is in line with the aspirations of the RSAF document and avoids isolating residential entrances / buildings.

The adopted layout, highlighted in the red frame, demonstrates clear distinction between the public and private areas, alignment with the wider aspirations of the RSAF and support from the Crime prevention Officer.

This arrangement was reviewed at the second D:SE meeting, the outcome of which is recorded overleaf.

SEPTEMBER 2018

- (A) PUBLIC REALM
- (B) CONTROLLED ACCESS PRIVATE AMENITY SPACE
- (C) CONTROLLED ACCESS SERVICE AREA



- (A) PUBLIC REALM
- (B) PRIVATE AMENITY SPACE



ENGAGEMENT WITH CRIME PREVENTION OFFICER AND NETWORK RAIL

Crime Prevention

Advice has been sought at key stages of the design development process from the Crime Prevention and Design Officer for Berkshire.

Key Observations and recommendations:

Station Square: The bollard line enclosing the station entrance and building façade is PAS68 / 69 Hostile Vehicle Mitigation standard (or equivalent) and should not be compromised in any way as a result of the new development; Furthermore there is the possibility that once the existing building have been removed and surface level 'flattened' gaps within the HVM barrier could be created allowing vehicle access. I ask that additional plans be submitted and approved detailing how HVM (PAS68/69) bollards will encircle the station building façade. These must be provided prior to any planning permission being granted

Subway: Although outside of the 'red line' the relationship in terms of crime and disorder between the proposed development and the existing subways is one which should be reviewed. From (my) observations (site visit) the subway is likely to be an attractive place for the homeless to shelter in. British Transport Police (BTP) Officer and PCSO's do responded to reports of homeless people etc. but crime /ASB linked to the subway is not a priority. Surveillance through the subway is good, providing a clear line of site along its length, the subway appears to be wide and spacious (I was unable to take measurements).

A development of this magnitude will have a significant increase in the footfall through the subway and the station and subway should be able to cope with such a change however this should really be resolved by the Councils Highways department.

Note following correspondence:

Thank you for walking me through the revisions for Caversham Road – which you've kindly summarised within your email below.

From a crime prevention perspective these revisions are encouraging and the inclusion of Houses and Duplex help to a residential street identity with potential for ground floor active surveillance and clear line it's length (East to West). The same appears to be designed in along the link road running between the Railway Street and the Primary Road

At this point I'd like to make a couple of observation and recommendations

" The Railway Street" (Railway Walk)

1. I'm pleased to note that building facia along this route have been flattened and where possible returns have been removed, minimised or incorporated. Thus minimising secluded, concealed areas, enable much needed lines of site between Caversham Road and the North entrance of the station
2. I note that front gardens have been included – thank you. For this development the depth of the private front garden (defensible space) is critical. Where residential windows are too close public footpaths, residents may well 'feel' that their privacy is being compromised. Within such a designs resident are likely to keep their curtains/ blinds closed (effectively closing off all the ground floor natural surveillance we wish to encourage for these dwellings). I'd ask that the 'front gardens' be a least 2.0 meters in depth and protected by 1m open topped railings and appropriate external planters or planting
3. Lighting and landscaping. Both will be critical in creating an environment that is safe and where residents and members are not adversely effected by the fear of crime. Light should be achieved via the inclusion of lighting columns rather than wall mounted light
4. From previous site visits – I note the Network rail access is a palisade gate and chain link boundary treatment ... will this be removed? (tpb note - yes, this will be removed)

As discussed, I was pleased to learn that the communal residential entrances will be fully glazed, and well illuminated (both internally and externally) as this again will provide an indication of positive activity and ownership and way finding. Please note that the access control within these very large apparent blocks will be critical in creating safe and secure communities safeguarding the building and it's residents.

I ask that the residential blocks design include:

- Secure ground floor lobbies
- Postal services within the secure lobby
- Single residential core
- And a design and layout where compartmentalisation can be achieved via access controlled doors.

Where residential podiums are included , access onto these should be from the core and not a residential corridor.

Further: The North entrance is partially protected by Vehicle Mitigation Barrier (VMB) (bollards, some of which are demountable). As plans for the 'station square' come forward I understand that the topography and the relationship between the current VMB and outline boundary may chance leaving the east part of the station building vulnerable to vehicle intrusion. The North entrance and associated building of Reading Station will need protection (standoff). Further advice from the Counter Terrorism Security Advisor (CTSA) will be required.

Network Rail have been consulted and noted the following feedback:

1. The removal of the current chainlink fence is acceptable, subject to detailed technical consultation
2. The 'uniform' treatment of the road / footpath is acceptable, subject to detailed technical consultation
3. Access should be maintained for service and maintenance along the length of the wall
4. Subject to the detail, surface treatment to the wall may also be acceptable.

4.1 SCHEME EVOLUTION & ASSESSMENT

PRESENTATION TO D:SE NOVEMBER 2018

A further d:se review was undertaken in November 2018, with the following feedback received. Points in response to this feedback are also noted, but (more importantly) the finalised design proposals and indicative architectural treatments respond to these comments where appropriate.

KEY COMMENTS RECEIVED FROM D:SE REVIEW PANEL	RESPONSE
The link spaces between the courtyards and the Street are likely to be the most overshadowed areas of the scheme, therefore proposed play spaces in these locations are a significant concern.	These have been revised and widened.
The inclusion of town houses within the scheme could be a positive way to relate to surrounding streets and spaces, allowing daylight into central courtyard areas	Noted
with only six townhouses out of 680 homes, this risks coming across as tokenistic and exploration into how the number of town houses could be increased would be valuable	Noted – we are reviewing the townhouse design and layout, but we hold that these are not 'tokenistic' as they are serving a very particular and important function – namely, creating a sense of 'ownership' to Railway Walk and improving the safety of this area. We hold that the number of townhouses is not the critical factor – it is that their purpose is clearly understood and articulated and that their design responds to this in an appropriate way.
The removal of the bin store on the western side of Railway Walk could alleviate the requirement for refuse vehicles to do a 3-point turn. The relocation of the bin store on the eastern side of Railway Walk to a less central position within proposed homes would be preferable.	Noted and this has now been revised.
Whilst indicative images of aspects of the architecture were encouraging, it was not clear how the architectural intent can be secured.	Noted.
We did not discuss an energy strategy in this review. Our guidance is that at the planning application stage the proposal should produce a clear energy strategy which details how the development will optimise thermal performance, minimise the demand for energy, supply the remaining energy requirements efficiently and optimise the use of renewables, consistent with Government and local policies. This strategy should be communicated in a robustly considered way, for example using detailed modelling work with respected calculation methods.	The Energy Strategy is in development and will form part of the application. Note: The fabric first approach was discussed, but has been omitted from these minutes.

KEY COMMENTS RECEIVED FROM D:SE REVIEW PANEL	RESPONSE
Updates since the previous review have addressed some of our concerns and greater engagement with landscape and public realm issues has benefitted the scheme	Noted
The creation of an accessible public route along Railway Walk and increased variation in the heights of the blocks is positive	Noted
The way proposals for the Avenue and Station Square are developing also shows a lot of promise	Noted
The updated layout presents a cause for significant concern, with the 22m wide north-south Street running through the centre of the scheme giving too great an emphasis on a route of limited use	This route has now been significantly reduced in width, to provide greater contrast to the Avenue. On 'entry' from the north (The Avenue End) it is now narrower in width, and as it progresses South it is 18m wide. This width allows for the inclusion of additional landscaping, including trees in-between the buildings. This provides a greater sense of enclosure along the street. The reduction in width is a positive development of the scheme and one that does not change the fundamental design. For the record, tpb stated that the use of the term 'significant concern' is an inappropriate way of recording the tone and emphasis placed on this one point at the review.
The decision to kink the route away from Caversham Road means that the proposal does not support pedestrian desire lines to the wider area, and this creates a very challenging condition, with little reason for non-residents to use this route. This central portion of the site remains problematic and needs re-evaluation.	The decision to kink the route is one that has not been taken lightly and we believe it is correct: If one takes the position that the north/south route is a secondary route (as we do and the panel did), the realignment/ 'kink' of this route takes emphasis away from the desire line. That seems to be entirely in line with the hierarchy of routes and alignments of buildings and Reading Townscape that is being proposed, and also means the route becomes less of a 'grand avenue'. This 'kink' mediates between the historic and contemporary townscape to the north and the railway to the south and as such, we believe it serves an important function in 'knitting' the proposal into the existing fabric of the town. The kink also means that this route visually terminates on a building, not the Railway Wall. As noted, this is a secondary route that will (primarily) provide access to the residential units located along the street, whilst avoiding the negative aspects of a 'closed off' scheme (that is to say, creating a solid wall of buildings lining The Avenue). In addition, it should be noted that the previously consented scheme 'kinked' the route in exactly the same way

KEY COMMENTS RECEIVED FROM D:SE REVIEW PANEL	RESPONSE
As the proposal steps outside the grain and scale of the immediate surrounding context it places greater emphasis on design quality, and the tower in particular must be of a very high standard. However, as this is an outline application it presents a challenge in how architectural and material quality can be secured as the scheme is developed with a clear strategy needing to be agreed with the local planning authority as to how it is resolved.	This is a strategic planning point – the decision has been made to apply for outline decision with indicative architectural treatment.
It should be demonstrated that the scheme can be resolved in a way that provides adequate daylight to all homes. Some corner units in the current proposal are a particular cause for concern, and the way north facing single aspect units can be designed out should be described.	A full sunlight and daylight audit is being undertaken and we anticipate these showing positive results for that is a high-density town centre scheme. The 'designing out' of the very limited number of north-facing single aspect units has been undertaken. Note: this was illustrated to the D:SE post meeting.
The creation of an accessible public route along Railway Walk means that people can connect back into the wider street network, but this does not follow any pedestrian desire lines in the surrounding area. This is challenging as the generous scale and axial nature of the proposed Street shown aligning with a potential future scheme to the north indicate that this should be an important public route, but in reality, there would be little or no reason for non-residents to use it. The following measures could help to address this issue:	
Route – There would be potential for people traveling from the North and East of the site to use this route to connect to Caversham Road if the Street did not kink to the East. This is probably the most significant problem with the overall proposed layout and where the scheme differs most fundamentally from the Reading Station Area Framework masterplan. [tpb note –this is untrue – this does not fundamentally differ from the RSAF]. Analysis of pedestrian movement in the wider area should inform how this could be improved, for example, by creating a route perpendicular to the Avenue or kinking in a different way.	Please see points noted above. With regard to this differing from the RSAF, the panel themselves noted that this was not to be taken literally and we hold the position that this route is correctly aligned for its nature and purpose – a secondary route that offers the opportunity for connection to the north.

KEY COMMENTS RECEIVED FROM D:SE REVIEW PANEL	RESPONSE
Scale – At a width of around 22m, the Street is of a grand scale comparable to the proposed Avenue. This is confusing as while the Avenue is an import street linking an existing main road to Reading Station, the Street is far more subsidiary. Exploration into a potential reduction in the width of the street should be conducted. Often reduced overlooking distances between units can be appropriate, though this should be considered alongside the height of surrounding blocks and the level of overshadowing. If a reduction in width along the length of the Street is unfeasible, additional considerations could include a narrowing of the entrance from the Avenue.	Please see points noted above. This has been undertaken and the points raised (overlooking, overshadowing etc.) have all been considering the detailed design.
Public space – The relatively consistent width along the lengths of the Street and Railway Walk means there is little hierarchy. The introduction of additional public space along this route could be beneficial. For example, the creation of an informal public square at the junction of the Street and Railway walk could provide more of a destination along this route and help draw people down. Some setback spaces along Railway Walk could be beneficial, though this would have to be resolved alongside issues relating to security concerns.	The width of the route now varies, creating the opportunity for a landscaped space to be introduced to the southern end of the street. We have been working closely with HED to develop this and it is now shown on our layout plans.
The ambition to plant street trees on Caversham Road is positive, though further investigation will be required to understand the feasibility of this proposition.	Noted – this point will form part of the application
Emerging proposals for a generous office lobby engage well with the street	Noted
At up to 8 storeys there is a risk the scheme could be overbearing given the far smaller scale buildings on the opposite side of the road. A proposal of up to 6 storeys in this area would be more sensitive to the surrounding context. Note: This point was not raised at the review.	In townscape terms we disagree with this – and believe the VIA will prove that the 8 storeys is appropriate in this context – primarily because of the width of Caversham Road. We hold that it would be inappropriate to design to the scale of the primarily poor quality buildings lining Caversham Road, that are highly likely to change scale and use in the future. As such, a development of 6 storeys would represent a significant lost opportunity for Reading.
At present, proposed visualisations of the Street running through the centre of the scheme appear too relentless. This should be addressed taking into account considerations such as architectural treatment, building heights and public realm proposals.	Noted - The architectural treatment along the street has been revised.
The increased height of the tower is not a cause for particular concern if this can be resolved to a sufficiently high standard.	Noted.

4.1 SCHEME EVOLUTION & ASSESSMENT

PUBLIC CONSULTATION

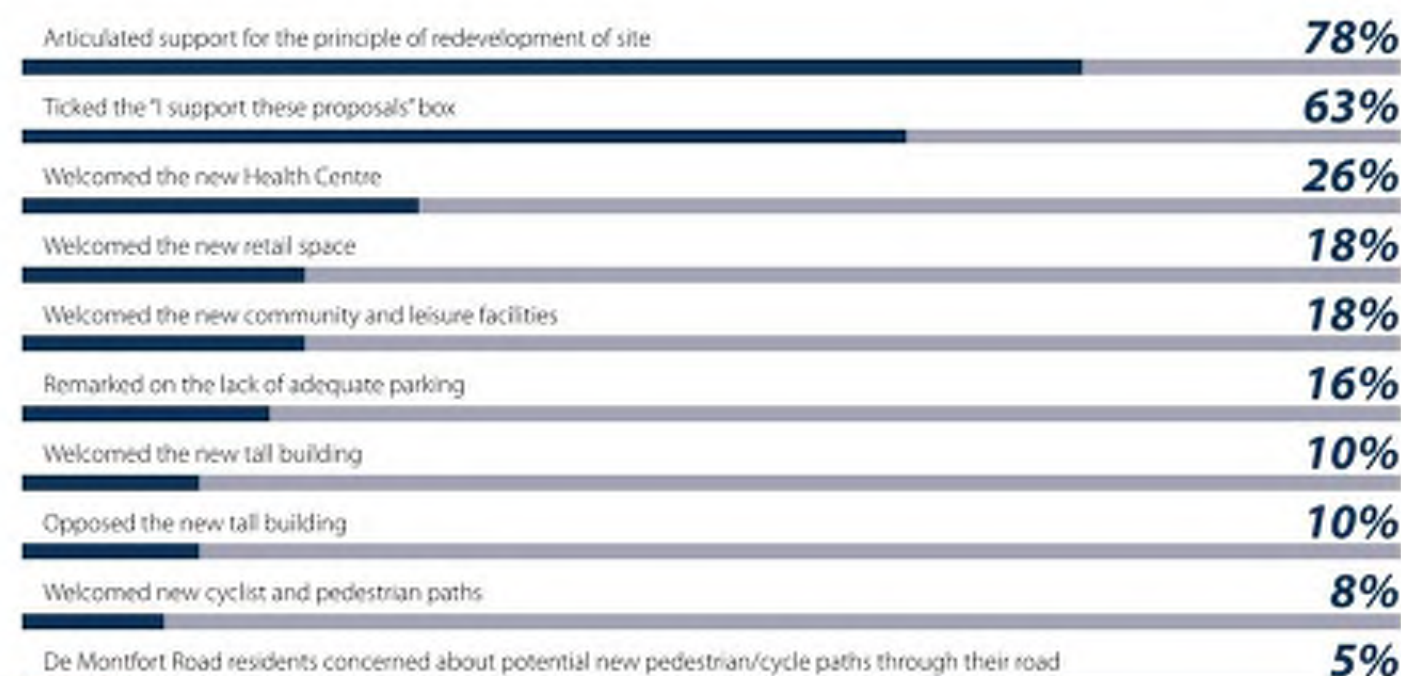
Hermes conducted a public consultation in November 2018, in line with the aspirations of the Localism Act 2011 and the National Planning Policy Framework (NPPF).

The public exhibition took place to enable the local community to view and comment on its exciting new proposals for the development of Reading Metropolitan.

The level of interest shown in the proposals suggests that local people are not concerned by the scheme and large majority of respondents to the consultation offered either full or qualified support for the development. All received comments from the local residents and Councillors have been carefully considered in preparing this planning application.

MCP Communications were appointed as a community consultation specialist to assist in a pro-active pre-application consultation. Following that, MCP Communications prepared the Statement of Community Involvement (SCI) document.

Feedback Breakdown



Station was sent out to 2,092 addresses people along to the public near neighbour overview of the proposals, giving residents a - www.readingdirect.co.uk - as an alternative feedback.

“ Number of newsletters sent: 2,092 ”

Aerial photo by John Fielding



Near Neighbour Exhibition

- Residents around the site were invited to a drop-in session at The New Hope Centre, 95 York Rd, Reading RG1 8DZ on Tuesday 20 November 2018, 15:00 - 19:30.
- The event was also widely publicised through a press release inviting local residents to the event.
- The exhibition was held on a weekday and in the evening to accommodate those who may be busy at the weekend or who wanted to attend after work.
- Local residents were invited to the exhibition via a letter which was sent to 2,062 homes.
- Local political representatives and other interested parties were invited to the consultation by letter, phone and email.
- A feedback form was given to every attendee at the event and they were invited to share their opinions regarding the proposals. The forms could be filled out and returned at the event or returned later via freepost.
- Five members of the project team were present to answer questions and talk residents through the plans.
- Mainstream, such as a model and display boards, were on hand to focus and facilitate meaningful conversations.
- All consultation materials were made available online on the day of the exhibition.
- 95 people attended the New Hope Centre event.
- The exhibition was covered extensively in the media, including in the Reading, Thames Valley and the popular local blog Reading on Thames, further facilitating discussion around the project.



“Number of feedback forms completed: 40”



“Number of visitors: 95”

Pop-up Exhibition

Complementing the near neighbour consultation, we held a pop-up consultation at the southern entrance to Reading Station on Thursday 22 November 2018, 12:30 - 18:30. This event, in a high footfall location, aimed at engaging with local people, living and working in Reading, who might otherwise not attend a traditional public consultation event.

- Materials, such as a model and display boards, were on hand to focus and facilitate meaningful conversations.
- Feedback forms were handed out at the event. The forms could be filled out and returned at the event or returned later via freepost.
- Three members of the project team were present to answer questions and talk residents through the plans.
- 52 conversations were had at our stand about the proposals, ranging from brief interactions with those too busy to stop to long and in-depth discussions.

“Number of conversations at our stand: 92”



Feedback

Summary of Feedback

Feedback received on the plans for the redevelopment of Reading Station has been exceptionally positive. Feedback has demonstrated that local residents, and the wider community of Reading, recognise that the brownfield sites underutilised and suitable for aspirational mixed use redevelopment. Furthermore, residents felt the inclusion of a health centre, community and retail space, in addition to the general improvements to access to and from the station, would greatly benefit residents. Hesitation was most keenly expressed on the perceived lack of parking, not only for residents and visitors, but to make the most of the new space and new facilities. Caversham and District Residents Association (CDRA) were thanked for the public exhibition but also for the local media coverage, the density of the dwellings and the perceived inadequate provision of green space.

Sample comments:

- “Very much needed to be done”
- “The scheme is fantastic”
- “This development, together with others in the vicinity, is very timely with Reading ready to become the great town it has always aspired to, but not quite made it.”
- “It's about time for this area to be redeveloped in order to open up the north station area, bringing back to life the site”
- “Obviously ideally suited for commuters avoiding London prices and those working in the town.”
- “The Tower will provide a great counter point to Thames Tower to the south of the station”
- “Very positive. The site is probably the most accessible site in Berkshire and currently very underused”
- “Some of the buildings are quite high but I don't think it will have a detrimental effect on our area”
- “Good site for a residential scheme”
- “Parking may well be an issue as it is already a problem in the area”
- “Strongly in favour of the new health centre”
- “Lower blocks are overpowering”
- “No car parking space for visitors? Why not?”
- “I feel that retail outlets (including coffee shops) are essential to keep the area alive and vibrant”
- “The site is close to my heart as I started work at 80 Caversham Road when it was a British Rail office. I would be pleased to see the site developed rather than left derelict.”
- “The drop-in evening was a great idea - more of the same please!”

Responding to Feedback

Support for redevelopment

A clear majority of feedback at this stage supported the principle of redeveloping the site, with a large proportion of those who submitted support for the scheme stating they were “strongly in favour” of the plans.

One individual who supported the scheme stated that the land is currently being underutilised. It was stated that the land is an ideal location for the delivery of a “mixed-use” development, one that would be a mix of residential, commercial and community uses. The current site was described as “derelict”, “abandoned”, “empty” and “undesirable”. Only one comment strongly questioned the support, suggesting the new residents would be “displaced” from the railway station and the nearby road Caversham Road.

Several respondents were very positive in their support for the scheme, with one individual stating they were “strongly in favour” of the plans. They stated that the scheme would be a “great addition” to the town and would bring “much-needed” jobs and investment to the area. They also stated that the scheme would be a “great addition” to the town and would bring “much-needed” jobs and investment to the area.

Support for health facilities

20% of feedback directly endorsed the provision of health facilities on site, with one individual stating they were “strongly in favour” of the plans. They stated that the scheme would be a “great addition” to the town and would bring “much-needed” jobs and investment to the area.

Support for Community and leisure facilities

10% of respondents directly welcomed the new community facility, with the only reservation being a suggestion that they would be “displaced” from the railway station and the nearby road Caversham Road. They also stated that the scheme would be a “great addition” to the town and would bring “much-needed” jobs and investment to the area.

Lack of parking

A theme of feedback (around 10%) was the perceived lack of adequate parking provision. 20% of those who submitted support for the scheme stated they were “strongly in favour” of the plans. They stated that the scheme would be a “great addition” to the town and would bring “much-needed” jobs and investment to the area.

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Applicant's response

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The scheme will be a “great addition” to the town and will bring “much-needed” jobs and investment to the area.

Applicant's response

Reading shows residents believe that the current Reading site is suitable for an aspirational mixed-use development, which aims to reflect Reading as an emerging metropolitan centre. The applicant, however, has put forward a vision for the site that is a mix of residential, commercial and community uses. The current site was described as “derelict”, “abandoned”, “empty” and “undesirable”. Only one comment strongly questioned the support, suggesting the new residents would be “displaced” from the railway station and the nearby road Caversham Road.

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The scheme will be a “great addition” to the town and will bring “much-needed” jobs and investment to the area.

Access, pedestrian and cycle lanes

Feedback suggested that the new scheme connecting Caversham Road to the station would greatly improve access to the station. The applicant, however, has put forward a vision for the site that is a mix of residential, commercial and community uses. The current site was described as “derelict”, “abandoned”, “empty” and “undesirable”. Only one comment strongly questioned the support, suggesting the new residents would be “displaced” from the railway station and the nearby road Caversham Road.

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4.2 DESIGN PROPOSAL

INTRODUCTION

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The following pages illustrate the proposed site arrangement, massing, areas, uses and indicative architectural treatments for Reading Metropolitan.

These should be read in conjunction with the application drawings and other supporting material.

All visuals are included as 'artists impressions' and are intended to provide illustrative examples in support of the indicative architectural treatments proposed.

1. Illustrative view of Station Square



Indicative Vastern Court Retail Park Layout







4.3 DESIGN PROPOSAL: SITE ARRANGEMENT

ROUTES, CONNECTIONS AND SPACES PROPOSED

The proposed site arrangement establishes the routes, connections and spaces to which the development plots and building form and uses will respond.

Given the scale and strategically important location of the site, these routes and connections establish relationships with the existing urban typology and movement pattern, as well as creating a series of new spaces and connections across and through the development. These key relationships are illustrated here.

In summary, these spaces and routes connect to three existing routes, establish three new on-site routes which in turn establish the opportunity for new connections (particularly those noted in the RSAF document) to be created.

Direct relationship to existing movement patterns, spaces and routes:

1. The Railway Tunnel

The railway tunnel connects the southern area of the station to the north. This in turn connects to the town centre to the south and areas to the north of the site - currently Vastern Court Retail Park, Vastern Road and its associated commercial and residential areas, with the potential for further onward connection to the River Thames etc. The railway tunnel route is connected directly into the proposed station square. This in turn allows for connection to the Avenue to the west and then onto the northern area of the town (shown here as routes 1, 2 and 3). The detailed layout of this area is detailed in the following sections of this document, but these new (to the Avenue) and enhanced connections to the north will integrate into the existing movement patterns.

2. Caversham Road / Northfield Road

As described, Caversham Road is a highly trafficked vehicular and pedestrian connection, connecting into the western end of the town centre to the south and the north west of Reading (the A4155 and the Caversham Bridge / Caversham Heights) to the north west. In addition, Northfield Road connects into Caversham Road, establishing connectivity to the residential areas (Swansea Road, York Road, Ross Road etc.) to the west.

The proposed site layout establishes two points of connection to Caversham Road – to the south the 'railway walk' will allow for pedestrian connection to station square and the northern entrance to Reading station (as well as servicing and Network Rail / emergency access).

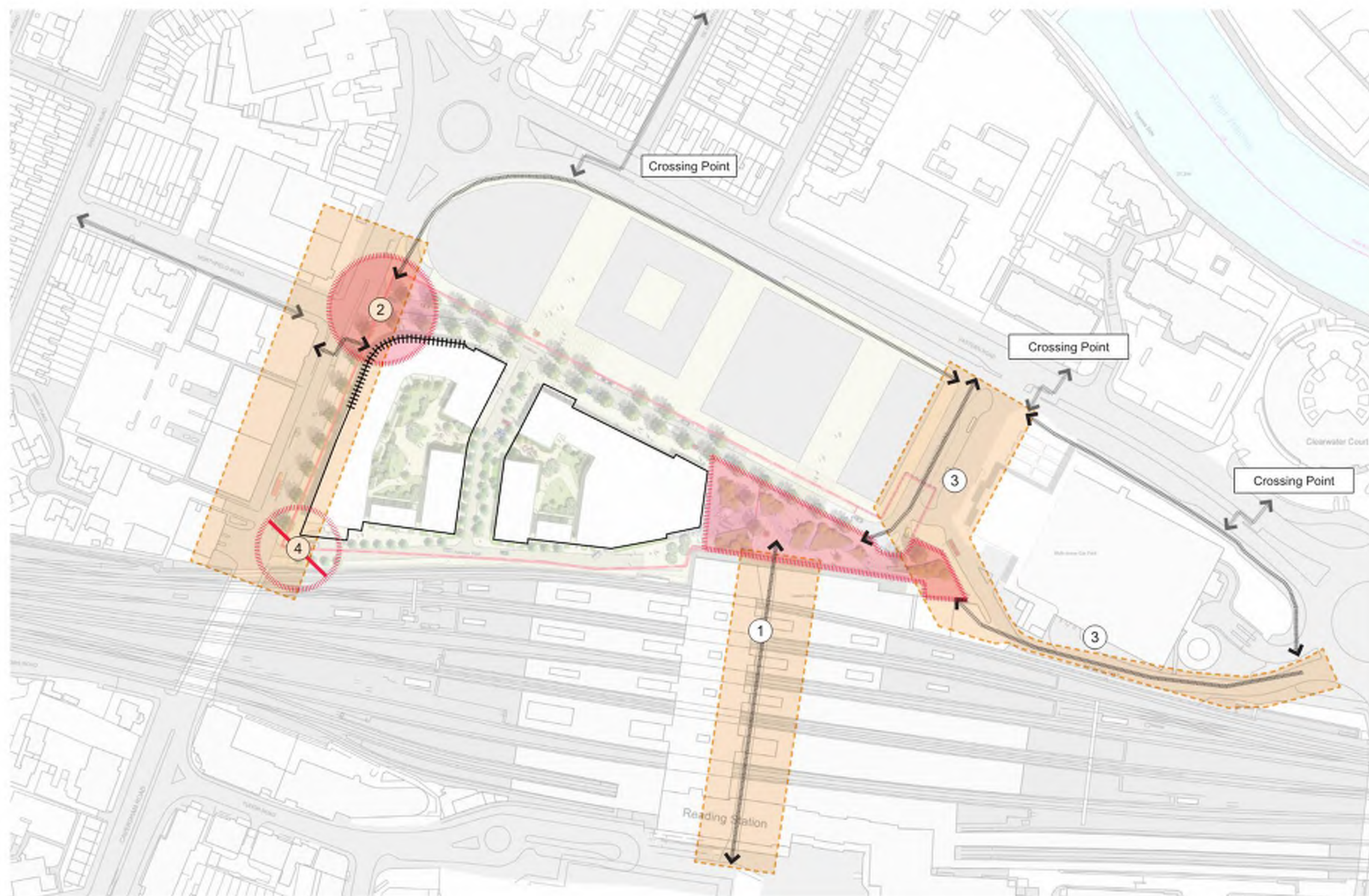
To the northern boundary of the site the avenue will connect into Caversham Road, whilst also addressing Northfield Road by virtue of the proposed corner treatment – curving the building and creating a wide and welcoming 'entry point' to the avenue. Mid-way between these two connections, an existing pedestrian crossing will remain. The proposed massing responds to this connection by placing an entrance to the building in line with this.

It should be noted that (as recorded in the scheme evolution section of this document), a direct connection to this crossing is not proposed, as its use would undermine the primacy and usage of The Avenue and it is a very short turn (encouraged by the curved form of the building) to connect into the avenue.

3. Trooper Potts Way and Bagnall Way

Vehicular and pedestrian access from both Trooper Potts way and Bagnall Way will be maintained and enhanced. Trooper Potts Way provides access for Taxi drop off to Reading Station and then through to Bagnall Way for access to the existing multi-storey car park and the existing access route from Vastern Road Roundabout for drop-off. Trooper Potts Way will remain bidirectional.

4. The current Network Rail access is discounted from this arrangement as it is private.



4.3 DESIGN PROPOSAL: SITE ARRANGEMENT

PROPOSED ON SITE CONNECTIONS

The Avenue

The Avenue will (for the first time since the creation of the Great Western Railway Works site), connect the northern entrance of the station to Caversham Road. This key connection is a significant investment in Reading and will allow for greater connectivity to the west of the town, as well as facilitating the development of the wider area. The scale, proposed uses and architectural treatment of The Avenue are all covered in subsequent sections of this document, but in summary the Avenue will be the primary east/west connection across the site, allowing for vehicular and pedestrian connectivity to and through the site and create a significant new route for Reading.

Railway Walk

Railway Walk lines the elevation of the existing railway wall that forms the southern boundary edge of the site. This new, primarily pedestrian route will connect Station Square to Caversham Road and onto the southern areas of the town. It is important to note that this route is considered 'secondary' to The Avenue in terms of urban hierarchy, but it serves a number of important functions in its own right.

Firstly, it creates an improved environment for pedestrians using Station Square and Caversham Road, by creating a safe, well lit and 'passively surveyed' route, discouraging anti-social behaviour.

Residential and commercial uses are proposed along this route (access to residential lobbies, the town houses and proposed offices located on the corner of Caversham Road).

As outlined, this point has been extensively reviewed with the Local Authority and in particular the Crime Prevention Officer.

Secondly, the route provides access to the servicing required for the site. This includes the basement parking to Plot 1, access to the offices and maintenance access required by Network Rail (for the maintenance of the railway wall).

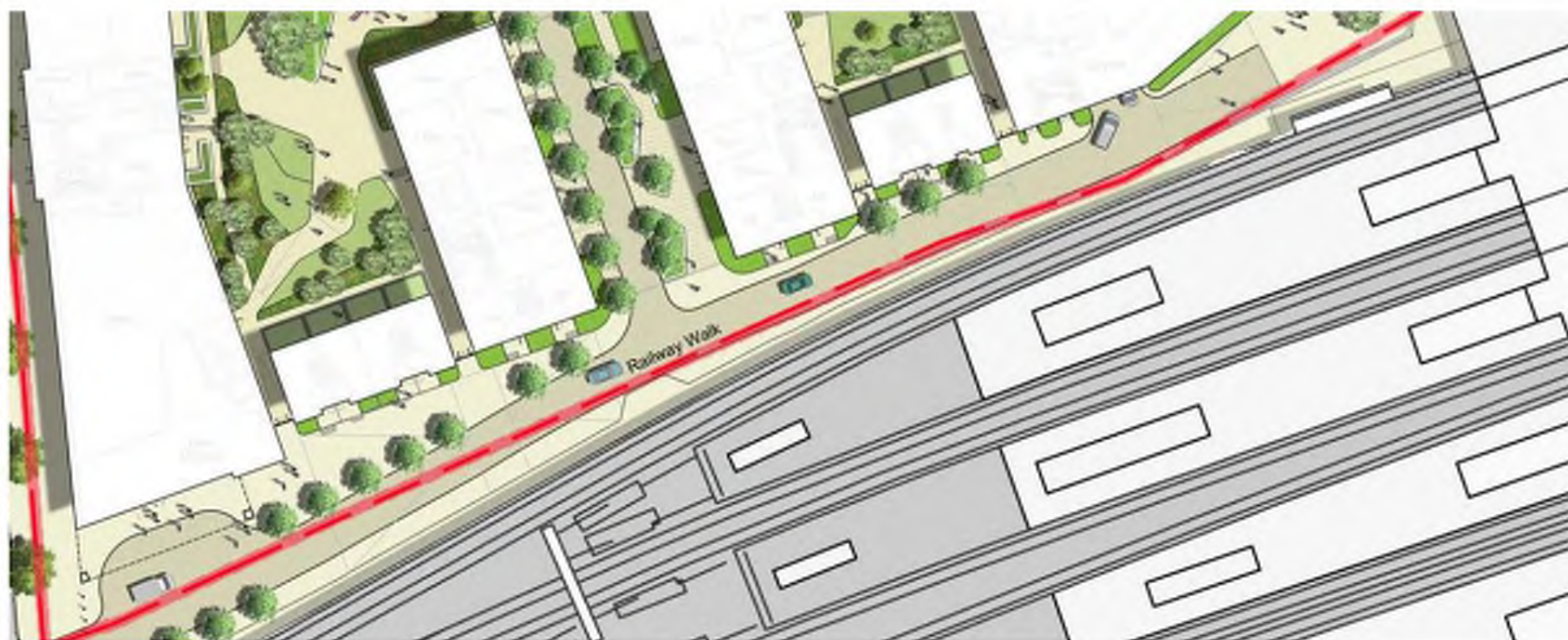
The 'opening up' of this route creates a space of a different character to The Avenue – it provides more 'localised' connection, by virtue of the fact that the connection point to Station Square will be less obvious than the route along The Avenue. This is entirely appropriate, given the intended primacy of The Avenue.

The Middle Street

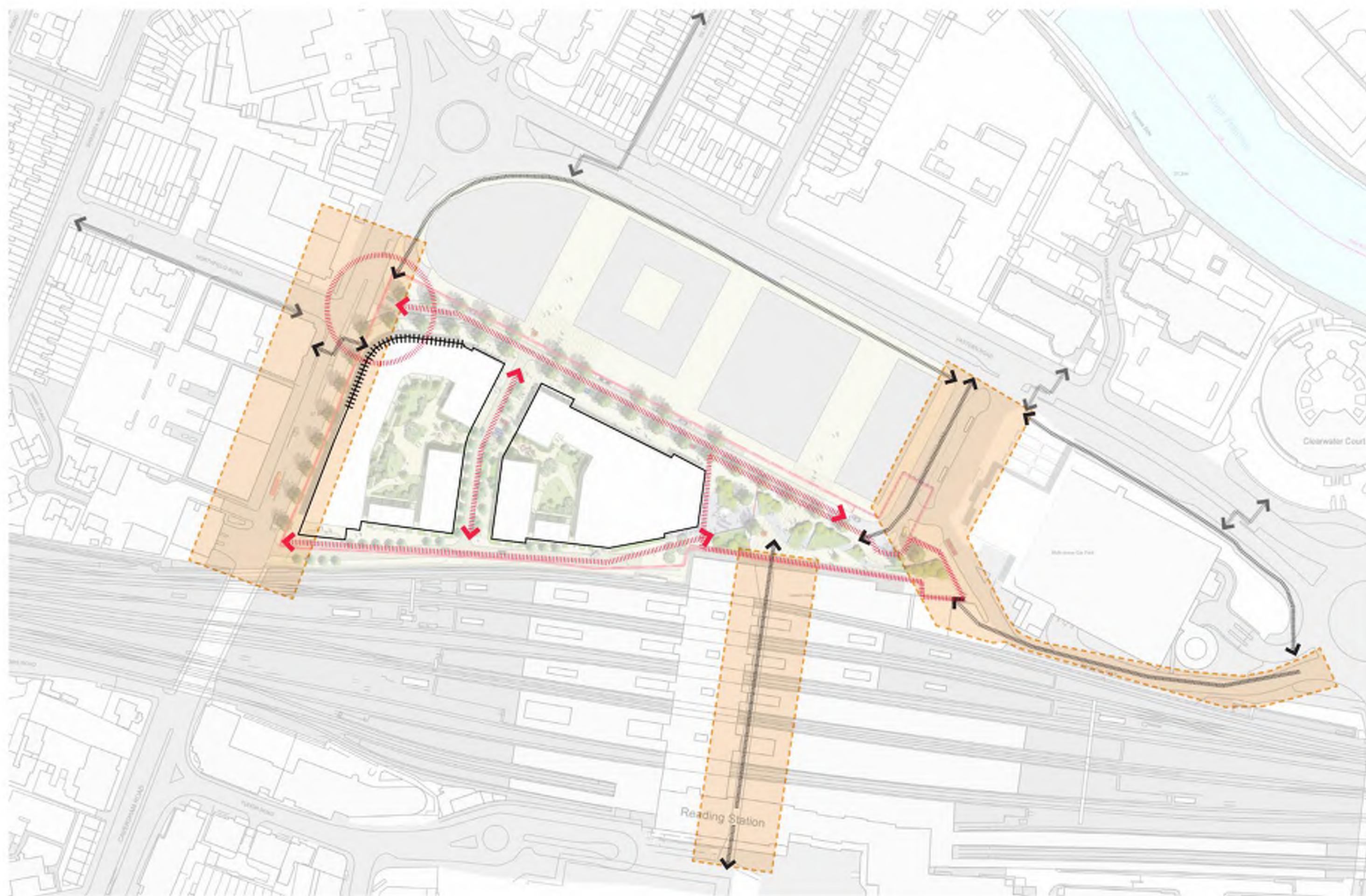
The Middle Street runs between The Avenue and Railway Walk, providing pedestrian and vehicular access to Railway Walk whilst also creating the potential to connect into the aforementioned route to De Montfort Road and the River Thames. Again, this route is intended to be secondary in urban hierarchy to the Avenue. As such, the proposed alignment is angled to remove emphasis from the connection and also visually terminate on the proposed building / massing, rather than the railway wall.



The Avenue



Railway Walk



4.3 DESIGN PROPOSAL: SITE ARRANGEMENT

RELATIONSHIP TO PROPOSED / POTENTIAL MOVEMENT PATTERNS, SPACES AND ROUTES

1. Western and Eastern connection to the River Thames

As recorded in the RSAF, connections to the north are proposed from two points on the site – at Station Square and approximately mid-way along The Avenue. The proposed site arrangement responds to both of these proposals, with the detailed layout of Station Square creating a direct path / 'desire line' across the site and the proposed 'Middle Street' aligning with the proposed connection across Vastern Court Retail Park, Vastern Road and along De Montfort Road.

Proposed Spaces (public and private)

2. Station Square

Station Square represents a significant new public space for Reading. The scale, layout and detailed design proposals are commensurate with the status of Station Square as one of the key 'gateway' spaces for the Town, with the routes to and across the square reinforcing existing movement patterns, establishing connectivity to new routes (The Avenue and Railway Walk) and facilitating the development of new connections to the north.

The 'shape' of Station Square responds to the existing boundaries and relates (on the western/tower side) to the geometry of the Railway. In doing so, this increases the surface area of the square significantly, when compared to the existing arrangement and that proposed in the now expired consented scheme. This alignment mediates between the two prevailing contextual geometries, as described in Section 4.4 of this document.

3. The Avenue / Middle Street Junction

The Scale of The Avenue naturally creates a major new route for Reading in its own right, as well as creating the potential for a 'secondary' public space at the crossing point of Middle Street, The Avenue and the rear of Vastern Court Retail Park. Two café / catering units are proposed at this point, as well as a change in the building form.

It is important to recognize that this space does not constitute a 'rival' to Station Square. Rather, it acknowledges an important node point that is created as a natural outcome of the alignment and crossing of the proposed and potential routes. Station Square retains primacy due to the fact that it is the gateway site, providing entry and exit to the station, it is significantly larger and it is lined with buildings of greater prominence than those lining The Avenue.

4. South of Middle Street

At the southern end of Middle Street, the building arrangement and angling of the street allows for the creation of a green area, in front of the residential buildings. This space further 'terminates' Middle Street and also provides difference in character as pedestrians use Railway Walk.

The angled 'kink' of the street is proposed for the following reasons:

- The north/south route is a secondary route and the realignment/ 'kink' of this route takes emphasis away from any desire line. That is in line with the hierarchy of routes and alignments of buildings and Reading Townscape that is being proposed, and also means the route becomes less of a 'grand avenue'. This 'kink' mediates between the historic and contemporary townscape to the north and the railway to the south and as such and as such, it serves an important function in 'knitting' the proposal into the existing fabric of the town.
- The kink also means that this route visually terminates on a building, not the Railway Wall. As noted, this is a secondary route that will (primarily) provide access to the residential units located along the street, whilst avoiding the negative aspects of a 'closed off' scheme (that is to say, creating a solid wall of buildings lining The Avenue).
- In addition, it should be noted that the previously consented scheme 'kinked' the route in exactly the same way

5. Corner of Caversham Road and The Avenue

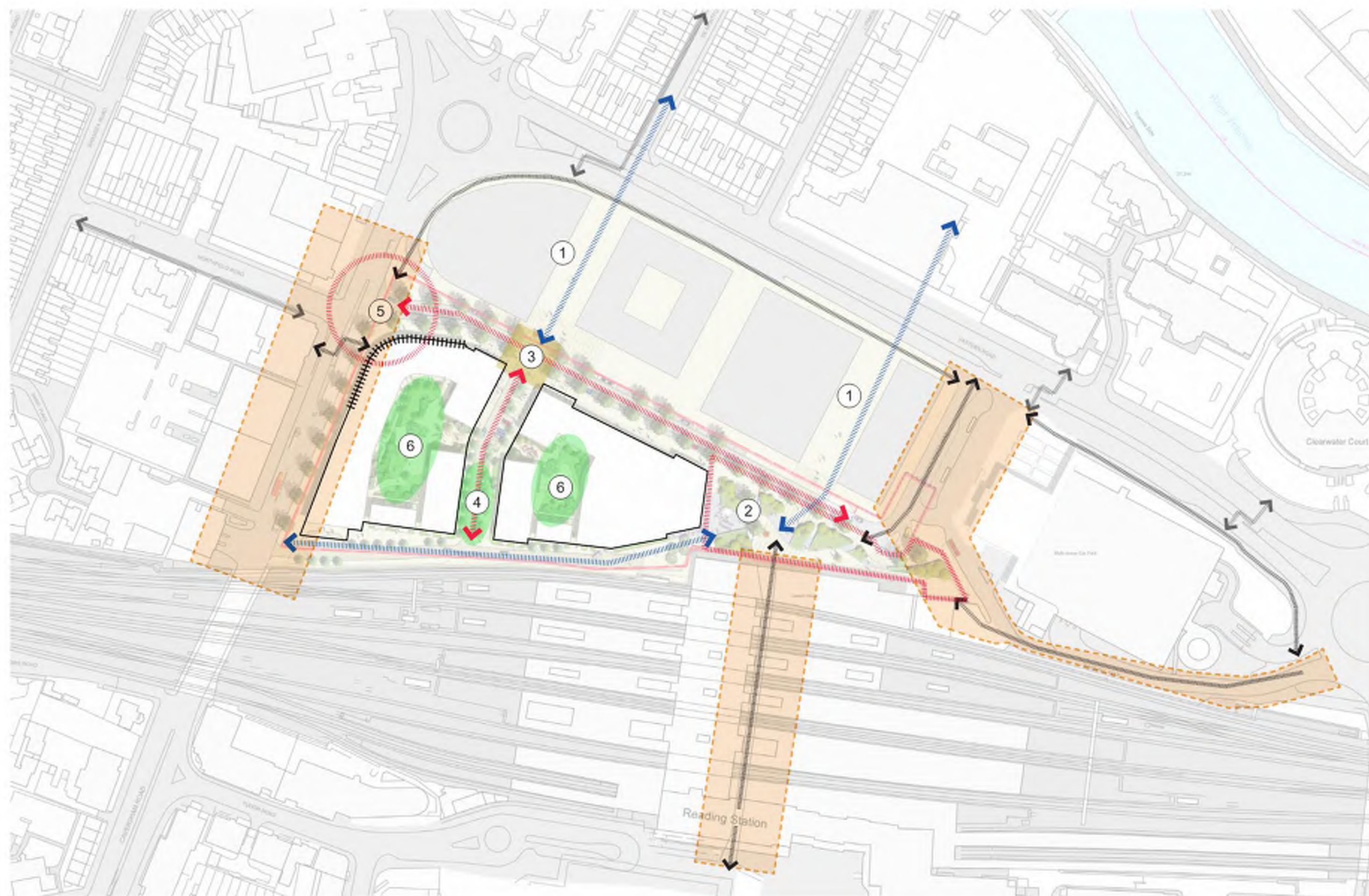
The proposed alignment of the junction connecting The Avenue to Caversham Road creates a natural 'curvature' of the building form, meaning this important corner benefits from widening of the street and creates a greater prominence to this corner. Whilst not intended as a 'dwell space' in its own right, the proposed corner forms will create a special difference.

6. Private Courtyards and upper level amenity spaces

Two private courtyards for the heart of the residential 'blocks'. These will be accessible to residents only and will be lined with private residential gardens along their inner edges. A mixture of activities are envisaged for these areas, including: seating, play and planting. These areas are accessed through the residential entrance lobbies.



Middle Street



4.3 DESIGN PROPOSAL: SITE ARRANGEMENT

CHARACTER SPACES

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Together, these routes and spaces form a layout that informs distinct 'Character Spaces'.

Each of these will have a distinct character and purpose, serving and enhancing the areas and functions to which they relate.

These character areas are as follows:

- | | |
|-----------------------------|---|
| 1. Station Square | 'Civic': The Civic Gateway |
| 2. The Avenue | 'Boulevard': Tree lined Avenue for connection and leisure |
| 3. The Square on the Avenue | |
| 4. Middle Street | 'Residential Street': |
| 5. Railway Walk | 'Mews': A more intimate, contained environment |
| 6. Caversham Road | 'Urban Street': Mediates between the busy Caversham Road |
| 7. The Private Courtyards | |
| 8. The Roofscape | |



4.4 DESIGN PROPOSAL: MASSING AND FORM

STRATEGIC MASSING

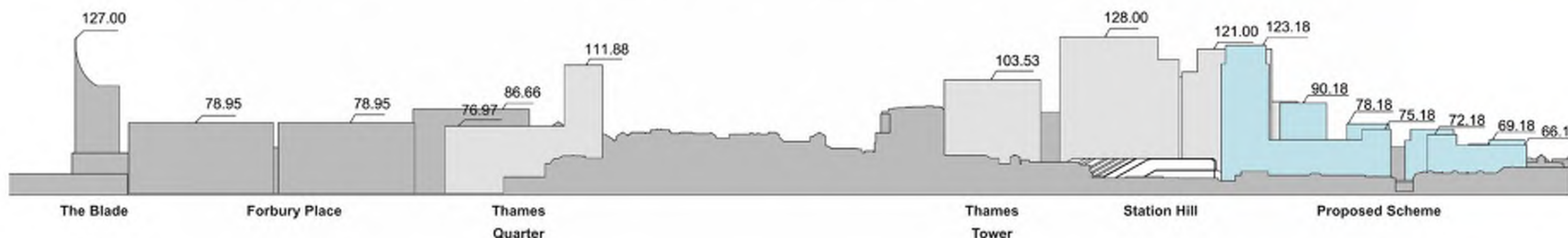
The proposed site massing responds to the routes, connections and spaces outlined above, whilst also creating efficient building forms for the proposed uses.

Strategic Massing: Building Heights, relationship to Reading

In general massing terms, the proposal is highest towards the Station entrance, overlooking Station Square and reduces towards Caversham Road to the west and Vastern Court to the north. This approach mediates between the differing scales to which the proposal relates – the 'Town Centre' scale (and Station Hill in particular, as described below) and the lower, established scales of Caversham Road, Vastern Road and the north of the town.

However, it is also important to recognise that the (potential) redevelopment of Vastern Court Retail Park will significantly alter some of these contextual relationships. As such, this document (and the supporting Visual Impact Assessment) illustrates this, by showing both the existing and the potential building massing of Vastern Court.

Long elevation (taken from the north looking south)



Strategic Form

The forms of the buildings respond to three main generators:

1. Relationship to Reading

The existing typology or 'grain' of the town, running in a clear pattern from the River Thames and the geometry of the Railway. These two geometries are illustrated overleaf, showing how the site mediates between these two geometries. These are particularly manifest in the relationship of The Avenue and the Middle Street to the northern grain, with the southern/railway end of the proposal relating to this alignment.

2. Orientation

The pattern of development and resultant building forms sit on a roughly north/south axis. Following this grain allows for predominantly east/west facing residential development, creating good aspect for the vast majority of the residential units, as well as appropriate orientation for other proposed uses.

3. Use / Function

The buildings are primarily rectilinear in form, responding to their uses, other than where they interact with important 'node' points, namely Station Square, the junction of The Avenue and Caversham Road and the junction of Railway Walk and Caversham road. At these points, the building forms become more tailored to their context, with the tower relating to the geometry of Station Square and the scheme itself, The Avenue / Caversham Road junction curving to acknowledge the special geometry created by the road and its context and the office building at the corner of Railway Walk stepping to mediate between the scale of the railway wall and the buildings proposed along Caversham Road, as well as the increased depth of floorplate required for the office use.



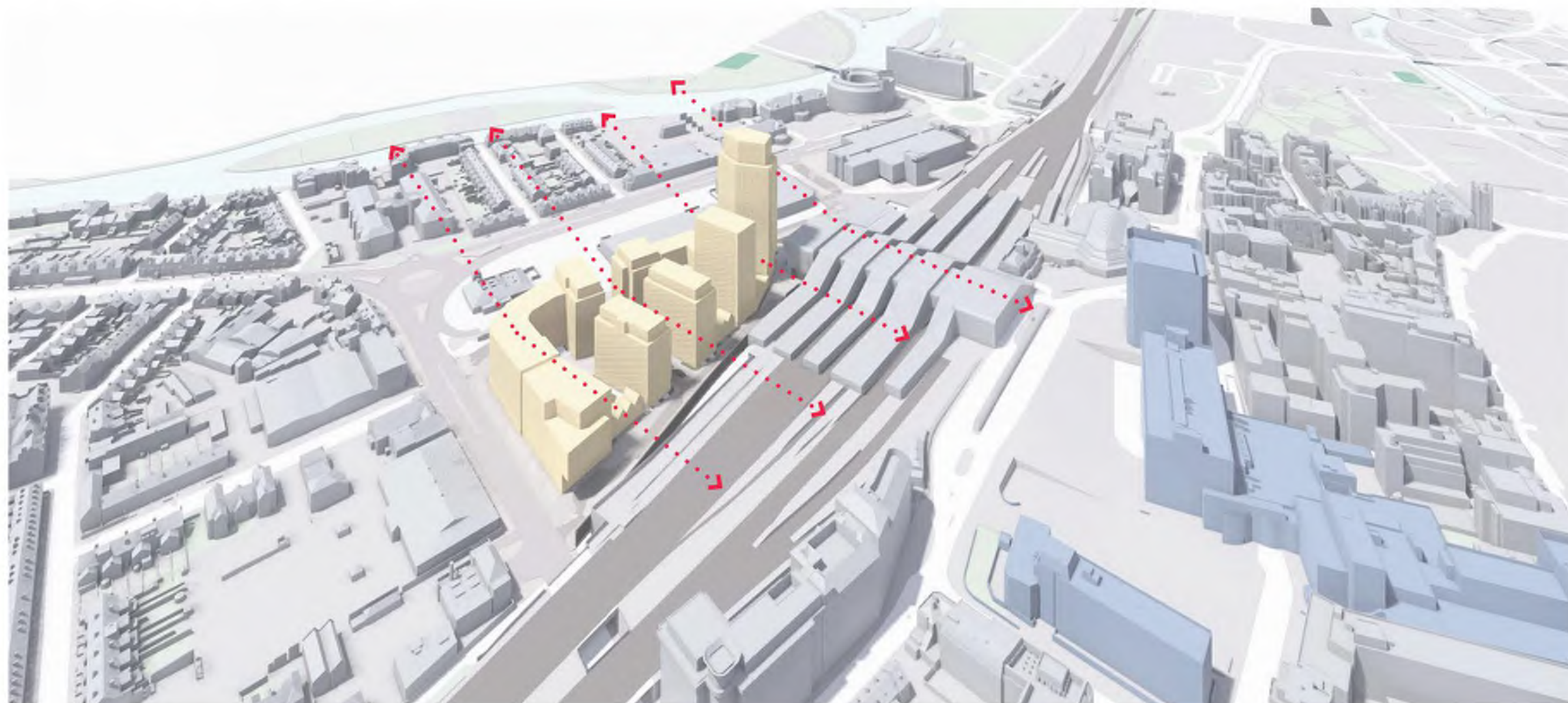
Proposed massing: aerial view from north west



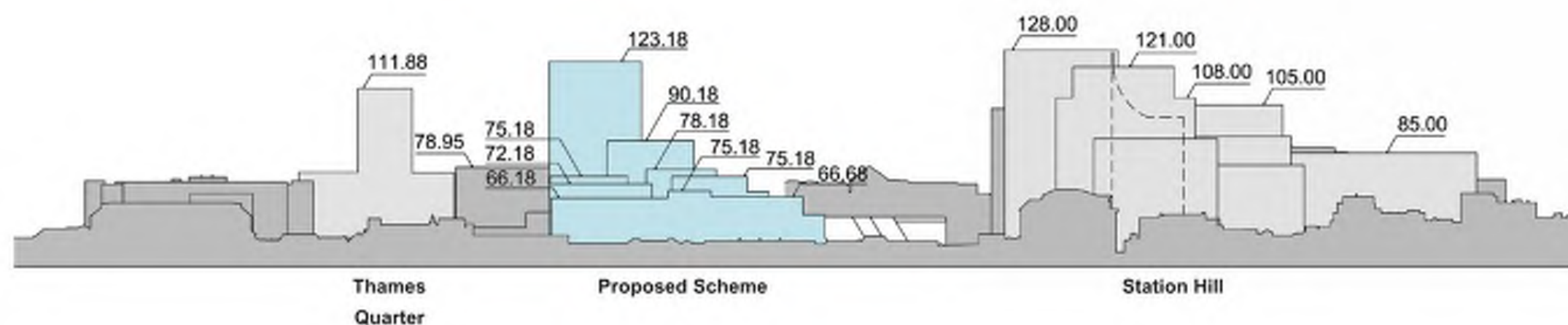
Proposed massing: aerial view from south west



Proposed massing: aerial view from east



Long elevation (taken from the west looking east)



4.4 DESIGN PROPOSAL: MASSING AND FORM

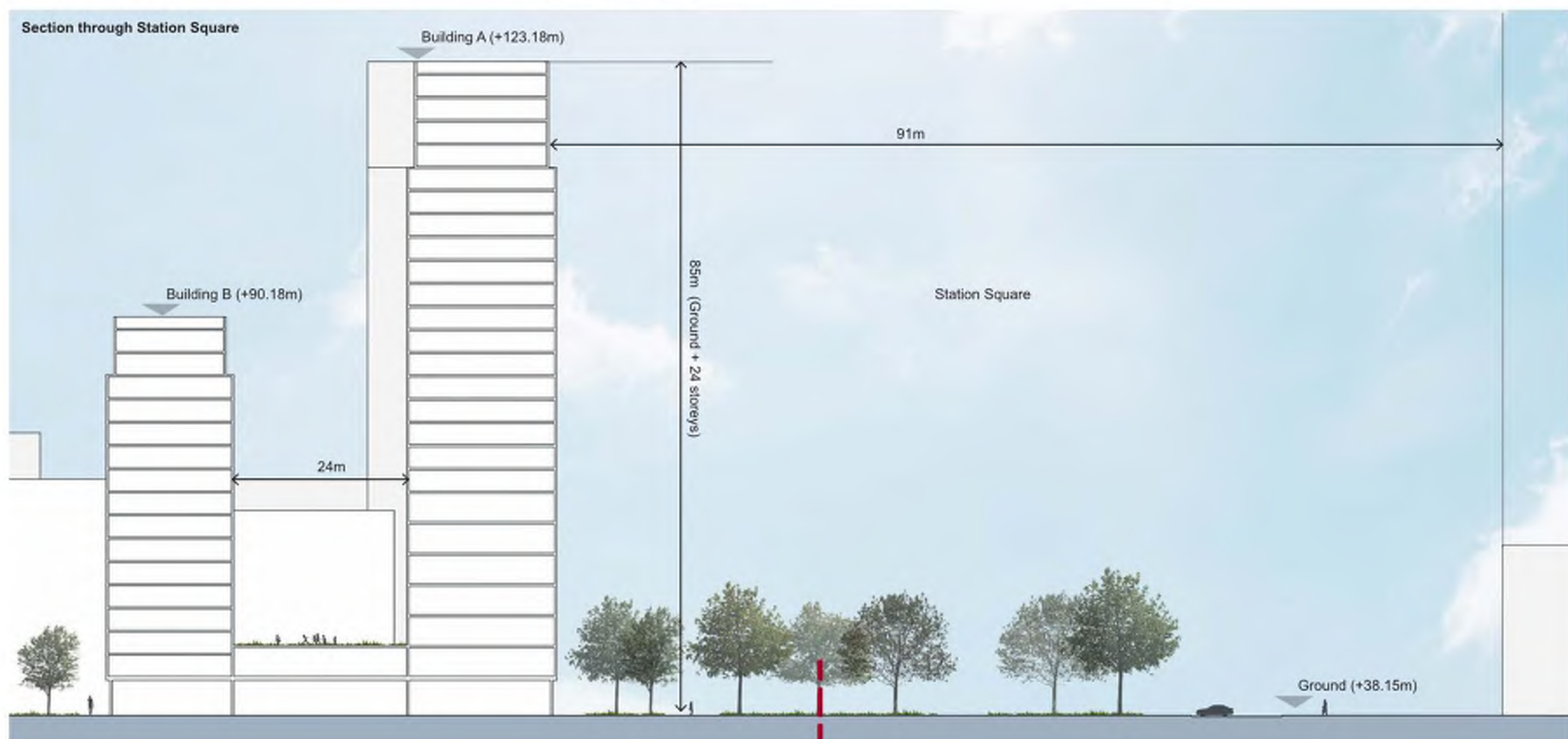
SCHEME MASSING AND FORM

This section describes the proposed building heights and their relationship to the local context and the proposed spaces and routes.

As described, six 'Character Areas' provide guidance for the massing appropriate to the proposed spaces and routes.

1. Station Square and The Tower

As outlined in The Reading Tall Buildings Strategy document and reinforced throughout the design evolution of this proposal, the site is suitable for a building of height. As described, in the context of Reading, this height is established by the acknowledged primacy of the Station Hill Development (with buildings consented at +128.00m A.O.D.) and as such, this proposal responds to this by being lower than Station Hill, whilst maintain a strong identity (in townscape terms) in its own right.





4.4 DESIGN PROPOSAL: MASSING AND FORM

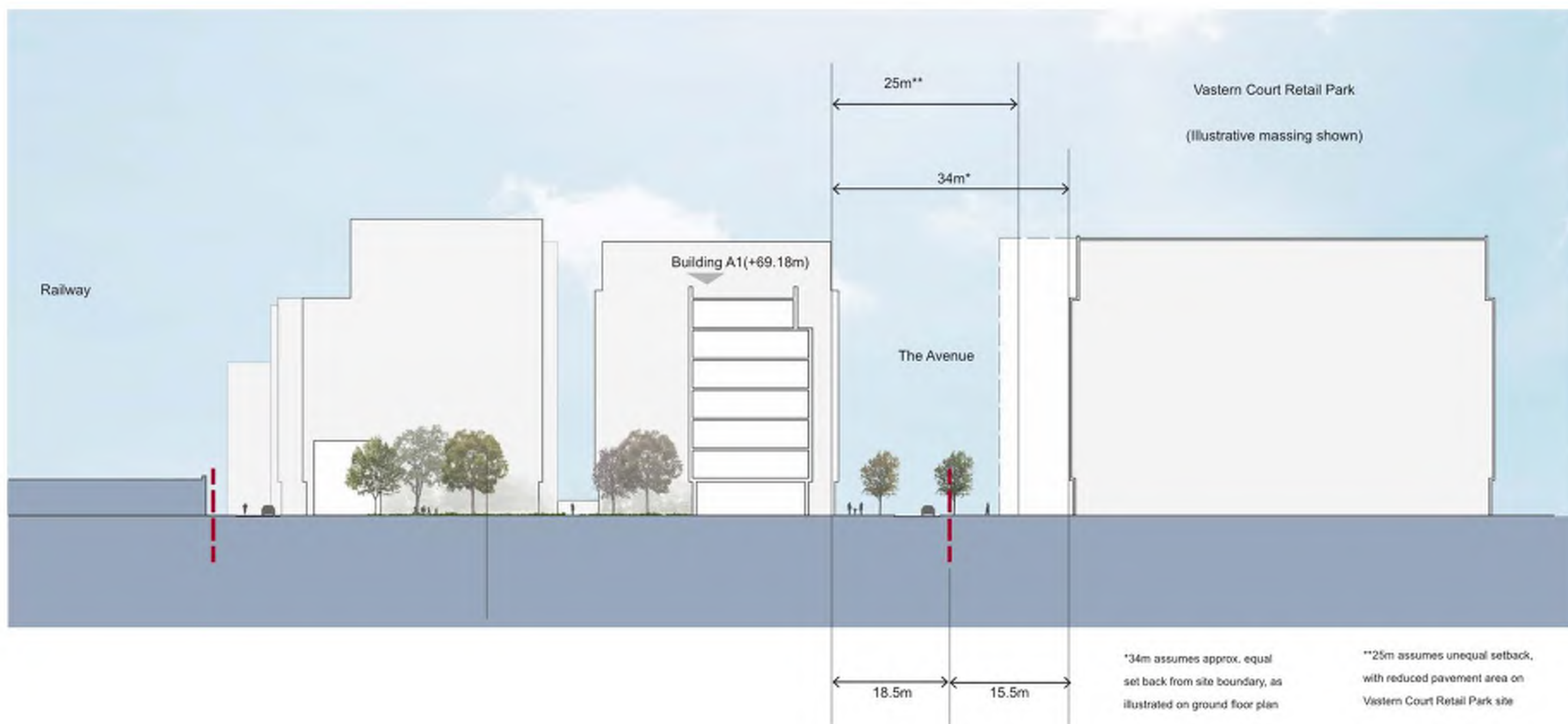
2. The Avenue and Railway Walk

This tree lined Avenue / Boulevard needs to 'create' a number of conditions. Firstly, the width must be appropriate for its character as a primary connection for Reading. Secondly, it must accommodate the various users, including pedestrian, cyclists and cars, as well as parking and trees. Finally, the proposed massing must allow adequate light to fall upon the street, whilst providing containment to the space. To that end, a number of precedent studies have been undertaken to reference successful examples of similar urban conditions. These are illustrated over leaf.

This study, along with the various massing arrangements explored, concluded in a street width of 18.5m to the site boundary. If similar allowance is made on the Vastern Court Retail Park site (as would seem appropriate) these dimensions increase to 34m. This has in turn informed the height / massing of the predominant building elevations to The Avenue – the office building and residential buildings. These are proposed at 7 and 8 storeys respectively. These line the street without seeming 'overbearing'. The key junction / space of the Avenue and The Middle Street is then acknowledged by two buildings of increased height. These frame the entry point to Middle Street from the South

and also provide a layered 'visual termination' to this route, removing emphasis from Middle Street.

When read together – the scale of the space being suited to its use and the adjacent building heights – the proposal will create a successful new Avenue, with the appropriate width and enclosure required to support its character and function.



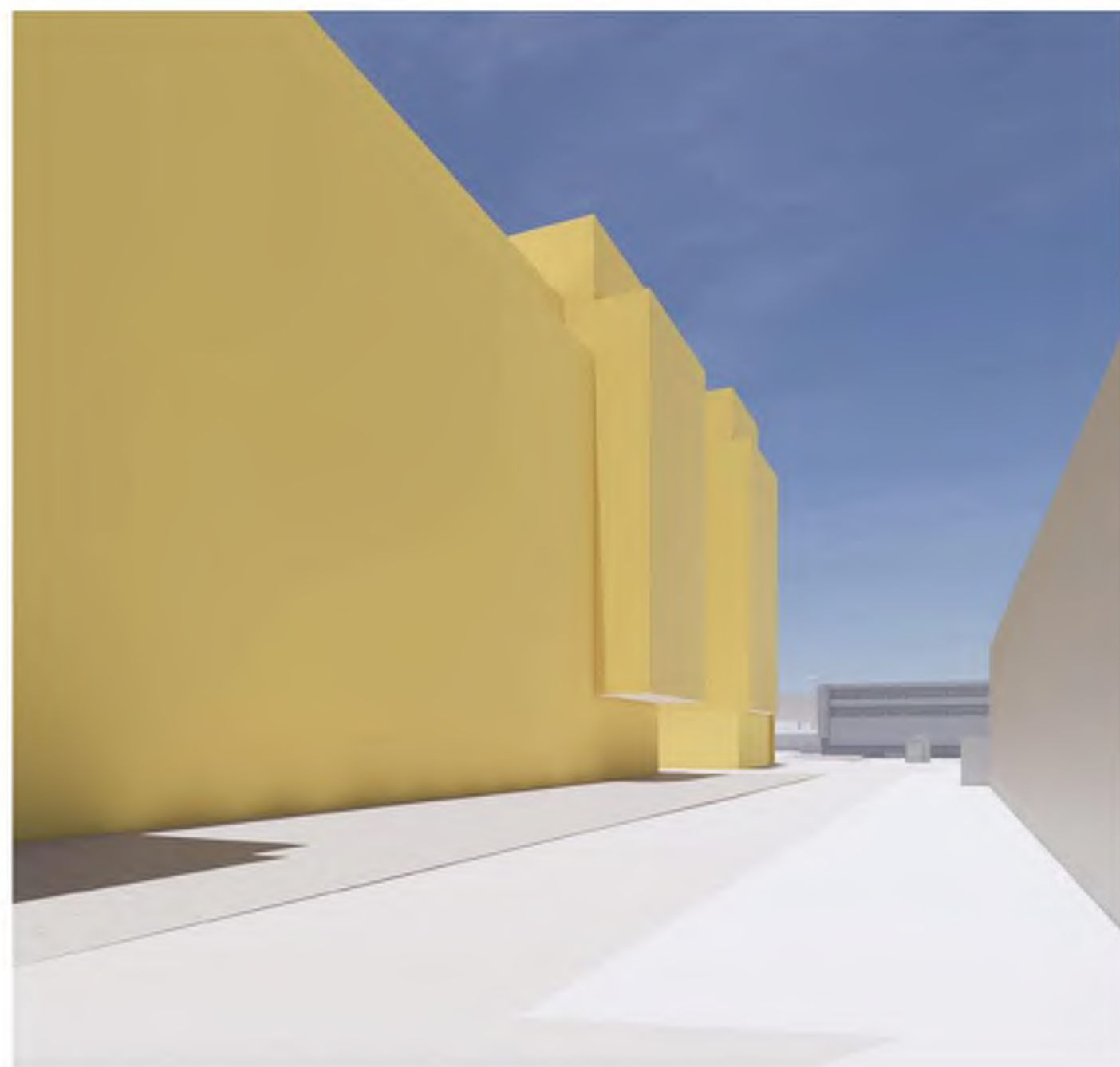
Avenue and Railway Walk Images

Railway Walk will provide a second connection from Caversham Road to Station Square. This will be predominantly pedestrian route, but it will however provide access for servicing, maintenance to the railway wall, access to the Caversham Road office building and access to the basement parking. Whilst this may sound significant, the vehicle movements along this route are predicted to be very low.

The proposed building massing mediates between the taller elements of the scheme and the more intimate quality of space envisaged. To that end, 3 storey town houses are proposed to line this route, providing a varied townscape when set against the taller buildings lining Middle Street.

These town houses are intended to serve a number of functions:

- Firstly (and most importantly), they will provide large, high quality dwellings in the heart of the town centre
- In addition, they will provide passive surveillance and a sense of 'ownership' to the street.
- They will screen the private courtyard areas from Railway Walk



4.4 DESIGN PROPOSAL: MASSING AND FORM

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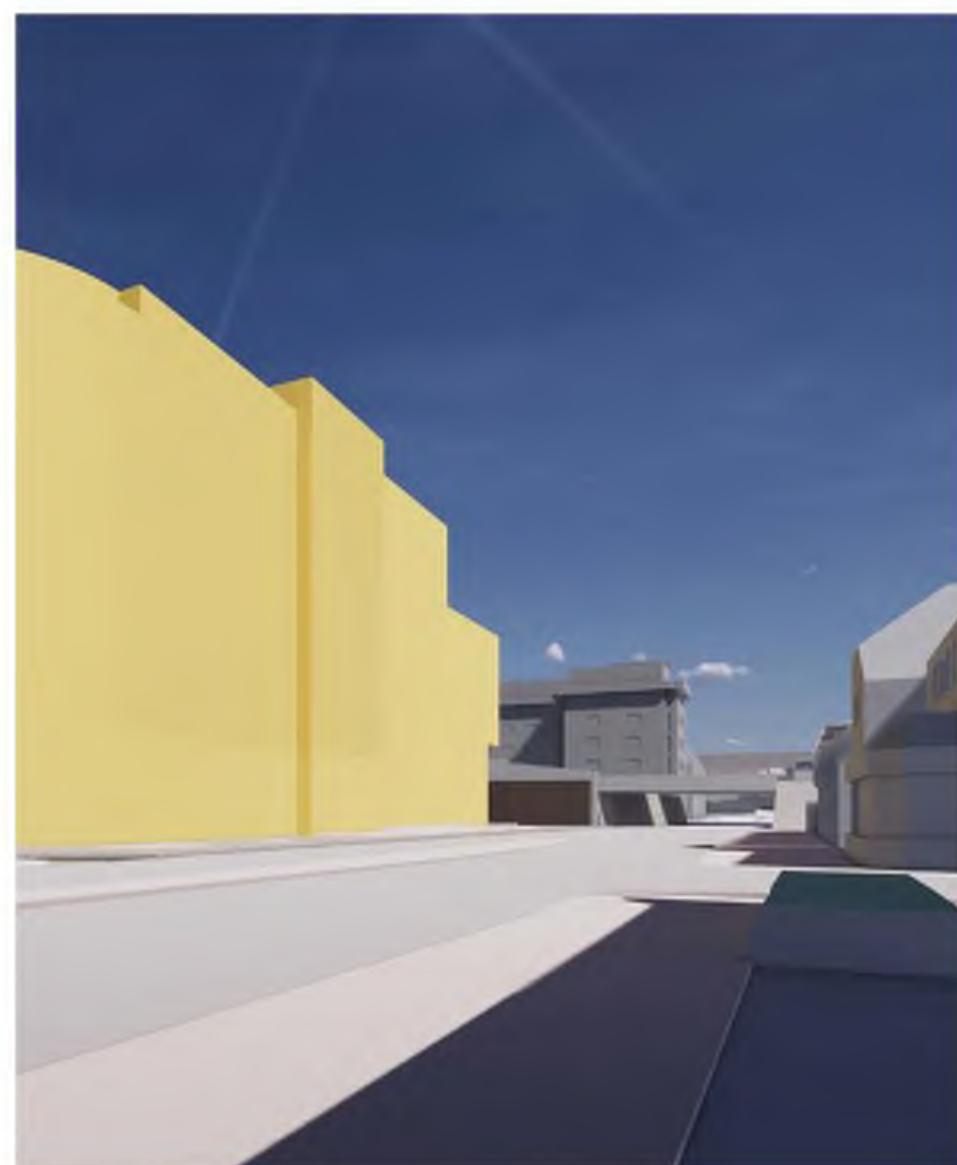
3. Caversham Road, Middle Street and the Residential Courtyards

The buildings scale down from east to west across the scheme. Caversham Road is a wide road at over 26m from building line to building line. The proposed massing along this elevation is approximately 66m A.O.D, or 28m. This allows for the accommodation of commercial uses at ground floor level (addressing the street).

Middle Street connects The Avenue to Railway Walk, and whilst it is considered secondary in urban hierarchy terms to The Avenue and the existing and proposed north south routes, it is still intended to create a distinct sense of place that engenders a sense of community. The street is lined with commercial uses at ground floor level to the north (with residential above) and solely residential to the south. The buildings are intended to provide a sense of containment to the street, whilst allowing good daylight levels to penetrate to ground level. It is intended to create an appropriate 'urban' / town centre character, but one that is defined by its residential character.

The residential courtyards provide generous space for a variety of activities, with play space, private gardens and communal seating and planting areas proposed. The spaces will be contained and enclosed by the inner, southward facing residential units.





4.4 DESIGN PROPOSAL: MASSING AND FORM

APPLICATION PARAMETERS

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This drawing summarises the building heights and proportions applied for. This is included as drawing number A11113 C 2 010 P1 - Development Plots and Building Heights.

This records the position and form of the Proposed Plots, along with the Maximum Proposed Building Heights.

Building A: +123.18m AOD

Building B: +90.18m AOD

Building C: +74.18m AOD

Building D: +77.18m AOD

Building E: +74.18m AOD

Building F: +74.18m AOD

Building G: +66.18m AOD

Building H: +68.18m AOD

Building J: +66.68m AOD

PROPOSED DEVELOPMENT PLOTS (SITE LAYOUT) & MAXIMUM BUILDING HEIGHTS



4.5 DESIGN PROPOSAL: USES, DENSITY AREAS & PHASING

PROPOSED USES

This section drawing and the following plan drawings illustrate the proposed distribution of uses across the scheme.

HABITABLE ROOM

Habitable Rooms per hectare (site area included red and blue boundary; living room/ kitchen count as habitable):

(No. of Studio x 1 + No. of One bed x 2 + No. of Two Bed x 3 + No. of Three Bed x 4) / site area

+ 79 x 1 + 227 x 2 + 335 x 3 + 17 x 4 / 2.2ha

= 1,606/2.2ha

= 730/ha

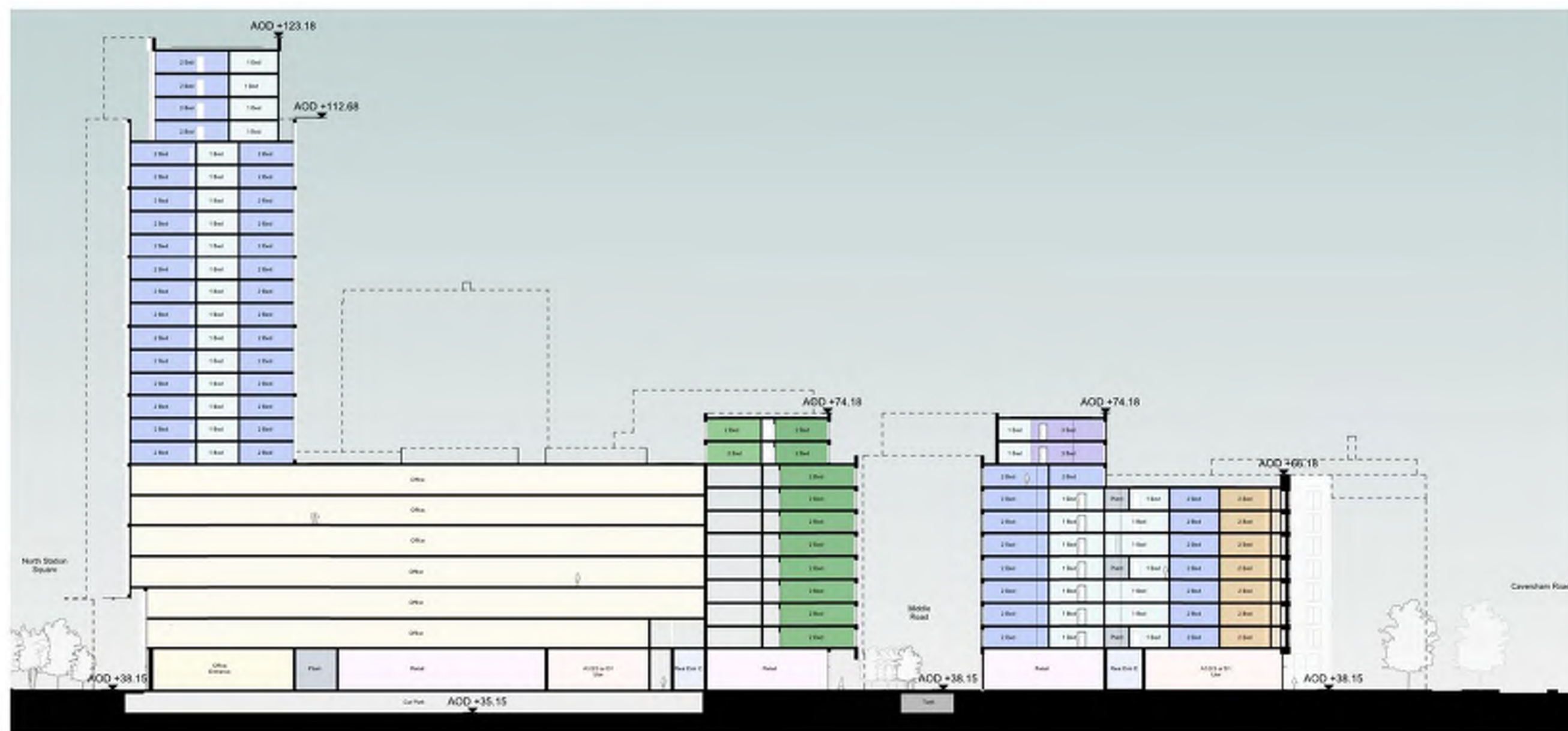
PLOT RATIO

Density across the site (site area included red and blue boundary):

GEA/site area

= 80,126m² / 22,123m²

362%



	GEA (m²)		
	PHASE 1 (Building A, B, C, & TH1)	PHASE 2 (Building D)	Phase 3 (Building E, F, G, H, J & TH2)
Residential	28,694 m²	6,968 m²	22,882 m²
Office	10,065 m²		6,509 m²
Retail	1,684 m²		205 m²
A1/2/3 or D1 use	263 m²		509 m²
Car Park	2,347 m²		
	43,053 m²	6,968 m²	30,105 m²
	80,126 m²		

Residential Apartment Mix																																												
Phase 1													Phase 2				Phase 3																											
Building A				Building B				Building C				Town Houses 3 Bed	Building D				Building E				Building F				Building G				Building H				Town Houses 3 Bed											
Studio	1 Bed	2 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed		Studio	1 Bed	2 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed	Studio	1 Bed	2 Bed	3 Bed												
GROUND*												3		1	1	3		1	1			1	1	3	1		6	4			1	1	3	1		4	4			2	1			4
1st Floor														1	1	3	1		6	4			1	1	3	1		6	4			4	4			3	3							
2nd Floor														2	1	5			6	4			2	1	5			6	4			4	4			3	3							
3rd Floor														2	1	5			6	4			2	1	5			6	4			4	4			3	3							
4th Floor														2	1	5			6	4			2	1	5			6	4			4	4			3	3							
5th Floor														2	1	5			6	4			2	1	5			6	4			4	4			3	3							
6th Floor														2	1	5			6	4			2	1	5			6	4			4	4			3	3							
7th Floor	1	4	4											2	1	5			6	4			2	1	5		3	1	4			3	3											
8th Floor	1	4	4											2	1	5		1	2	4			2	1	5																			
9th Floor	1	4	4											2	1	5		1	2	1	1			2	3																			
10th Floor	1	4	4											2	3			3	1	1				2	3																			
11th Floor	1	4	4											2	3																													
12th Floor	1	4	4																																									
13th Floor	1	4	4																																									
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18th Floor	1	4	4																																									
19th Floor	1	4	4																																									
20th Floor	1	4	4																																									
21st Floor	1	2	3																																									
22nd Floor	1	2	3																																									
23rd Floor	1	2	3																																									
24th Floor	1	2	3																																									
Sub Total block Total	18	64	68	0	8	23	59	0	16	14	26	0	3	17	14	50	4	2	50	35	2	15	13	45	4	3	26	30	0	0	23	22	0					4						
Phase total	299												85				274																											
658																																												
Studio	14.05%												20.00%				7.30%																											
1 Bed	33.78%												16.47%				40.88%																											
2 Bed	51.17%												58.82%				48.18%																											
3 Bed*	1.00%												4.71%				3.65%																											
Studio	79												12.01%																															
1 Bed	227												34.50%																															
2 Bed	335												50.91%																															
3 Bed*	17												2.58%																															

* Town House and Duplex are counted as 3 Bed
 # Duplex Units on ground and first floor

NB: All numbers of apartment have been measured from current drawings and are approximate at this stage of the design. They may vary because of (eg) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured.

4.5 DESIGN PROPOSAL: USES, DENSITY AREAS & PHASING

PROPOSED PHASING

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Phase 1: Buildings A,B,C & TH1



Phase 1 includes a significant amount of infrastructure, including the creation of Station Square, The Avenue and the establishment of Middle Street and part of Railway Walk. In support of this, the proposed buildings include the tower and residential blocks, along with the first phase of offices along The Avenue and the community use.

Phase 2: Building D



Phase 2 includes Building D. This has been isolated into a separate phase to allow for continuing residential development without the establishment of the significant infrastructure associated with Phase 3.

Phase 3: Buildings E,F,G,H,J & TH2



Phase 3 includes Buildings E,F,G,H, J & TH2. This third phase will complete The Avenue, Railway Walk and the public realm enhancements to Caversham Road.

4.6 INDICATIVE ARCHITECTURAL TREATMENT

INTRODUCTION

The following pages illustrate indicative architectural layouts and architectural treatments, working within the parameters outlined above. They illustrate how the scheme could be developed and are intended as a guide only; they do not represent a design code. However, they do illustrate in some detail how the scheme could be developed as applications are made for each of the buildings / phases.

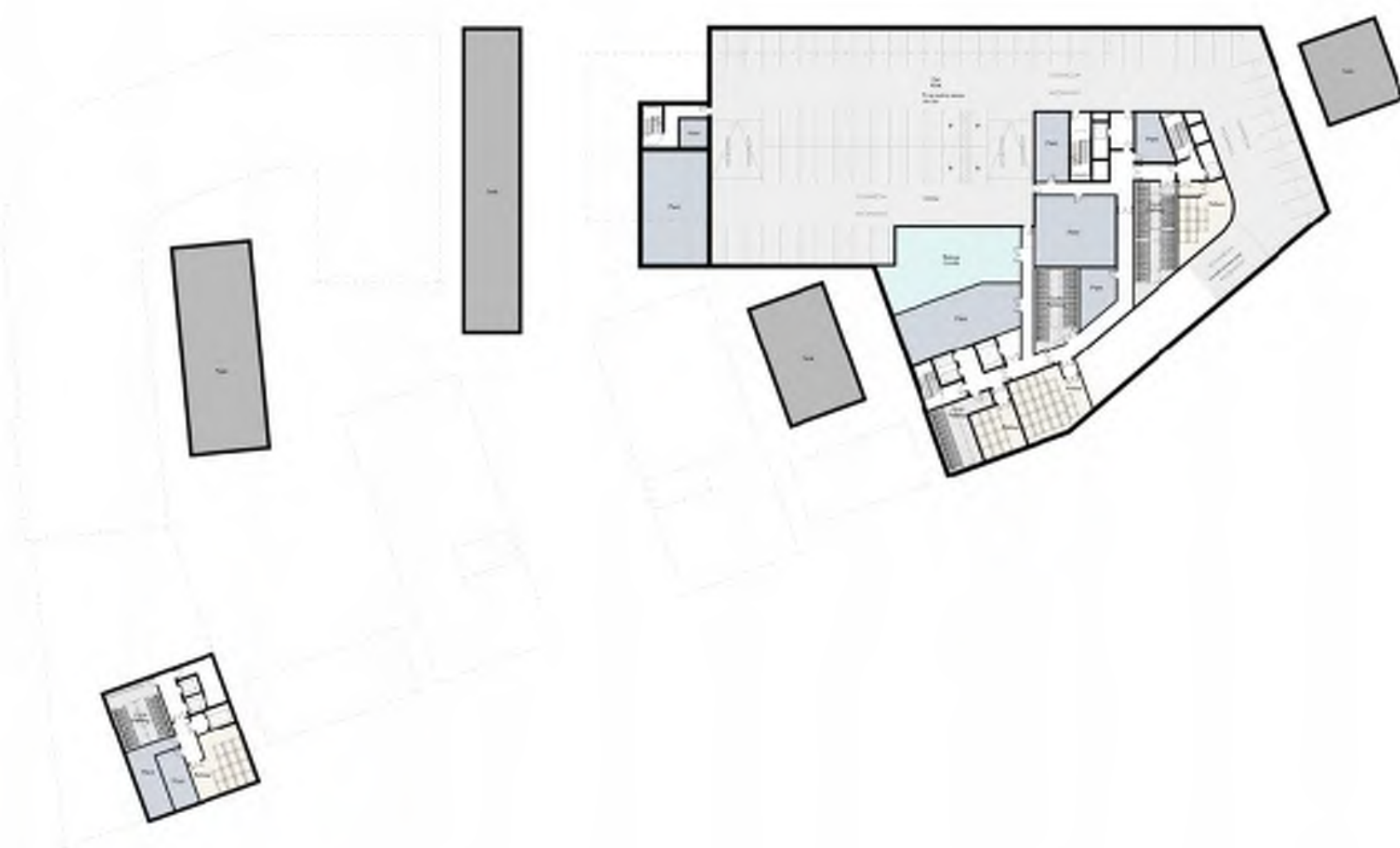
BASEMENT LEVEL

Two basement areas are proposed for the scheme, the first and most significant is located below Buildings A, B and contains 70 car parking spaces, with refuse storage, plant and bicycle storage serving the levels above.

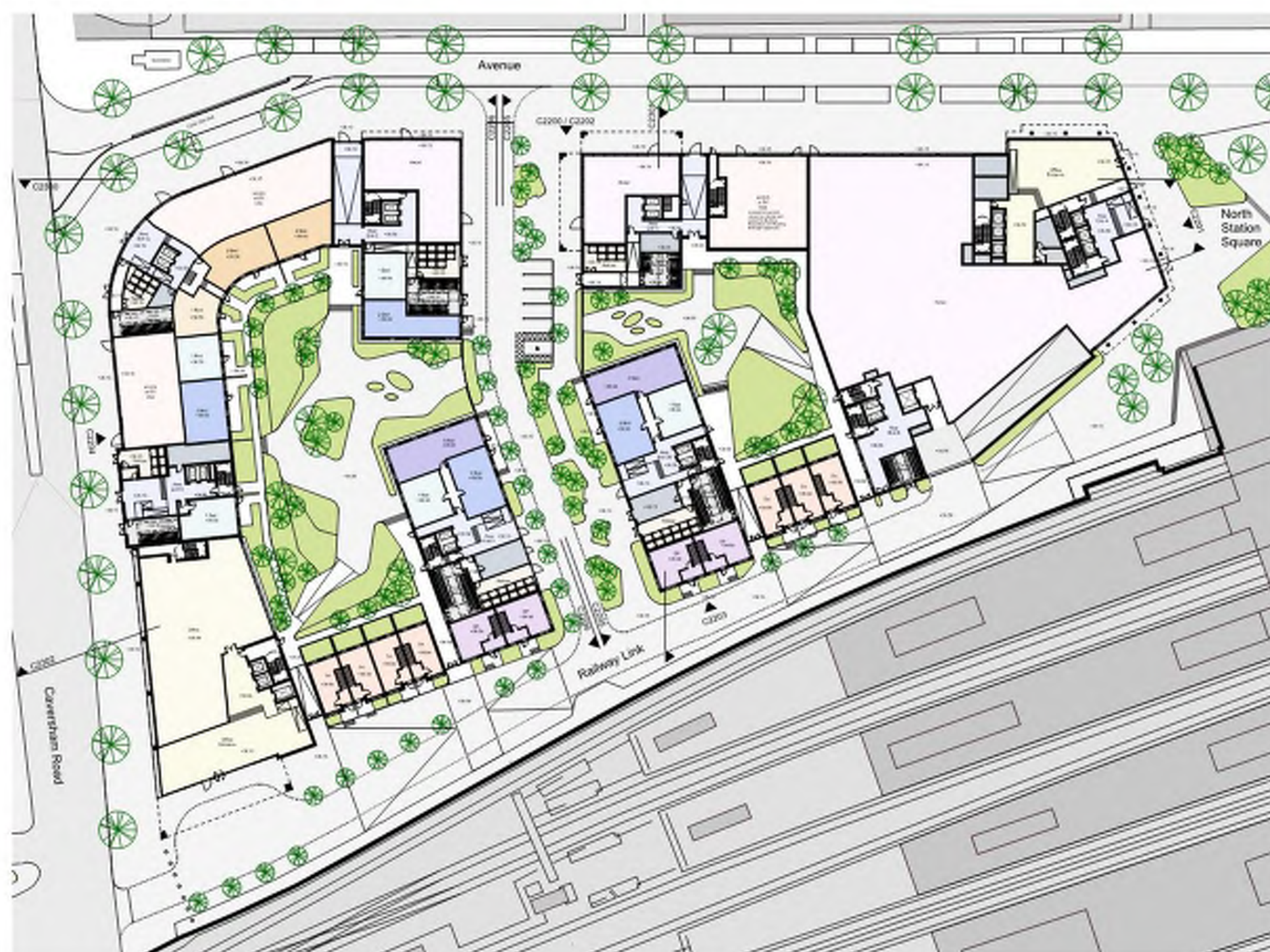
The second, smaller basement area is located to the south west of the scheme, at the corner of Caversham Road and Railway Walk. This includes refuse storage and cycle storage for the office accommodation.

Other areas (shown in grey), are intended for attenuation tanks - these are covered in more detail in supporting documents.

INDICATIVE BASEMENT LEVEL



INDICATIVE GROUND FLOOR PLAN



1 Bed	Res. Entr. A	Shared Ownership 1 Bed
2 Bed	Res. Entr. B	Shared Ownership 2 Bed
3 Bed	Res. Entr. C	Social Rented 1 Bed
8,10,12 or 14 Use	Res. Entr. D	Social Rented 2 Bed
Car Park	Res. Entr. E	
Cycle Parking	Res. Entr. F	
GP (Health)	Res. Entr. G	
Office	Res. Entr. H	
Office Entrance	Retail	
Office WC	Tin (Town House)	
Plant		
Refuse		

GROUND FLOOR

The indicative ground floor layout illustrates the potential arrangement for the proposed uses. A mixture of uses are proposed off of North Station Square, with retail, residential entrance and office entrance. The retail space continues along The Avenue, with community use, residential entrances and cafes etc.

The cafes turn the corner to the north of Middle Street, with residential then lining this to the south. Railway Walk has a number of uses and buildings of varying scale, with retail the east, residential along the central section and the Caversham Road offices to the west.

Caversham Road is then lined with offices and residential, with health / community use located at the important junction of Caversham Road and The Avenue.

Public Realm

The public realm is the focal point of the site at ground floor level, encouraging footfall from the train station and the wider town.

4.6 INDICATIVE ARCHITECTURAL TREATMENT

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INDICATIVE THIRD FLOOR PLAN



UPPER LEVEL PLAN 1

The third floor plan illustrates the general arrangement of the office and residential uses at this upper level.

Residential lines Middle Street, with the east end of The Avenue and south end of Caversham Road lined with offices.

Residential units focus on the courtyards, with single aspect units limited by the use of 'through' units to the north elevation.

Each of these blocks have cores accessing a maximum of 10 units.

INDICATIVE SIXTH (OFFICE) EIGHTH (RESIDENTIAL) FLOOR PLAN



UPPER LEVEL PLAN 2

This includes the final level of Phase 1 office, with the difference in storey numbers due to the differing storey heights between the office and residential uses.

4.6 INDICATIVE ARCHITECTURAL TREATMENT

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INDICATIVE NINTH FLOOR PLAN



UPPER LEVEL PLAN 3

The Station Square tower is now shown in context with the other residential blocks. The tower includes two escape stairs and is shaped to mediate between the 'north and south' geometries, as described earlier.

Each of these blocks have cores accessing a maximum of 9 units (the Tower). Other blocks are 5 units.

INDICATIVE SEVENTEEN FLOOR PLAN



UPPER LEVEL PLAN 4

The tower shown in isolation, for the final 9 storeys.

4.6 INDICATIVE ARCHITECTURAL TREATMENT

APPEARANCE

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The indicative appearance, elevation treatments, arrangement and materiality of the building elevations have been carefully considered throughout the design development of the scheme. A number of different arrangements and materials have been explored, each of which have been considered with regard to aesthetics, economy and durability.

Alongside these considerations, the setting within Reading has also been considered. That is to say, the buildings appearance has been generated with reference to the Townscape Character Assessment outlined in Section 1 of this document. As described, each of these have a distinct character, and whilst disparate in form and materials, it has been considered to be important to reference this setting in developing the appearance of Reading Metropolitan.

Reading has a mixture of historic and contemporary buildings (particularly from the post-war period) alongside heritage assets such as the Train Station that remain from the Victorian and Edwardian development associated with the arrival of the railway.

Existing architecture in the immediate vicinity of the site is of varied appearance and displays a variety of colours, materials and detailing, ranging from the use of brick and tile hung elevations on the Victorian and Edwardian era buildings, through the industrial and commercial buildings to the north of the site and the more contemporary materials including glass and metal panels used on the train station.

With reference to this context and history, and to the use and nature of the development itself, the design proposes predominately brick clad elevations to the residential buildings, with a more solid composite panel / 'cast stone' cladding to the commercial buildings, creating a contrast in texture and colour. 'Feature' metal panels are then introduced into this composition, referencing the more contemporary contextual materials and creating emphasis to the verticality of the taller buildings.

By repeating this use of metal panels on both the residential and commercial blocks a common underlying theme has been established to 'bind' the development together, creating a more unified whole.

Throughout the design process, the team have developed a careful balance in the composition of the elevations to optimise the amount of glazing both from an aesthetic point of view and overlooking and daylight and thermal and acoustic aspects. As such, the designs purposefully avoids fully glazed elevations. The facade design is conceived through the three dimensional articulation that comprises the 'primary' frames (cast stone and/or brick), with the 'secondary' inset metal panels and glazing.

INDICATIVE ARCHITECTURAL TREATMENT: READING CONTEXT & CHARACTER



- Brickwork - plain, decorative, contrasting colours, decorative gables
- Typical Neo-Victorian / Edwardian
- Contrasting frame colours
- Typical description (Town Hall): Blue/red brick, Large, Gothic, asymmetrical - tower at the South end
- Contrasting styles, ages, materials sit in close proximity - contemporary and 'historic' sit together; many parts of the town lack architectural cohesion and a clear identity
- Many common features, strong corner forms, banded and patterned brickwork, strong / bold colours

4.6 INDICATIVE ARCHITECTURAL TREATMENT

INDICATIVE ELEVATION PROPOSALS

These indicative elevations illustrate the architectural intent, showing how the proposed materiality, proportions and massing strategy can be successfully developed into a coherent design.

The key elevations are all recorded, with benchmark 'artists impression' images shown alongside. In strategic terms, the materials used are intended to reflect the status, character and use of the spaces and buildings to which they relate.

Eastern Buildings

Predominantly 'cast-stone' (pre-cast) is proposed to the eastern buildings, where a more 'civic' aesthetic is appropriate. This helps to mediate between the differing uses in this building (particularly the office and residential levels), with a controlling grid proposed in a two storey/three storey pattern.

Central Buildings

The central buildings, lining The Avenue, Middle Street and Railway Walk, employ a primarily brick aesthetic, to reflect their residential use. Set backs, balconies and feature panels, along with brickwork detailing and patterns will add character to these, creating an holistic identity for this part of the site. Each building should vary, but equally, they should be read as a 'family'.

Western Buildings

The western buildings include office, residential and community (health) uses. The brick aesthetic will continue here, but with pre-cast elements reintroduced to emphasise points and uses (particularly the junction of Caversham Road and The Avenue). In addition, where office uses are proposed, an increased amount of glazing (set within the brick and pre-cast frame), will be used.



Example precedent images

WESTERN BUILDINGS

EASTERN BUILDINGS



CENTRAL BUILDINGS

4.6 INDICATIVE ARCHITECTURAL TREATMENT



ELEVATION DETAILS

The projecting frame continues around each elevation of the lower

West Elevation, to Station Square

AOD +123.18

Controlling grid mediates between the office and residential uses - 2 storeys of office / 3 storey residential

ELEVATION DETAILS

3 storey articulation to base of tower

ADD +38.15

The projecting frame
continues around
each elevation of the
tower

The office building
continues along the
Avenue, with the
same articulation
continued to reflect
the use

The residential
buildings frame
the entrance to
Middle Street, using
predominantly brick
cladding, to reflect
their use

Towards the junction of Caversham Road
and The Avenue, the residential building
lowers and changes to a more 'horizontal'
emphasis, broken in three main elements
to frame the central section, addressing the
corner.

North Elevation,
along The Avenue

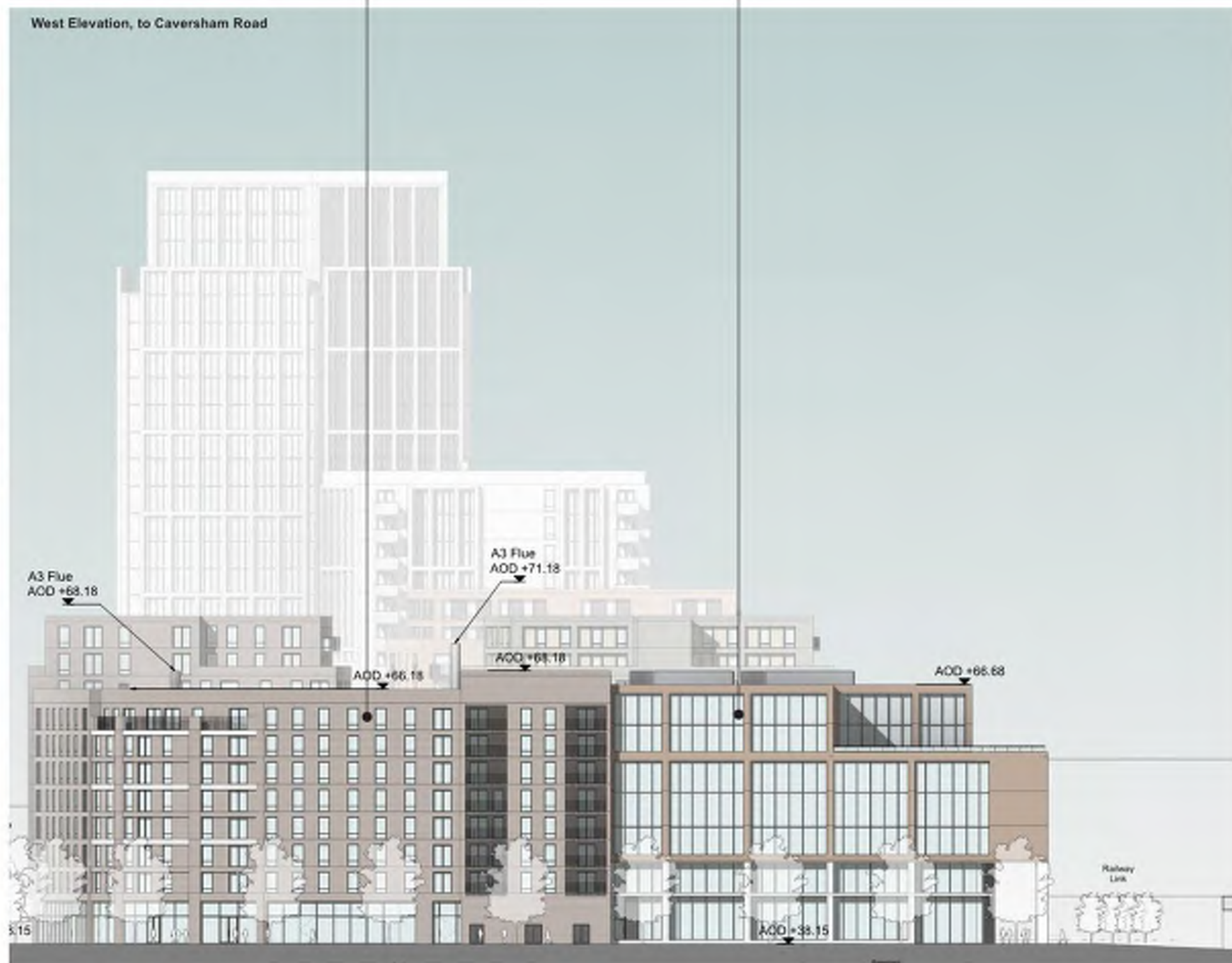


4.6 INDICATIVE ARCHITECTURAL TREATMENT

ELEVATION DETAILS

The residential buildings continue the brick frames, with a feature pre-cast element introduced to the curved corner.

The office building includes a brick frame, with pre-cast elements and increased glazing area.



The office building is glazed to demarcate the entrance

The Townhouses are carefully elevated to provide a 'character' of their own

The residential buildings frame the entrance to Middle Street, using predominantly brick cladding, to reflect their use

The second residential tower, forming part of Phase 1, is clad in pre-cast to remain in keeping with the controlling aesthetic proposed for the eastern buildings

South Elevation,
along Railway Walk



4.6 INDICATIVE ARCHITECTURAL TREATMENT

ELEVATION DETAILS

The residential buildings lining Middle Street propose a rectilinear brick form, with projecting balconies metal feature panels and set backs to the top two storeys.





View to Middle Street

4.6 INDICATIVE ARCHITECTURAL TREATMENT

ENTRANCES AND ACTIVE FRONTAGES

Creating a sense of place

The site proposes a public square in a town centre location, where people can relax, play, meet and entertain. The proposed square will be heavily used by commuters and will be a positive

Active building frontages

One of the key objectives for the project is to regenerate the current site and create active frontages to address the train and bus stations, the proposed square and to encourage interaction with adjacent sites.

As such, it is an important part of the site's strategy for streets and squares to create a lively public realm that is overlooked and feels safe at all times.

The proposed design for Reading Metropolitan incorporates areas of colonnaded glazing on ground level which provide views into the ground floor cafe and retail units, as well as the residential entrance lobbies.

The site arrangement creates a permeable outer edge with a public front to The Avenue, Caversham Road, Station Square, Railway Walk and Middle Street. This will enliven the area, making it a more approachable environment and reinforcing established connections.

In detail, the entrance to the residential accommodation are located on the outward-facing street. This is intended to encourage footfall and movement within and through the scheme.

Precedent image, illustrating 4m high residential entrance



ENTRANCES AND ACTIVE FRONTAGES







4.7 LANDSCAPE & PUBLIC REALM

4.7.1 Introduction

Existing Site Overview

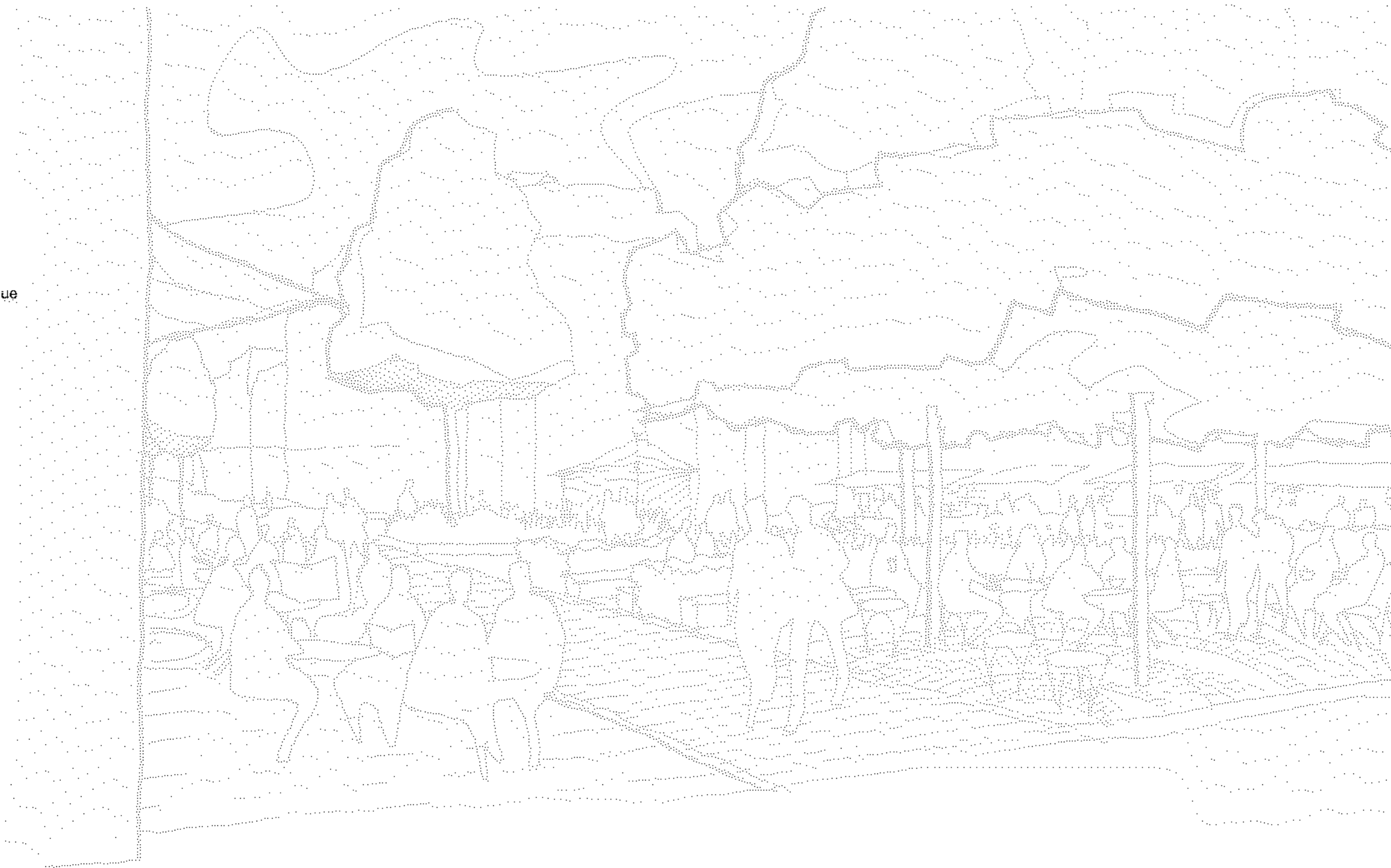
4.7.2 The Design: Design Principles

4.7.3 Character Areas:

- 1. Station Square
- 2. The Avenue
- 3. Square on The Avenue
- 4. Middle Street
- 5. Railway Walk
- 6. Caversham Road
- 7. Communal Gardens
- 8. Roofscape Strategy

4.7.4 Hard Landscape Palette

4.7.5 Soft Landscape Palette



4.7.1 INTRODUCTION

Overview

This chapter describes the different landscape elements which form the landscape and public realm of the proposed development at Caversham Road. This includes the public realm areas along the streets and squares, and the private spaces such as the communal gardens, play areas and roof terraces.

The proposed landscape and public realm at Caversham Road can be divided into 8 key character areas comprising:

- 1) Station Square
- 2) The Avenue
- 3) Square on The Avenue
- 4) Middle Street
- 5) Railway Walk
- 6) Caversham Road
- 7) Communal Gardens
- 8) Roof Terraces

These 8 character areas are described individually in the following pages of this chapter.

Site Location & Context

The site is situated to the north of Reading town centre; nestled between Reading Station's north entrance and the River Thames. This location offers a great opportunity for creating a connection between the urban townscape to the south and more naturalistic landscape character to the north i.e. River Thames, meadows etc.

The site is flanked by residential and retail units to the north and west, a multistorey carpark to the east, and Reading Station and railway line to the south.



Figure 1. Site Location



Figure 2. Area Breakdown

Existing Station Square

At present, the existing Station Square appears bare and bland with a token scattering of street furniture and small trees, the latter of which appear dwarfed by the space. The space is currently dominated by the taxi drop-off, lacks a focal point and sense of arrival, and has very little in the way of wayfinding features. There is currently nothing to encourage people to stop and spend time in the space.



Figure 3. Site Analysis: Constraints and Opportunities

Vision for Station Square

The vision for Station Square is to activate the space and encourage people to spend time there as opposed to simply passing through, through innovative use of seating, planting and lighting.

4.7.2 THE DESIGN

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Design Principles

A series of character areas have been identified within the scheme, the design of which have been based on the following design principles.

a) Multi-Functional Space

Use of the squares and streets as directional and functional spaces which encourage people to stop and pause, whilst also facilitating movement and connection both across the site, and between the site and its surrounding context i.e. improving connections to and between Reading Station, Reading town centre and the River Thames.

b) Links with Active Frontages

The streets and squares will provide for a variety of uses which will reflect the nature/uses of the surrounding proposed and existing buildings, particularly where shop frontages, cafes and restaurants are to be located.

c) Pedestrian Movement

The public realm, including new streets and connections will facilitate permeability through and legibility of the landscape and public realm, including to and from the station, city centre and Thames footpath. The design of Station Square will accommodate a high number of pedestrians moving through the space to/from Reading Station and the bus stops nearby.

d) Shared Surfacing

The introduction of shared surfaces allows pedestrians, cyclists and vehicles to use the same street safely. This will be incorporated along The Avenue, Middle Street and Railway Walk to encourage a pedestrian priority zone.



Figure 4. Open Space

e) Disabled Users / Accessible Public Realm

Whilst the removal of kerb upstands improves movement conditions within the public realm for wheelchair users, pedestrians and cyclists, it does remove guide markers for blind and visually impaired pedestrians (the kerb is often used to 'tap' along to mark the edge of the footway). It is proposed that the delineation between footways and vehicle routes is shown by metal studs within the pavement, to indicate to visually impaired pedestrians that vehicles are present, particularly when moving from Station Square and along The Avenue, Railway Walk, and Middle Street.

f) Sustainable / Healthy Places

Establishing networks of green infrastructure, such as street tree planting within the urban environment in order to manage air quality, and reduce urban heat island effects, noise pollution and stress. Limiting vehicular movement and encouraging walking and cycling so that air quality, accessibility of services and opportunities for physical activity are improved.



Figure 5. Routes and Spaces



Figure 6. Illustrative Landscape Masterplan

*Trees shown outside boundary are indicative/aspirational and subject to approval.



4.7.3 CHARACTER AREAS

1. STATION SQUARE

Concept & Function

Station Square is an important public realm space which forms the 'gateway' into the scheme from Reading Station. It is the heart of the scheme and forms an integral link between the site and its surrounding context.

The site sits within a river valley corridor and as such, the concept behind the design of Station Square has been taken from the nearby flowing forms of the River Thames and its small islands.

It has been designed to reflect and enhance the key routes, desire lines and spillout spaces, whilst providing dwell spaces / opportunities to stop, pause and relax. The design encourages spillout space around key nodes of activity i.e. at arrival areas and outside cafes.

A feature artwork acts as a central focal point and wayfinding element within the space.

A series of raised planters have been incorporated within the scheme as a means of breaking down the large space, and guiding pedestrians along main routes/desire lines, whilst also providing attractive, vertical visual elements of interest and informal seating opportunities along their edges.

Frontages

There are a number of active frontages along the ground floors of the surrounding existing and proposed buildings which will provide an element of activity along the edges of the square. These active frontages include the existing station entrance to the south of the square, and the proposed offices, retail and cafe/restaurant to the west. A number of these uses will spill out into the square.

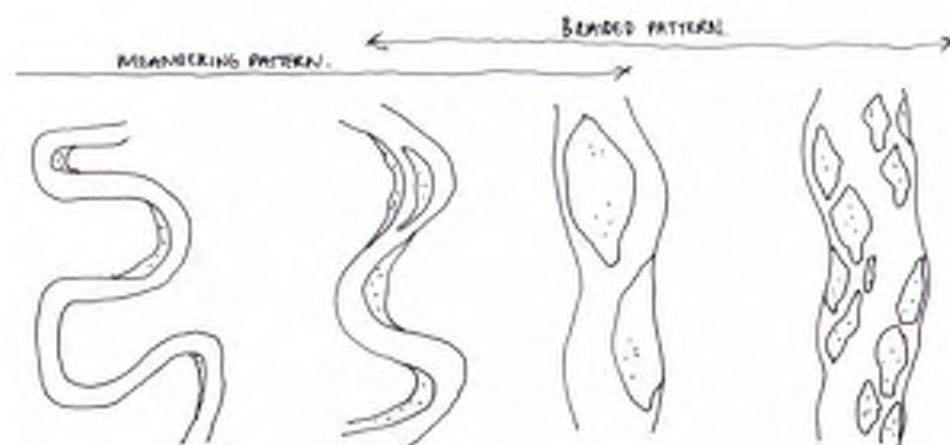


Figure 7. Concept Imagery: River Channel Patterns

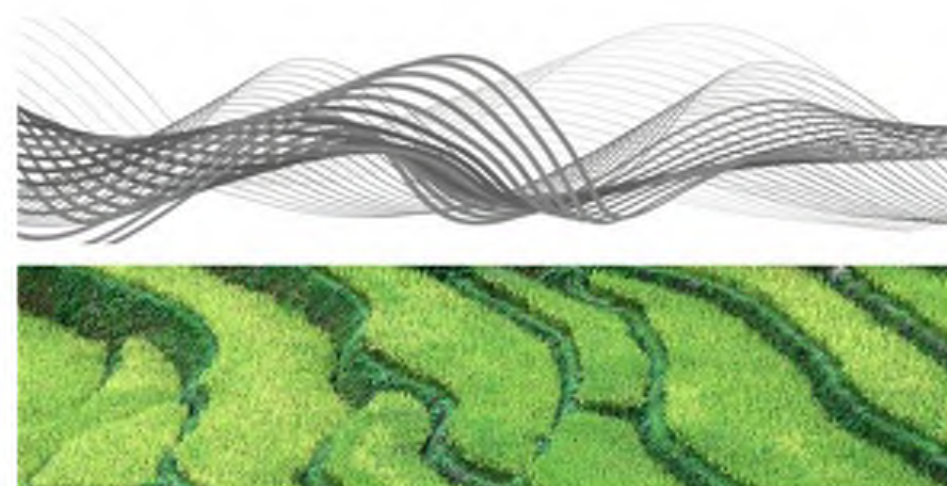


Figure 8. Concept Imagery: Flow and River Terraces

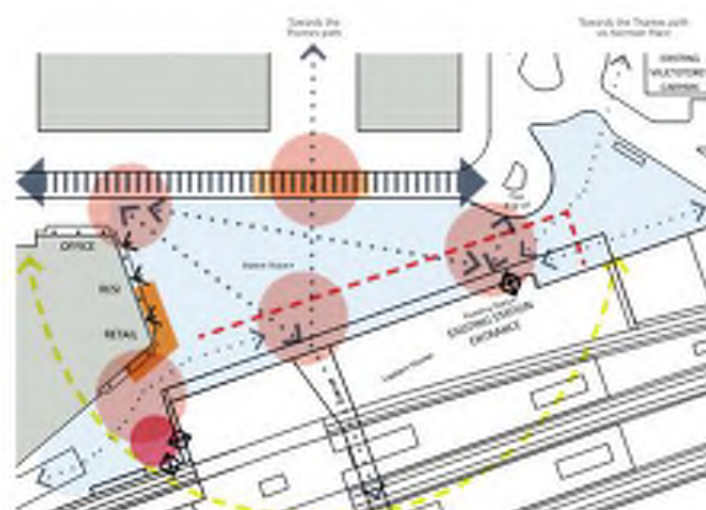


Figure 9. Analysis Diagram

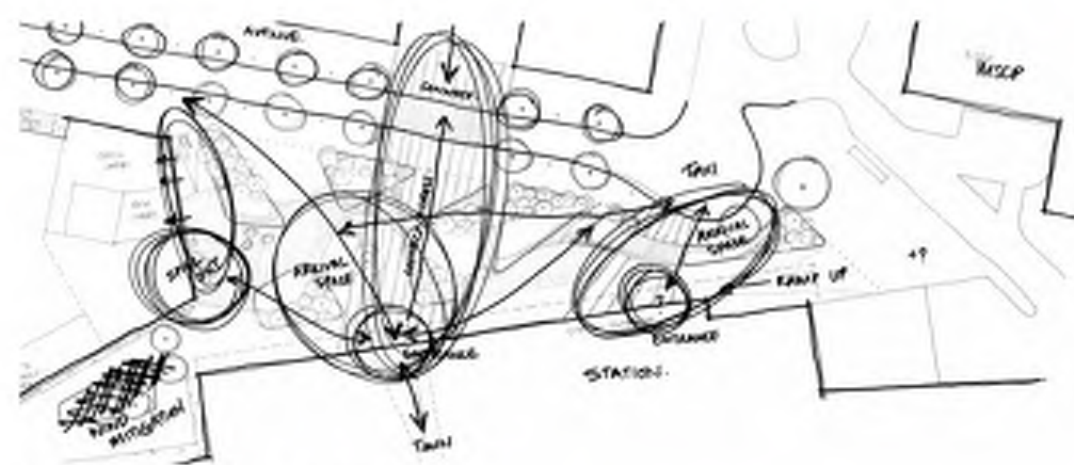


Figure 10. Concept / Design Development

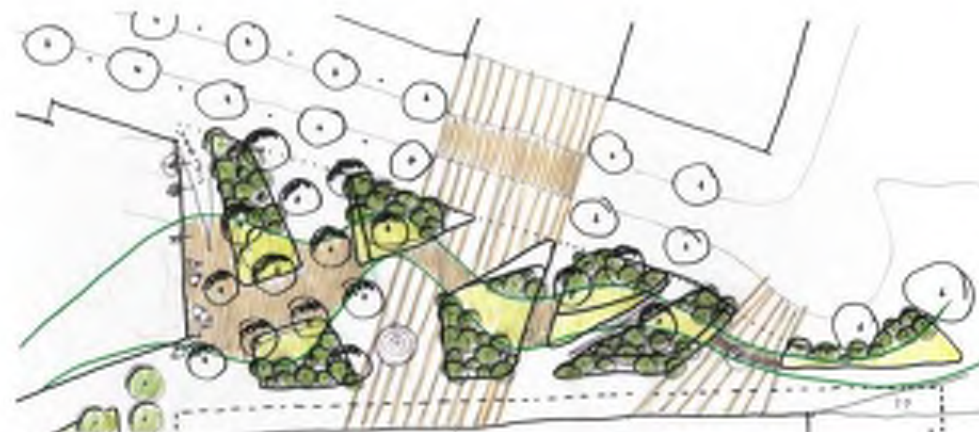


Figure 11. Sketch Concept / Design

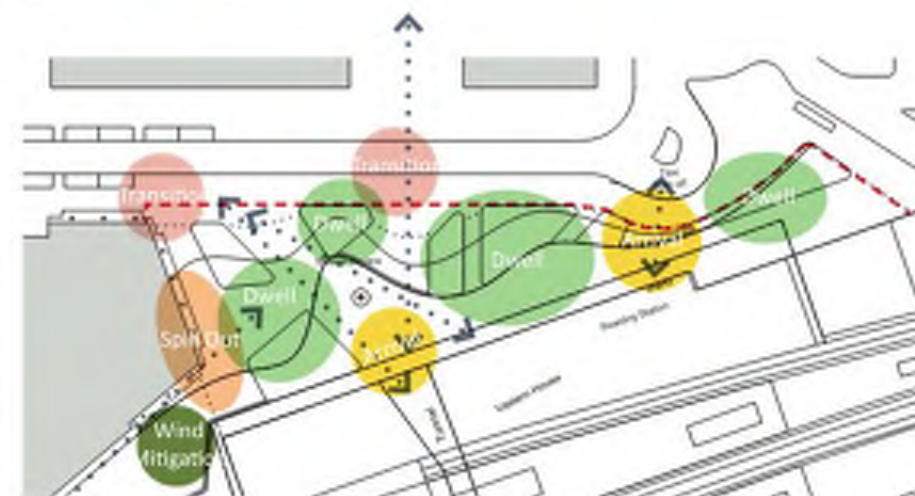


Figure 12. Diagram of Uses

Surface Materials

Warm, bright and refreshing, high quality materials will be used throughout Station Square. Paving will predominantly consist of flagstones of varying sizes, with a signature swathe of feature plank paving flowing across the square (reflecting the 'river corridor' concept).

Planting

Planting within the square will be diverse, providing a hierarchy of plant typologies. This will include a line of trees (*Liquidambar styraciflua*), informal clusters of smaller trees (*Betula pendula*), amenity grass areas and mixed planting beds, all following the swathe of the 'river corridor'.

Trees have been strategically positioned around the space to direct and frame views and movement into and through the square. These will also provide shade and mitigation against wind through the space. The line of *Liquidambar styraciflua* leading from The Avenue and breaking into the centre of the square assist with wayfinding between Station Square and The Avenue.

Lighting

Lighting within the square will avoid the use of standalone light columns in order to reduce obstruction to pedestrian movement. Building mounted light fittings will illuminate the edges of the square and the active spaces outside building entrances. Within the square, lighting will be subtly designed and fitted into the external features in a stylish and effective manner. Under-lighting around the edges of planters and integrated seating will highlight footways and accentuate the design when viewed from upper floors at night.



Figure 13. Station Square - Illustrative Landscape Plan



Figure 14. Character Images



Figure 15. Sketch Visualisation

CHARACTER AREAS

2. THE AVENUE

Function

The Avenue runs along the northern boundary of the proposed development and forms the primary route through the site for pedestrians, cyclists and vehicles, leading from Caversham Road towards Station Square.

Frontages

There are a number of active frontages along The Avenue, including retail and cafes/restaurants. Key spillout spaces frame the corners of building blocks C and E, creating a hub of activity in this area, at the entrance to Middle Street.

Surface Materials

Paving along either side of The Avenue will predominantly consist of buff slabs, consistent with those used at Station Square, whilst spillout spaces will consist of setts. A shared surface zone (The Square on The Avenue) is located at the junction of The Avenue and Middle Street. This zone will consist of contrasting materials (size and tone) to the surrounding material palette, so as to emphasise pedestrian and cyclist priority, and encourage vehicles to slow down. Materials here will include bands of paving and setts running along the road.

Planting

Planting along The Avenue will be simple and robust, yet provide a strong visual impact. It will consist of a large avenue of *Liquidambar styraciflua* which run along the length of the road, providing visual connectivity across the site, whilst also acting as a wayfinding feature, giving direction to the user's journey.

These trees will be planted at a large semi-mature size for maximum visual impact, resistance to vandalism and to allow visual permeability under the canopies to/from the retail units. *Liquidambar styraciflua* has been chosen for its large mature size, attractive pyramidal form and vibrant autumnal colour.

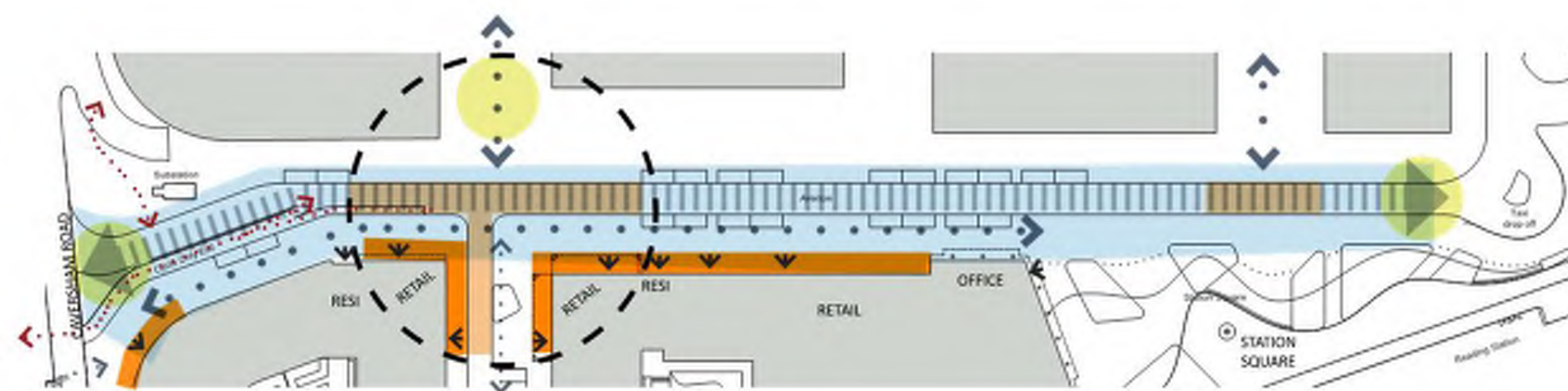


Figure 16. Analysis Diagram

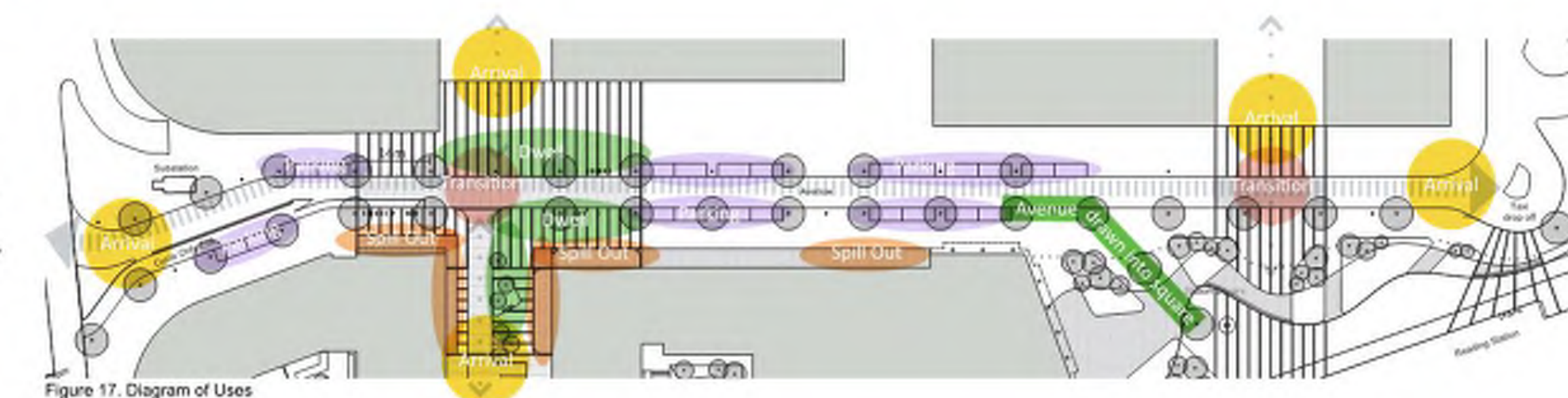


Figure 17. Diagram of Uses

Lighting

Street lighting columns and other street furniture, including cycle stands and benches will be incorporated within the line/avenue of trees. There will also be incidental lighting from the adjacent cafes and retail which front onto the street.



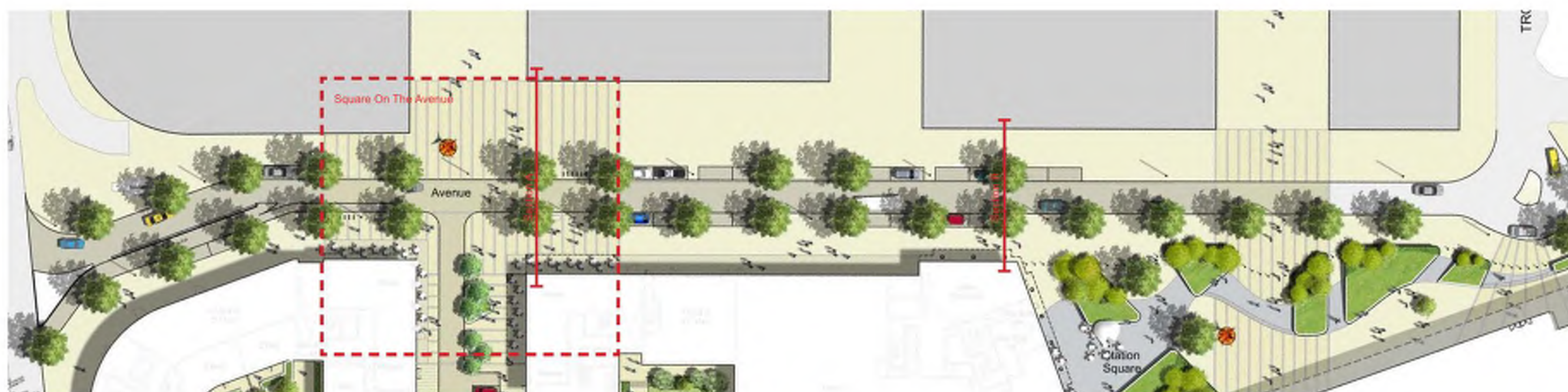


Figure 18. The Avenue - Illustrative Landscape Plan

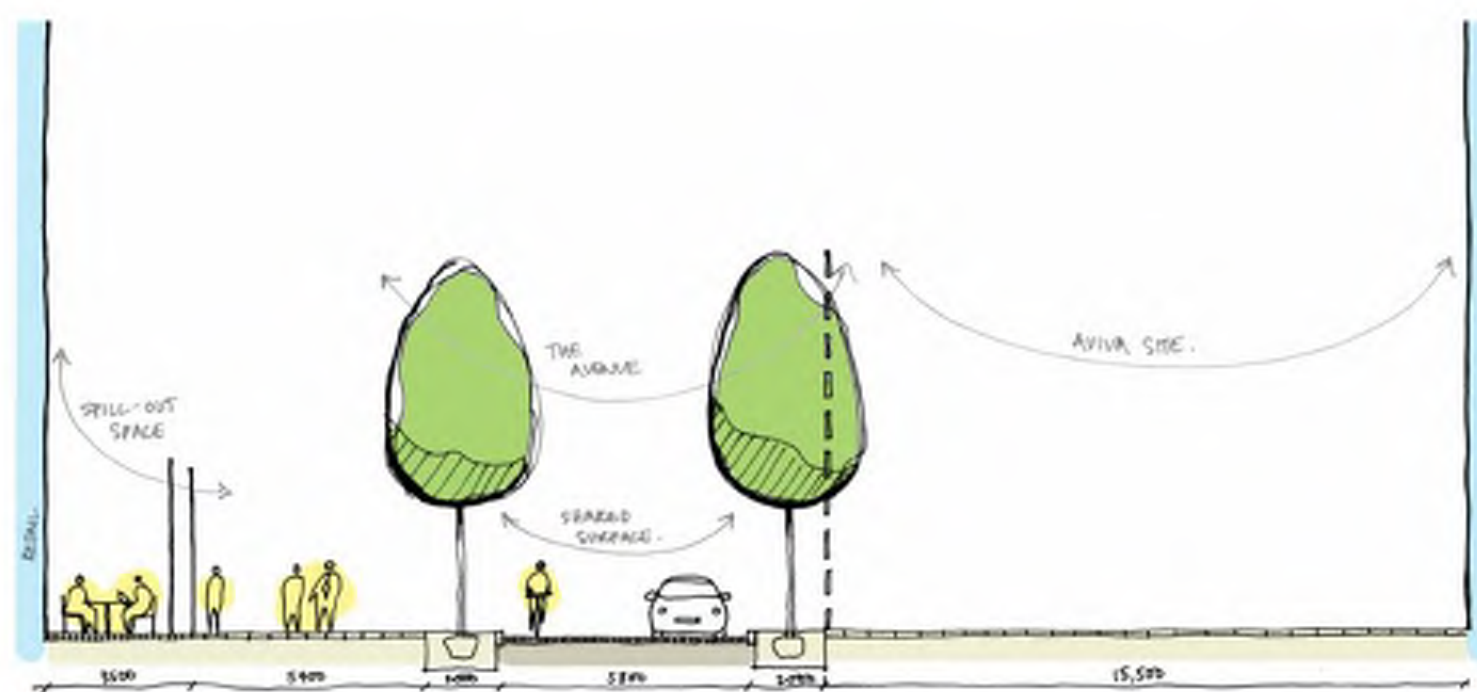


Figure 19. Illustrative Section A

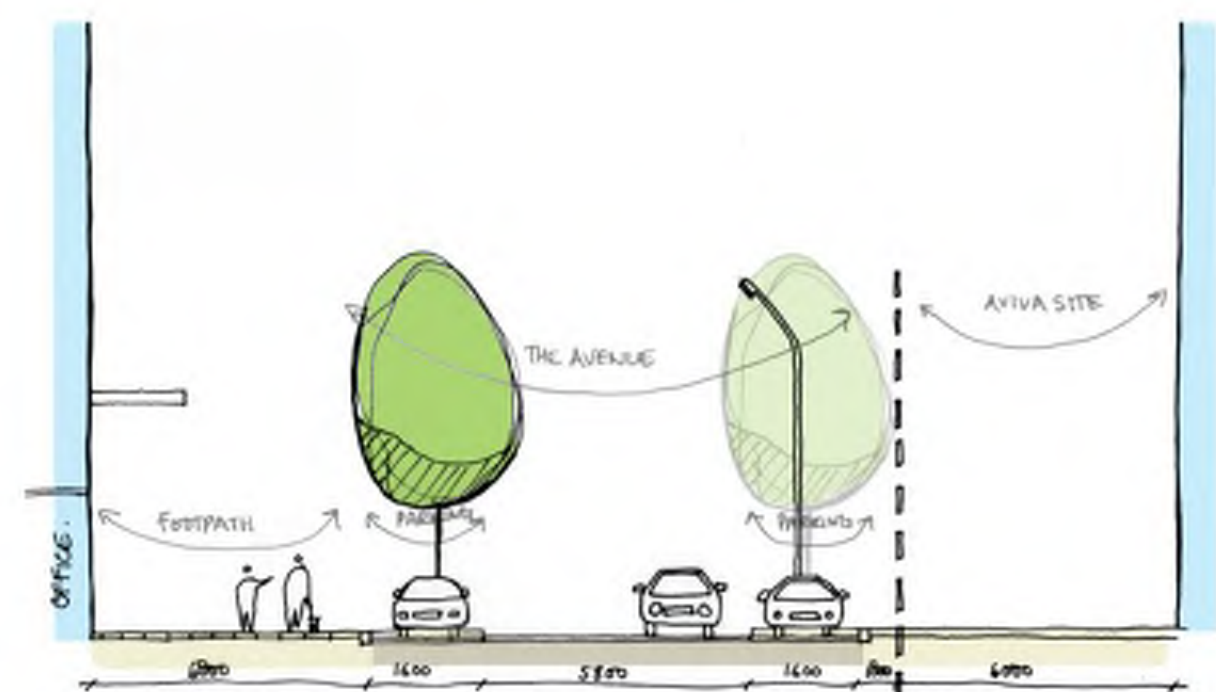


Figure 20. Illustrative Section B

CHARACTER AREAS

3. THE SQUARE ON THE AVENUE

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Figure 21. Square on The Avenue - Illustrative Landscape Plan



Figure 22. Character Images



Figure 23. Sketch Visualisation - Looking West Along The Avenue



CHARACTER AREAS

4. MIDDLE STREET

Function

Middle Street forms the link between The Avenue and Railway Walk. This smaller, quieter street provides access to a number of residential units.

Frontages

Frontages along this street predominantly consist of residential units, with the exception of the active frontages and spillout spaces of the retail at the northern end of the street. Playgrounds within the Communal Gardens overlook the central section of the street.

Surface Materials

Flush kerbs and shared surface materials span the length and breadth of Middle Street, emphasising pedestrian priority and the street's quieter, residential character/nature.

Planting

Tree planting will consist of smaller species than on The Avenue, to indicate this change in character/use. *Pyrus chancleer* will be planted in a line along the west side of the street, and in naturalistic clusters along the east side.

Areas of evergreen shrub planting and groundcover will line the edges of the residential facades, creating areas of defensible space. A series of raised planters will be incorporated within the streetscape; these will contain a variety of evergreen shrubs, grasses and herbaceous perennials.

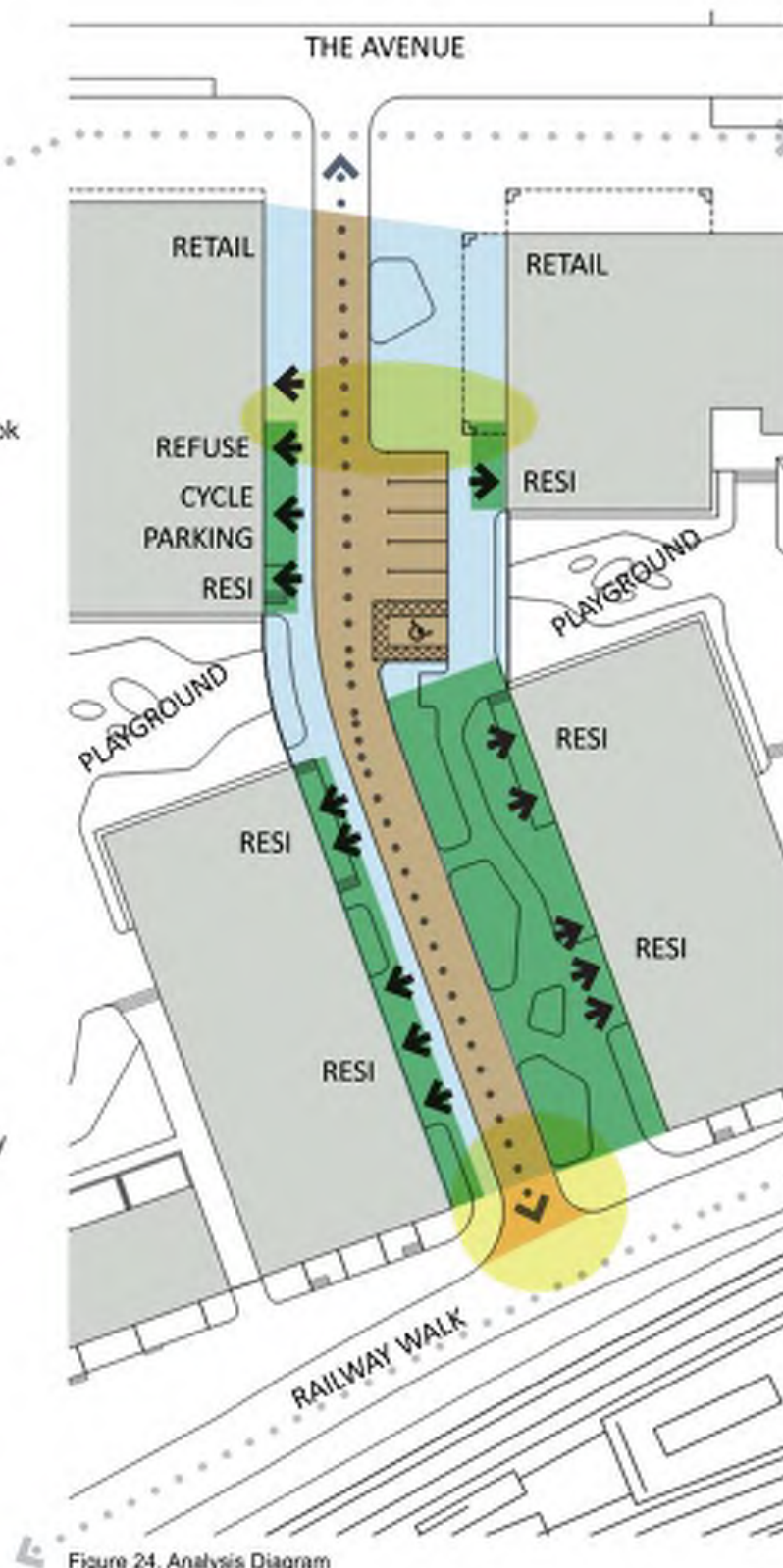


Figure 24. Analysis Diagram

Lighting

Lighting will consist of a combination of smaller lighting columns than those found on The Avenue and uplighters to a select number of street trees. The layout and number of these will be carefully designed to balance the following requirements:

- Ensure sufficient lighting is provided for security purposes.
- Use of light to assist with creating an inviting space.
- Avoid light pollution / glare into the adjacent residential properties.



Figure 25. Sketch Visualisation



Figure 26. Residential / Middle Street - Illustrative Landscape Plan

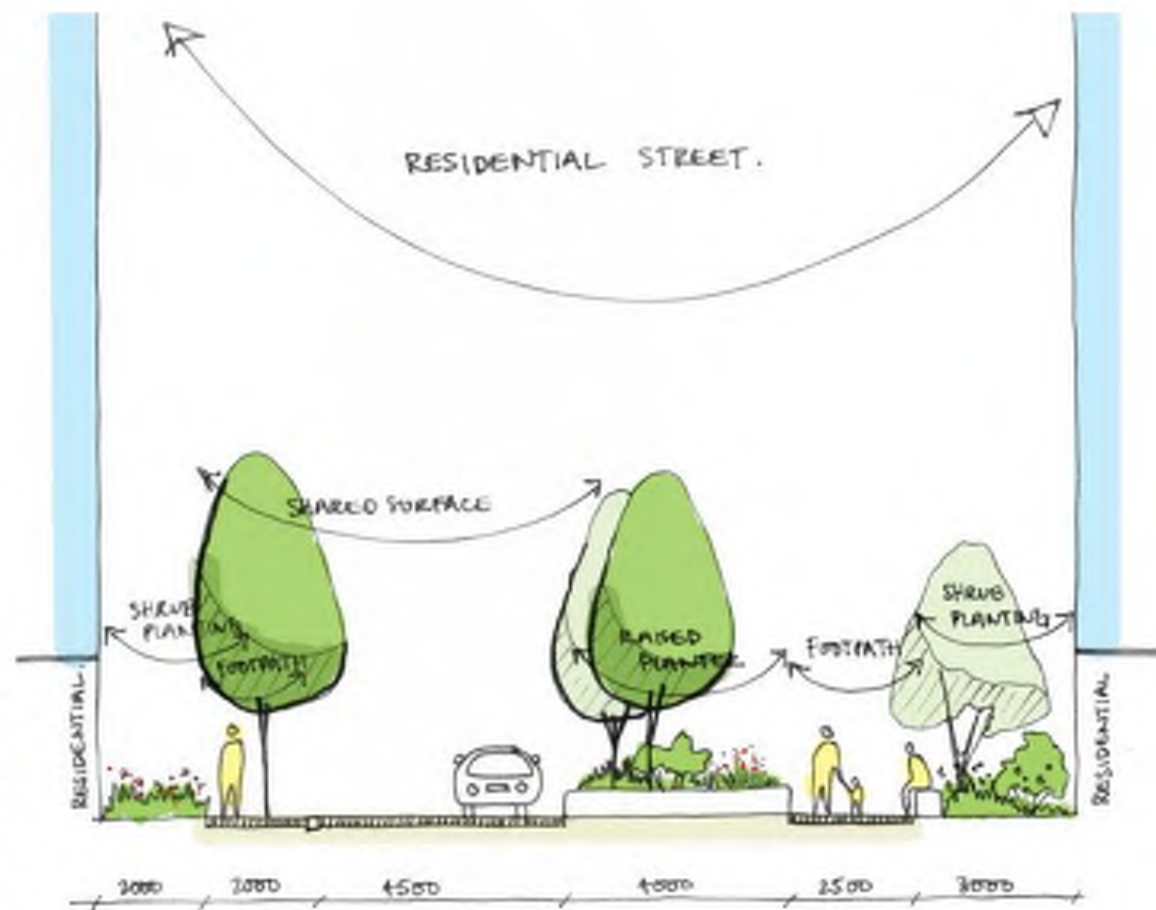


Figure 27. Illustrative Section



CHARACTER AREAS

5. RAILWAY WALK

Function

Railway Walk provides access to the terraced houses, other residential units, offices and basement carpark. It is also the secondary pedestrian/cyclist route between Caversham Road and Station Square.

Frontages

Railway Walk's active frontages predominantly consist of residential units and office spillout space to the north. To the south, the street edge is defined by the existing Network Rail wall; a long, bare expanse of wall that runs the length of the street. Subject to approval, it would be good to make use of the opportunity to improve the aesthetics of this facade i.e. through use of climbers, feature lighting or artwork.

Surface Materials

Like Middle Street, Railway Walk will be treated as a residential street, and as such will consist of the same shared surface materials palette as Middle Street. In order to keep vehicular movement to a minimum along this street, a controlled access strategy will be implemented between Caversham Road and Railway Walk. This will consist of a line of removable bollards which will only allow vehicular access for Network Rail maintenance.

Planting

Both the shrub and groundcover planting along the building facades and the tree species used (*Pyrus chalcidifera*) will be consistent with those planted along Middle Street. The trees will be planted in lines along the street, providing additional defensible space between residential properties and the road, whilst also providing a visual screen between properties and the existing railway wall.

Trees planted in a group at the eastern end of the street leading to Station Square will provide wind mitigation. A number of wind buffer 'screens' disguised as feature artwork will also be installed in this area beneath the tree canopies, to mitigate wind tunnel effects.

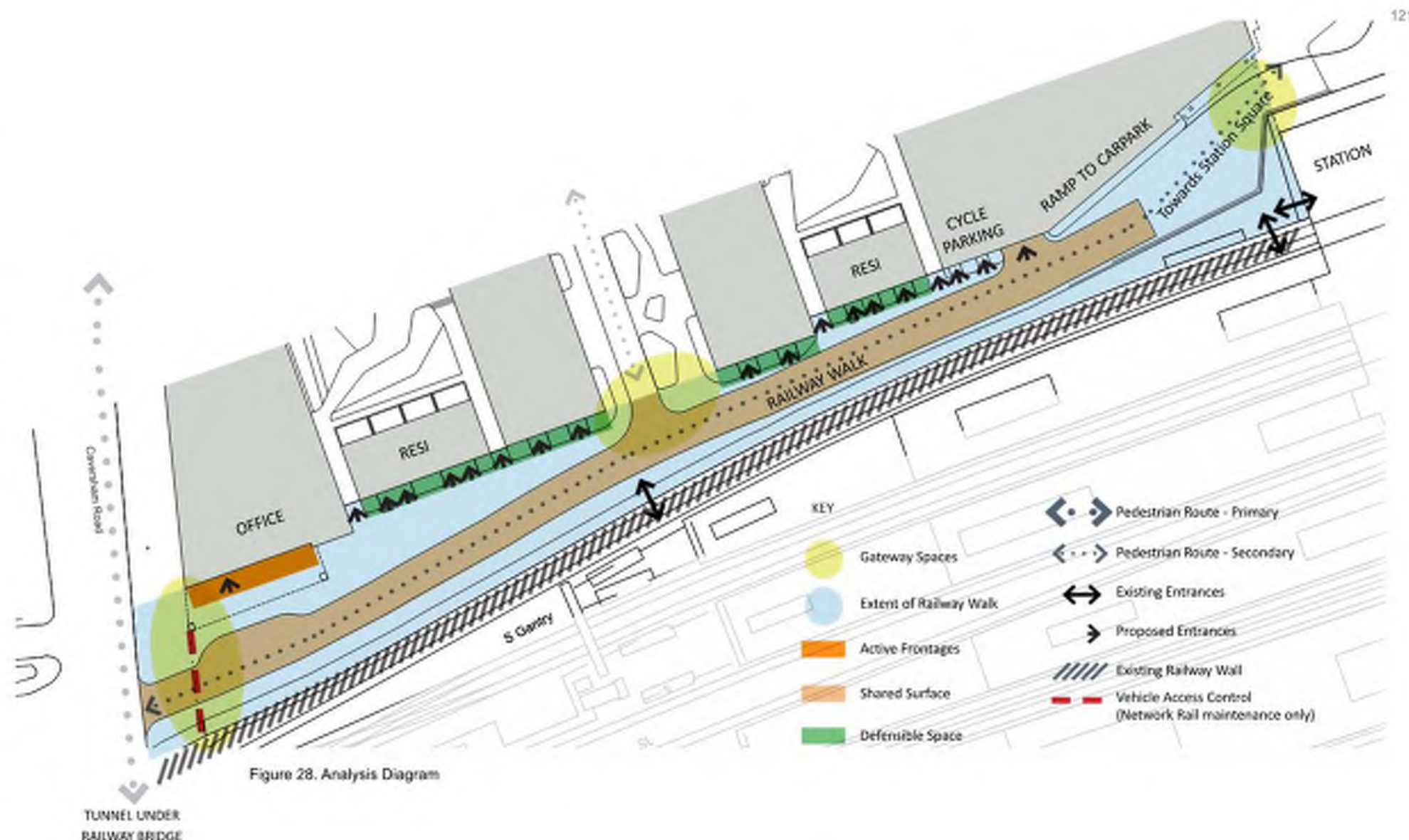


Figure 28. Analysis Diagram

Lighting

Railway Walk will be well lit to reduce security and safety issues, whilst ensuring that adjacent properties are not affected by glare. Lighting will consist of strategically placed lighting columns, uplighters to trees, and potential feature lighting along the railway wall (subject to approval).





Figure 29. Precedent images: Existing Railway Wall Treatment Options

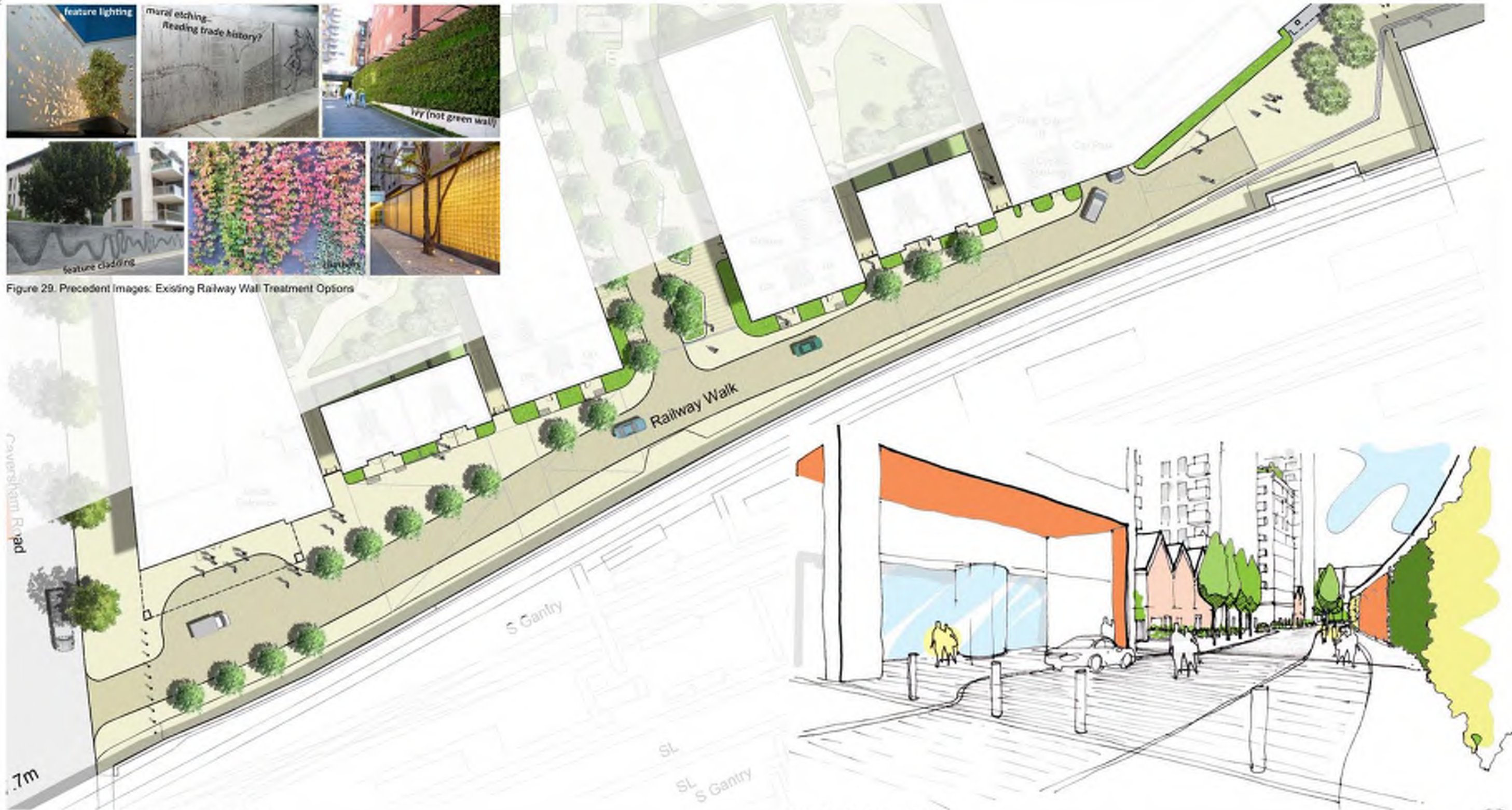


Figure 30. Railway Walk - Illustrative Landscape Plan



Figure 31. Sketch Visualisation



CHARACTER AREAS

6. CAVERSHAM ROAD

Function

This existing road leads from Reading town centre and up towards the River Thames. It forms the western boundary of the scheme and includes two of the gateway spaces which lead into the site.

Frontages

Caversham Road frontages associated with the proposed development consist of residential and office units.

Surface Materials

Paving will consist of high quality buff flagstones of varying sizes, consistent with those running along The Avenue and into Station Square.

Planting

Planting will be robust and simple, consisting of a strong line of large trees (subject to approval) that frame the western edge of the site, providing a noise and visual buffer between the existing busy road and the proposed development.

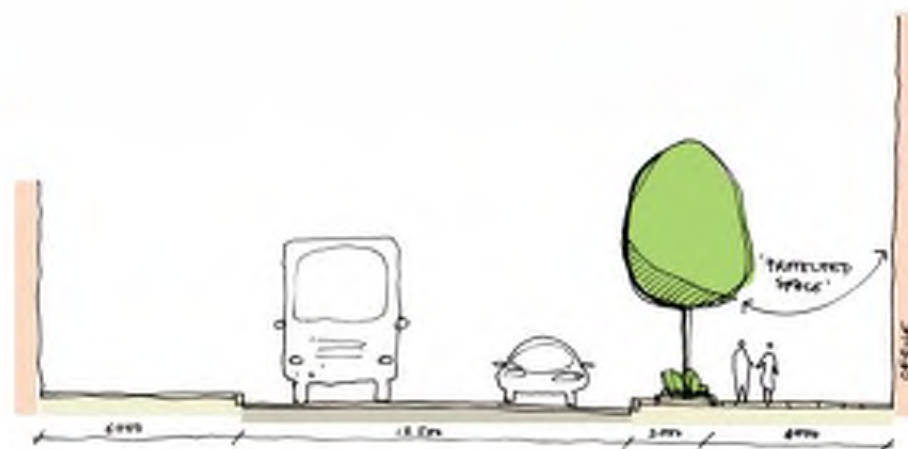


Figure 32. Illustrative Section

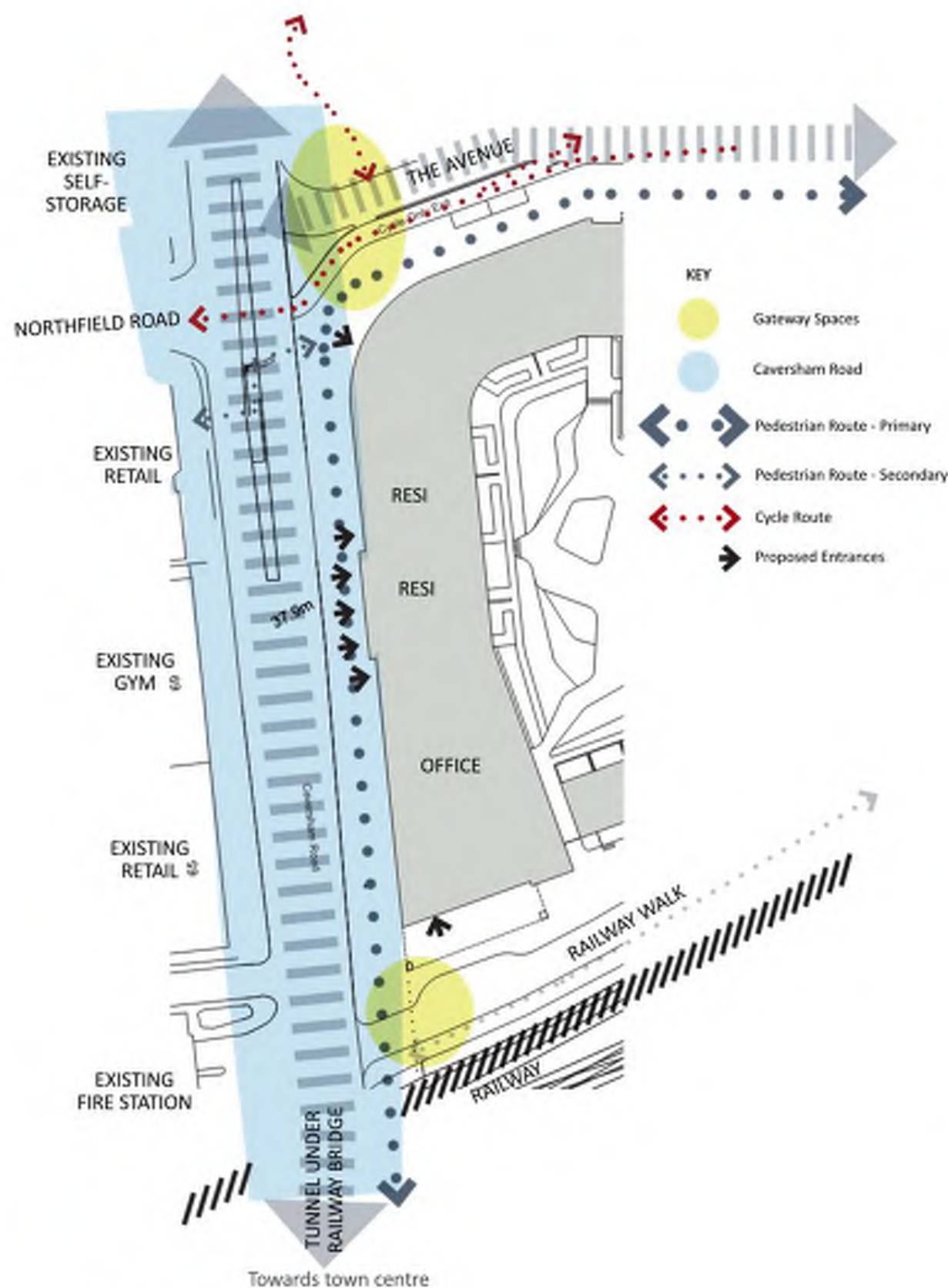


Figure 33. Analysis Diagram



Figure 34. Caversham Road - Illustrative Landscape Plan



CHARACTER AREAS

7. COMMUNAL GARDENS

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Function

The Communal Gardens are private courtyards where residents can go to spend time, relax, socialise and play. These courtyards offer a variety of spaces, including two playgrounds, areas that encourage social interaction and other quieter, more intimate spaces for people to relax.

Frontages

Frontages predominantly consist of residential units, along with offices and retail; the latter of these do not have access to the courtyards.

Surface Materials

Warm tones used throughout the courtyards with thoughtful detailing.

Planting

'Gardenesque' planting consisting of naturalistic clusters of multistem trees amongst lush swathes of planting and lawns.

Lighting

This will be a combination of uplighting to trees, lighting bollards and lighting integrated within seating.



Figure 35. Sketch Visualisation



Figure 36. Analysis Diagram



Figure 37. Communal Gardens - Illustrative Landscape Plan

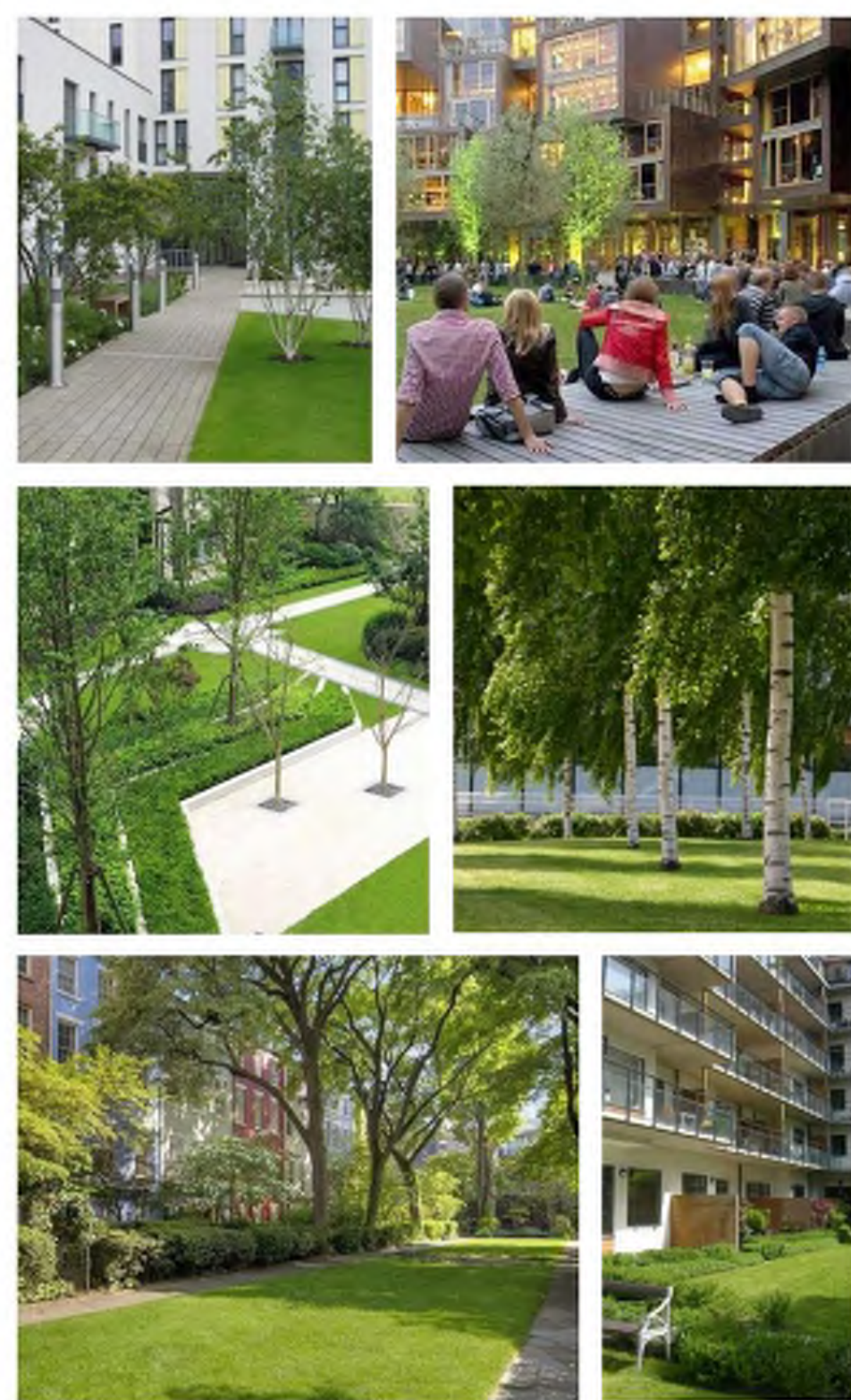


Figure 38. Character Images

CHARACTER AREAS

8. ROOFSCAPE STRATEGY

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Overview

The scheme includes two key roofscape types:

1. Green / Brown Roofs (Inaccessible)
2. Roof Terraces (Accessible)

These are split into residential terrace space and office terrace space.

Purpose

Planted roofs provide a variety of benefits including:

- Provide a biodiverse greenspace of high ecological and visual amenity value.
- Reduce peak flood flows by providing a reservoir for holding rainwater in the growing medium which delays its introduction to the stormwater system.
- Reduce peak flows through water attenuation via water absorption by trees and plants.
- Provide roof insulation; by covering the roof with growing medium, this has an insulation effect helping to stabilise internal building temperatures and reduce the level of heating requirements in winter, and cooling requirements in summer.

Residential Terraces

These terraces will reflect the design language used in the Communal Gardens, and provide opportunities for socialising, but also quieter areas for more private conversations or quiet reflection.

Roof Terraces

Amenity space to be used by office workers for meetings, networking, social gatherings or to de-stress.



Figure 39. Roofspace Location & Types



Figure 40. Character Images



Figure 41. Sketch Visualisation

4.7.4 HARD LANDSCAPE

Hard Materials Palette

The hard material palette used across the site will complement and enhance both the proposed development and the existing surrounding local character.

Materials used will consist of warm, welcoming tones that reflect the character/nature of each of the particular character areas.

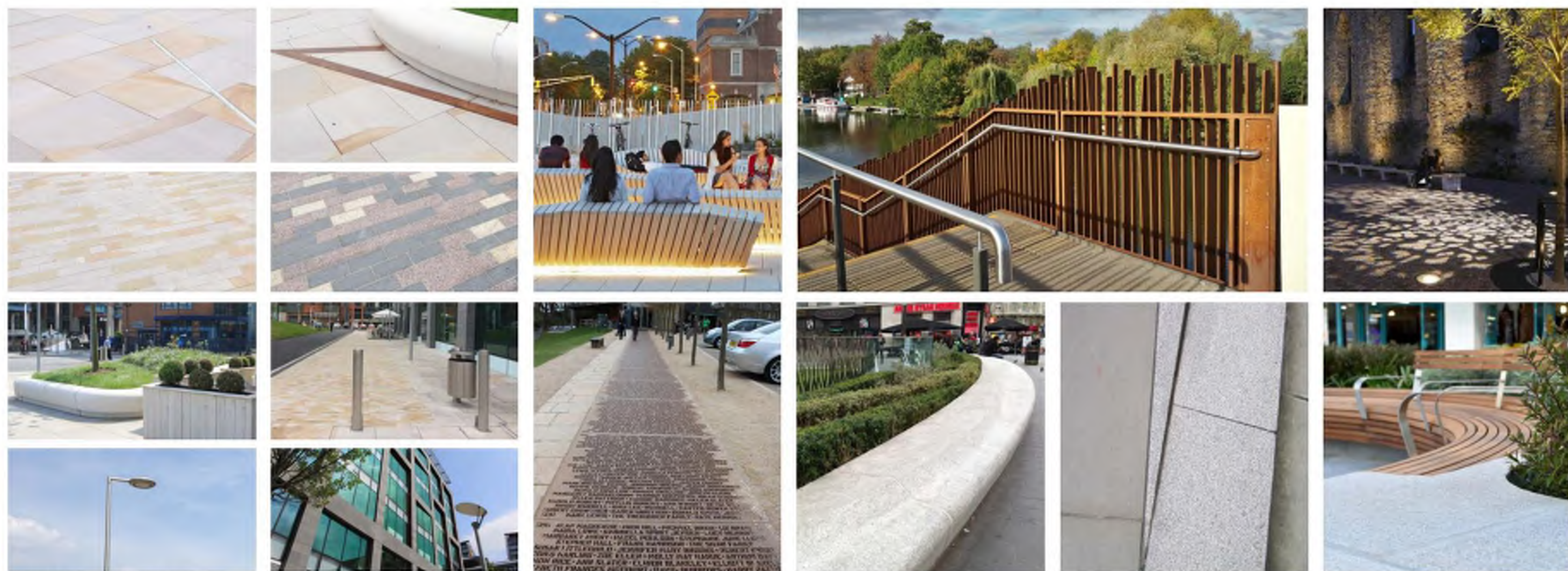


Figure 42. Indicative Materials Palette

4.7.5 SOFT LANDSCAPE

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Planting Palette

Trees

Tree planting across the site will enhance both the local character and proposed development by increasing the aesthetic value of the scheme, providing new habitats for many species, and reducing air and noise pollution.

Trees within the scheme can be categorised into avenue trees, street trees and naturalistic/informal clusters which will reflect and enhance the character of each of the particular character areas.

Key tree species will include:

- *Betula pendula* (Station Square)
- *Liquidambar styraciflua* (The Avenue and along Caversham Road)
- *Pyrus chantoileer* (Residential streets i.e. Middle Street and Railway Walk)
- *Amelanchier lamarckii* (Communal Gardens and Roof Terraces)

The Avenue and street trees will be planted at large, semi-mature sizes with typically 2.5-3m clear stem to allow pedestrian flow and visibility (visual permeability) of the retail frontages.

Planting

A mixed planting palette of evergreen shrubs, groundcovers, grasses, herbaceous perennials and bulbs will be used throughout the site. Species will be chosen based on a combination of the following qualities:

- Robust
- Low maintenance
- High visual amenity value, offering year-round interest
- High ecological value (use of native species where possible)



Figure 43. Indicative Planting Palette

4.8 SUSTAINABILITY

General strategy

The strategic sustainability considerations are as follows:

- The proposal sits on a brown field site
- It is a high density scheme, greatly intensifying the use of the land in a strategically appropriate location, close to excellent public transport links and within close proximity of the town centre
- The buildings siting and elevational treatments have been carefully considered to balance between the internal lighting and the performance of the building fabric, mitigating overheating etc
- Electric vehicle charging points will be provided in the basement car park
- Secure cycle storage will be provided for residents
- Brown roofs will be provided to encourage biodiversity (as outlined in part in the landscaping section of this document)

The Building Design

The design has taken a passive 'fabric first' approach to sustainability, ensuring the buildings are inherently sustainable over the long term, that is to say the building design creates the conditions for efficient energy use.

This section should be read in conjunction with the separate Energy Strategy document, produced by CHB Sustainability.

The Energy Strategy has been developed in response to the Local Planning Policy and any other relevant drivers for reduction of carbon emissions within the built environment. The report presents the proposed Energy Strategy and details the related specification assumptions to inform future design development.

The objectives of the report are:

- To understand the regulatory and planning policy drivers for sustainable design and construction;
- Present the proposed site-wide energy strategy;
- To demonstrate the principles for the site-wide energy strategy design;
- To report results of Energy Modelling to show compliance with the project carbon emissions drivers;
- To record building performance specifications required to achieve energy performance.

Scope

The modelling has been completed in line with CIBSE AM11 utilising the UK National Calculation Method (NCM) for Non-Domestic Buildings Simplified Building Energy Method (SBEM) and the Domestic Standard Assessment Procedure (SAP). The scope of the energy modelling includes regulated energy due to Heating, Cooling, Auxiliary (Pumps & Fans), Lighting and Domestic Hot Water end-uses.

Detailed Energy Models of the Phase 1 Office and Retail areas have been used to gain results representative of the proposed non-domestic building types within the development. SAP calculations have been produced for sample studio, 1 bed, 2 bed, 3 bed and townhouse dwellings. The results of the detailed energy modelling are able to be scaled-up to give an overall estimation of the site-wide energy performance for all phases of the proposed development.

Conclusions

The Energy Statement has considered the regulatory framework for energy efficient design and application of low and zero carbon technologies. An Energy Strategy has been derived following the principles laid out within the relevant Local Planning Policy.

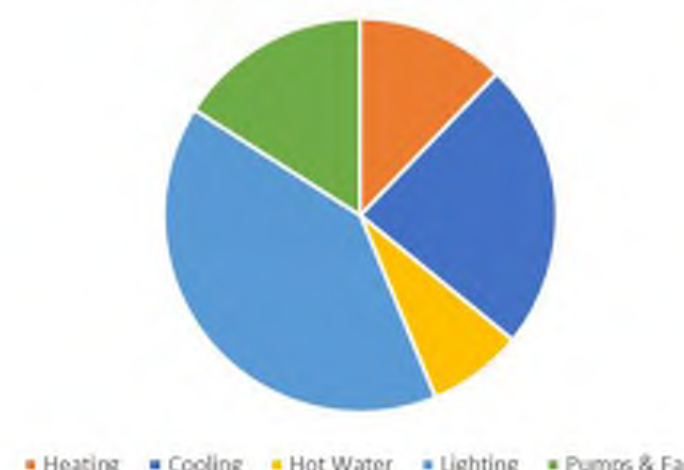
On the basis of the representative building energy modelling performed it can be concluded that the proposed Energy Performance Specification is sufficient to achieve Building Regulations Approved Document Part L compliance.

A communal district heat network is proposed to serve the dwellings from a gas-fired CHP. The CHP is sized to meet the domestic hot water baseload. The initial energy modelling results have shown that the proposed CHP system is expected to contribute to reducing domestic CO₂ emissions by 34%. The total reduction in domestic carbon emissions due to the proposed strategy is 36%, in excess of the 19% Code 4 equivalent target performance level for all dwellings.

The non-domestic buildings within the proposed development also benefit from energy efficient design measures in terms of layout, form and fabric specification. Further reductions are achieved through an energy efficient fit-out utilising low energy lighting, advanced controls and heat recovery technologies.

As such the Energy Modelling demonstrates that the whole development site is expected to emit 29% less CO₂ emissions than if it were designed to just meet the minimum requirements of Building Regulations Approved Document Part L.

Non-Domestic Energy End-Use



Development non-domestic energy use profile to regulated end-uses.

tCO ₂	Domestic	Non-Domestic	Total
Baseline	668	377	1045
Lean	651	325	976
Clean	431	325	756
Green	431	315	745
LZC (Clean/Green) vs Lean	34%	3%	24%
Total Reduction vs Part L Baseline	36%	16%	29%

Results of total estimated regulated carbon dioxide emissions & reductions.

4.9 MICROCLIMATE

Summary

A qualitative assessment of the likely wind microclimate conditions around the proposed Caversham Road Development in Reading has been undertaken by RWDI. The detailed report accompanies this application (PEDESTRIAN LEVEL WIND DESK BASED ASSESSMENT RWDI #1900580).

RWDI have been working closely with TP Bennett and the design team to incorporate a number of highly beneficial design features that improve the wind microclimate around the site. Further quantitative assessment of wind conditions will be undertaken using wind tunnel tests to optimize the mitigation measures and ensure comfortable wind conditions in all areas.

Expected Wind Conditions

The meteorological data for the site indicates prevailing winds from the south-west throughout the year, with colder north-easterly winds during the spring months. The arrangement and orientation of the buildings is very beneficial for the prevailing south-westerly winds, as the gradually increasing building height in this direction helps to 'lift' the oncoming wind flow, reducing the risk of downdrafting.

However, Block A to the northeast of the site will be very exposed to the colder north-easterly winds, and create significant downdrafting and acceleration of flow around the corners of this building. This part of the site will be more sheltered in the longer term when the Aviva Site is fully developed, but a number of highly beneficial design features have been incorporated around the tower in the shorter-term.

The recommendations for key areas are as follows:

Entrances

The office entrance on the southern side of Block J should be locally sheltered using porous elements (signage, artwork, etc.) that are 2m-by-2m and project out in a direction perpendicular to the façade.

Similarly, the townhouses will benefit from localized screens or landscaping near their entrances, to create a comfortable transition zone for users entering and existing the buildings in these areas.

Areas Around Block A

Without mitigation measures this will be the windiest part of the site, and will pose safety risks for pedestrians. This is primarily due to the north-east winds downdrafting and funnelling on the south side of the tower.

However, the design of Block A incorporates two highly beneficial improvement features;

- Large canopies on three sides of the tower, extending approximately 3m from the building.
- Staggered porous landscaped screens to provide localized shelter to pedestrian accessing this area.

The precise size and layout of these features will be optimized through wind tunnel tests.

Amenity Areas

The majority of the amenity spaces between the blocks will benefit from shelter provided by the proposed buildings, and are therefore expected to have acceptable wind conditions.

The proposed design also includes a number of landscape features that are very beneficial in improving the amenity of the courtyard areas. These include hedges between blocks E and F and blocks C and D, line of trees along both sides of the central avenue, clusters of trees within the courtyards, and a line of trees along Vastern Road. These features should be retained in the design to maintain comfortable wind environment in all amenity areas. Wind tunnel testing will be carried out in the coming months to confirm the levels of windiness and optimise the design and cost impact of wind mitigation measures.



Lawson comfort conditions around the site, worst season

4.10 DAYLIGHT & SUNLIGHT

Extensive daylight and sunlight testing has been undertaken as part of the design development.

Anstey Home has been commissioned to undertake a formal technical assessment of the daylight and sunlight levels within the proposed accommodation and sunlight to the proposed square.

This section should be read with the report produced by Point 2 Surveyors.

In terms of the effect of the proposed development on sunlight and daylight to neighbouring properties in the vicinity of the site, it is our experience that local planning authorities confine their interest to any effects on residential neighbours. No residential properties have been identified that might be affected, so the study is confined to the light within the proposed development.





5.0 ACCESS STATEMENT

5.1 ACCESS STRATEGY

INTRODUCTION

This statement is intended to meet the requirements of the Government's Planning Practice Guidance (2014). The Access Statement is confined to the strategic design principles and spatial layout issues pertinent at the planning application stage. Further detailed explanation of the transport considerations and impacts are included within the Transport Statement (& Travel Plan)

This statement identifies ways in which the process of optimising accessibility and inclusion can be achieved within the scope of the project. An Access Statement is a living document and as such will evolve throughout the design and construction period. It should form the agenda for an on-going dialogue between all stakeholders including Slough Borough Council. It will be the intention to develop the statement as the detailed design undergoes specification leading toward submission of the Part M Building Regulation application.

Access strategy

The proposed building and landscaped setting is fully accessible. In summary:

The site needs to meet the movement needs of a diverse new resident and business community. It plays a fundamental role in linking new and existing neighbourhoods with the town centre. The site has the capability to create improved pedestrian and cycle links from the station and across the site.

The entry points to the building will be accessible from a mix of public and private space around the building, that is level and allows a flush and step free thresholds.

Materials will be used to differentiate between footway, dwell space, amenity areas and entrance within the building's perimeter to aid legibility.

The main public entrances will be bright, spacious and clearly legible from within surrounding streets.

Secondary building entrances and exits, including access to cycle storage and refuse/recycling storage, will be safe and secure, directly connected to the pedestrian network around the site, overlooked by adjacent buildings and from within active building frontages created within the development

Lifts serving all floors within the building are DDA compliant with both audio and visual destination display, complete with stand-by generation power.

These and other features of national standards will ensure thoroughly contemporary and fully accessible buildings. The aspects of accessibility relevant to different users are described below and illustrated in the plans on the following pages.

Inclusive design

The development is ideally suited for access to public transport facilities. A detailed Transport Assessment has been produced by Steer and is available as a separate document which forms part of this planning application.

The main transport facilities within 10 minute walking distance include:

- Mainline rail and Crossrail station
- Bus station
- Cycle Routes

Access to Reading Metropolitan

Pedestrian access to Reading Metropolitan is from a number of access points:

- From the pedestrian tunnel
- From Reading Station
- From the new Railway Walk
- From Caversham Road
- From The Avenue

Access to Residential

Level access to the residential lobbies is provided directly from street at grade.

Access to Office

Level access to both office entrances is provided from Station Square and Caversham road.

Access to Retail

All retail areas are accessed via the stairs or lifts, with level routes from these to the various amenity spaces provided throughout the scheme.

Access Materials

Materials to the paving at ground level and around and within building entrances will be nonslip and hard wearing appropriate to accommodate pedestrian, cycle and wheelchair usage.

Tactile paving will be positioned to signify the entrance and where necessary points of safety not already covered in the existing pavement provision. Colour and luminance contrast will be used to define 'critical surfaces', defining doors from walls, or to define key features such as sanitary fittings and handrails.

Vehicular Access

Vehicular access is via Trooper Potts Way, Caversham Road and via Middle Street to the south of the site.

Cycle Provision

The scheme includes a range of safe, secure, sheltered and accessible cycle storage facilities for residents, employees and visitors.

5.1 ACCESS STRATEGY

SITE LEVELS

Site Strategy

The site level strategy is critical to the design approach for Reading Metropolitan.

As illustrated here, all thresholds are designed to be level, with flood mitigation measures and associated level changes being accommodated through internal measures; either gentle ramps or steps. All accommodation is provided with step free access.

- Residential Entrances
- All residential entrances
- Office Entrances

Proposed site levels and contour arrangements



PROPOSED LEVELS PLAN



5.1 ACCESS STRATEGY

VEHICULAR ACCESS

This section should be read in conjunction with Appendix 9.1 - Transport Assessment, produced by Steer.

Vehicular Access Strategy

The vehicular access to the site is proposed to remain as per the arrangements agreed for the 2012 OPP. These access arrangements are designed to eliminate vehicular 'rat-running' through the site, and have been approved in principle by RBC. These arrangements are detailed as follows:

1. Western access – priority junction with A329 Caversham Road, which will operate as left-in only for vehicles, and contra-flow westbound cycle lane; and
2. Eastern access – vehicular traffic for both left-in / left-out movements will be directed to the signalised junction with the A329 Vastern Road via Trooper Potts Way, via the existing access point adjacent to Station Square.

The proposals will upgrade the current pelican crossing of Caversham Road south of Northfield Road to include signal controlled crossings for cyclists.

No changes are proposed to the recently signalised junction between Trooper Potts Way and A329 Vastern Road, which will remain left-in / left-out only for general traffic. There will also be no amendments to either taxi rank located at Reading railway station's northern entrance.

Vehicular traffic to all plots can enter the site by either junction, at the most convenient point to that plot, however they will be restricted to exiting the site via the eastern access only. The internal access through the site to connect the eastern and western junctions will permit the two-way flow of traffic east of the north-south internal access road. The internal access roads will provide direct access to all buildings and the basement car park entry.

Vehicular access arrangement



Car parking

The 2012 Consented Scheme provided parking for 301 spaces in total, with 210 of these located in the basement / semi-basement, and the remaining 91 spaces at street level.

As requested by RBC, the 2018 Proposed Development will provide a significantly lower level of parking with 94 spaces across all land uses. This takes account of enhanced public transport improvements local to the site.

70 spaces in the basement have been allocated to residential use, with the remaining on-street

Parking divided up for office, retail and community use as well as four dedicated to servicing. Two car club spaces have been provided at street level to allow residents to have access to a vehicle, without the responsibility of owning one.

In accordance with RBC's parking standards, a maximum of 4 car parking spaces will be allocated to the office use.

Eight disabled parking spaces are available on the Site. Two are located at basement level and are designated for residential use. The remaining six at located at street level on Middle Road and The Avenue.

Servicing Access

Delivery and servicing vehicles will enter the site either via the eastern or western access depending on the destination within the site, and will exit via the eastern entrance under all circumstances. Buildings would be serviced from the nearest safe kerbside location within the proposed internal road network, with the entrance to the refuse storage areas located adjacent to the kerbside. No servicing will be undertaken from nearby public highways, such as Caversham Road.

Cycle Parking

636 cycle parking spaces will be provided within the confines of the site. The number of spaces provided is in accordance with RBC's Revised Parking Standards and Design guidance (adopted October 2011).

In recognition of the low levels of car parking provided on the Site, the Applicant proposes to provide in excess of RBC's minimum cycle parking standards for residential development.

The cycle parking spaces will be provided as Josta 2-tier racks, in secure, convenient storage areas with good surveillance.

Cycle storage areas will be provided in the garden areas of the town house residential units. This will mean that the residents of the town houses will not require access to the cycle parking storage areas in the wider development.

Retail tenants will be expected to provide long-stay cycle parking storage for staff members within the floorspace of their unit. Therefore, at this stage, cycle parking requirements for retail uses are not included in the total cycle parking calculation.

Short-stay cycle parking spaces will be provided on-street throughout the Site, with exact locations to be determined.

Car Parking Provision:

	Residential	Retail	Health/Community	Office	Car Club	Servicing	Total
Spaces	72	5	1	2	2	4	86
Accessible Spaces	3	2	1	2	0	0	8
Total	75	7	2	4	2	4	94

Cycle Parking Provision:

Block	Number of Cycle Parking Spaces	
	Residential	Office
A	118	90
B	66	
C	42	
D	68	
E	46	
F	68	
G	44	
H	34	
J		60
Total	636	

Comparison of minimum cycle parking provision against proposed:

Land Use	Minimum cycle parking spaces required	Proposed cycle parking spaces
B1 Office	83	150
C3 Residential flat 1-2 bed	321	486
C3 Residential flat 3+ bed	6	
Total	410	636

5.1 ACCESS STRATEGY

WASTE STRATEGY

This section should be read in conjunction with Appendix 9.1 - Transport Assessment, produced by Steer.

Refuse Collection

Refuse collections will be undertaken on-street from the internal access road for all buildings. Refuse storage facilities will be provided within the confines of each building, with storage capacity and location provided in accordance with RBC's Waste Operations Service Standards – Appendix A (May 2016).

For the purposes of waste storage and collection:

Four bin storage facilities will be provided at basement level, three to serve the phase 1 block, and one to serve the phase 3 block. These are shown in the accompanying Masterplan drawings and will be accessed from Caversham Road to the west side and the internal site road to the east;

Six bin storage facilities will be provided at grade to service the remaining blocks. These areas will be accessed from the internal site road and Caversham Road to the west side.

Six servicing/delivery bays are proposed on The Avenue.

The minimum requirements for refuse storage according to RBC's Waste Management Guidelines for Property Developers, Architects, Planners and Contractors and BS 5909:2005 guidance are set out overleaf.

The proposed development will provide 118 1,100 litre bins across the Site for the commercial and flat residential development and 33 240-litre bins for the residential town houses, demonstrating that it meets the minimum requirements for refuse storage. The storage requirements calculated for the Site assume that residential and commercial waste will be collected twice weekly.

Minimum refuse storage requirements:

Land Use	Weekly Arisings (litres)	1,100 litre bin (twice weekly collection)
A1-S Retail	15,120	6
B1 Office	63,580	29
D1 Health/Community Use	400	0
C3 Residential Flats	-	65
Total	-	100
Use	240 litre bins (twice weekly collection)	
C3 Residential Houses		33
Total		33



Refuse vehicle, swept path analysis for Middle Street connection

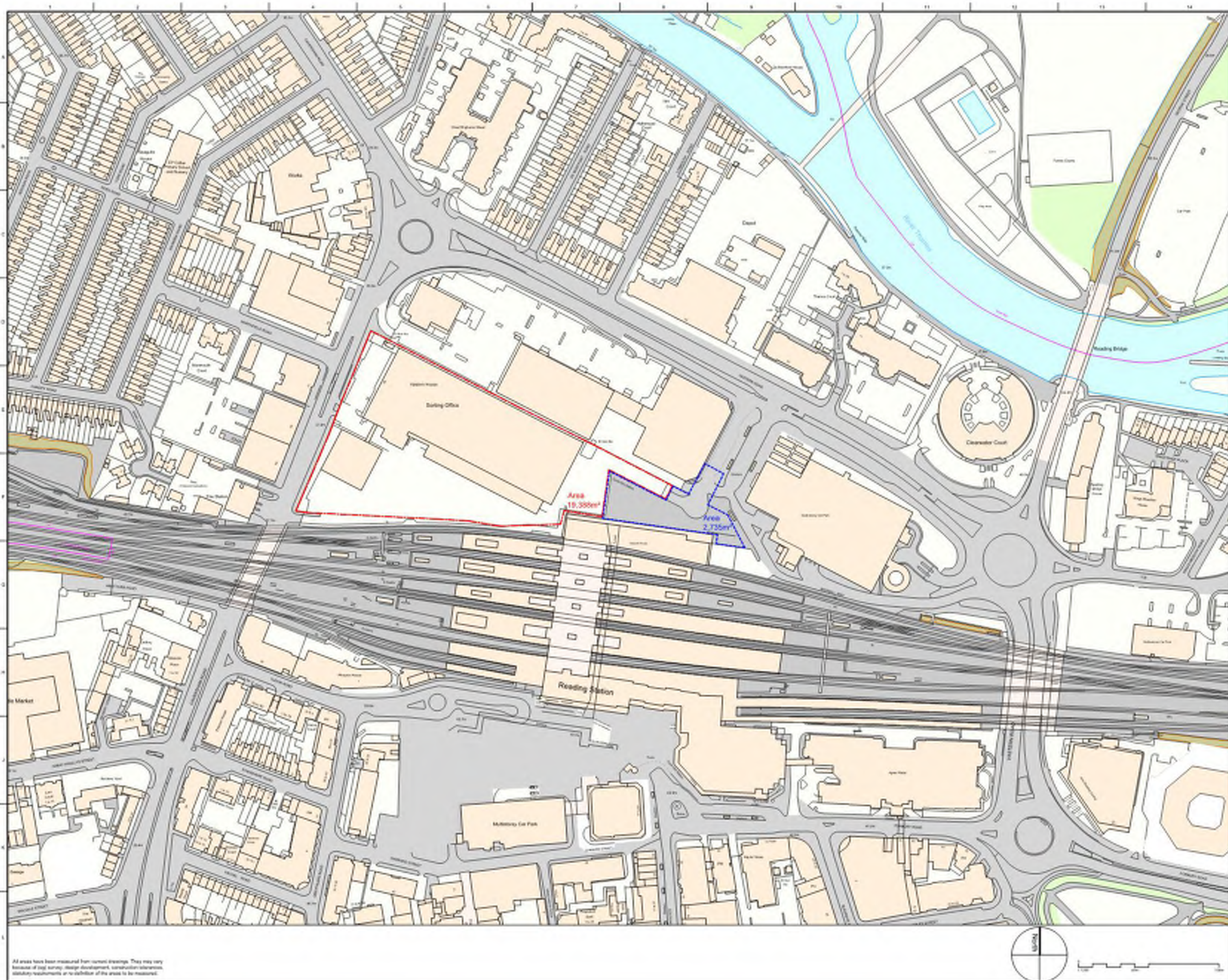
INDICATIVE GROUND FLOOR PLAN - REFUSE, CYCLE STORAGE LOCATIONS & DETAILED LEVELS







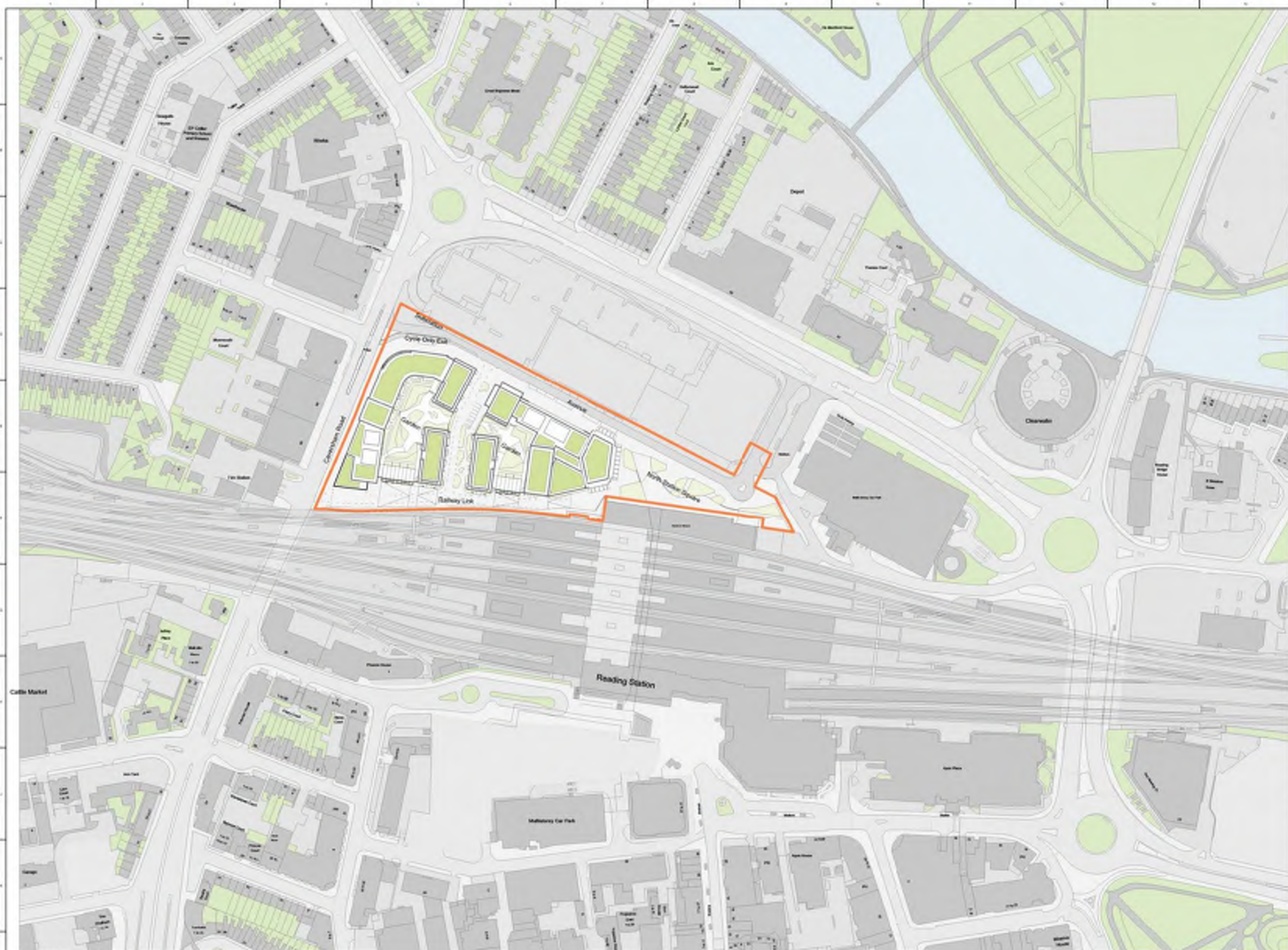
6.0 APPLICATION DRAWINGS



Client	
Hermes Property Unit Trust	
Structural Engineer	
Services Engineer	
Consultant	
Key Plan	
Notes	
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Best Use Planning tp bennett architects interiors planning tp bennett ltd, a limited liability company	
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Hermes Property Unit Trust

Structural Engineer

Services Engineer

Consultant

Key Plan



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North

Planning
tp bennett
architecture
interiors
planning

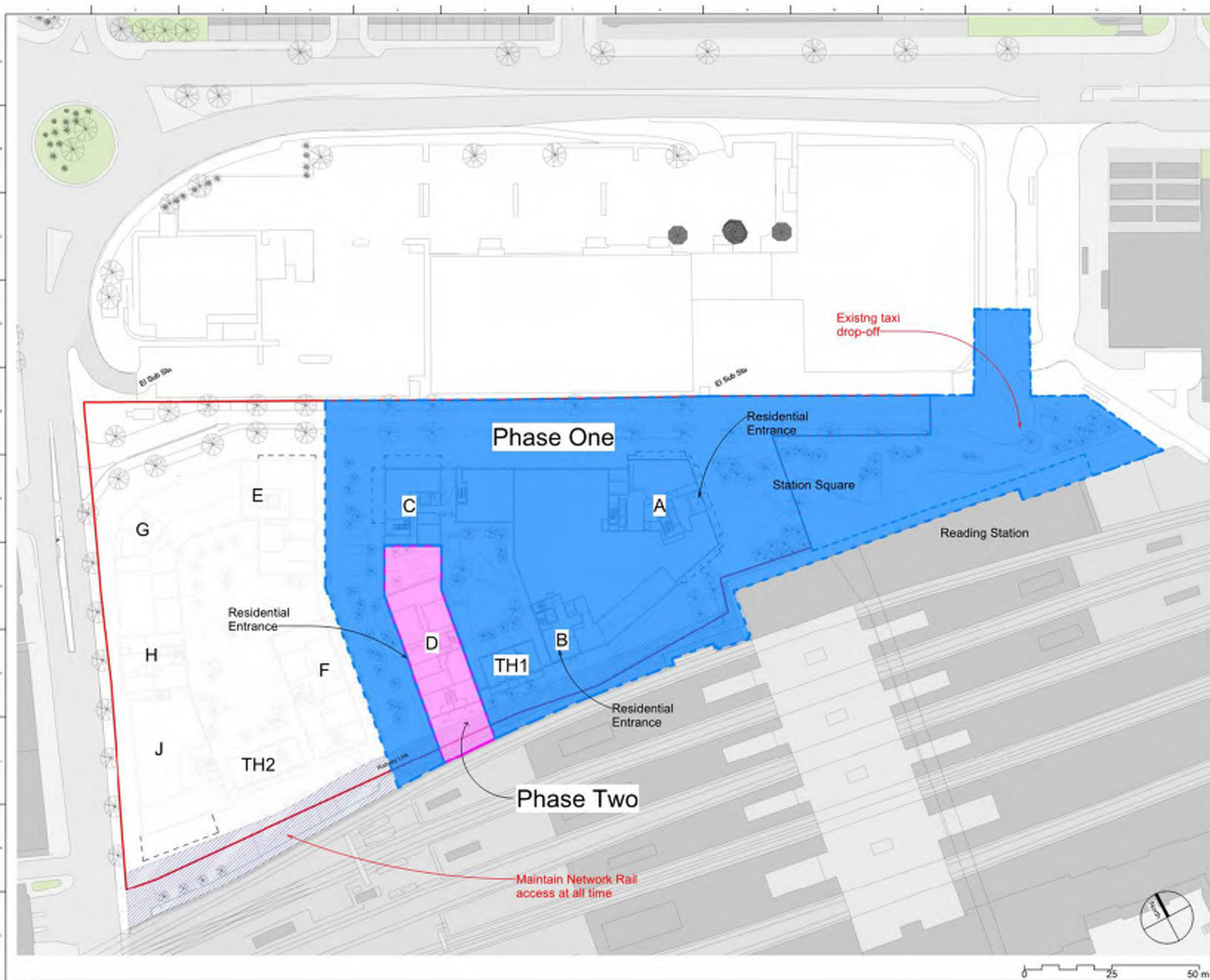
One Avenue House, London SW14 4AG, UK. Tel: +44 (0) 20 8996 8888. www.tp-bennett.com

Project
A11113 Caversham Road
Reading Metropolitan

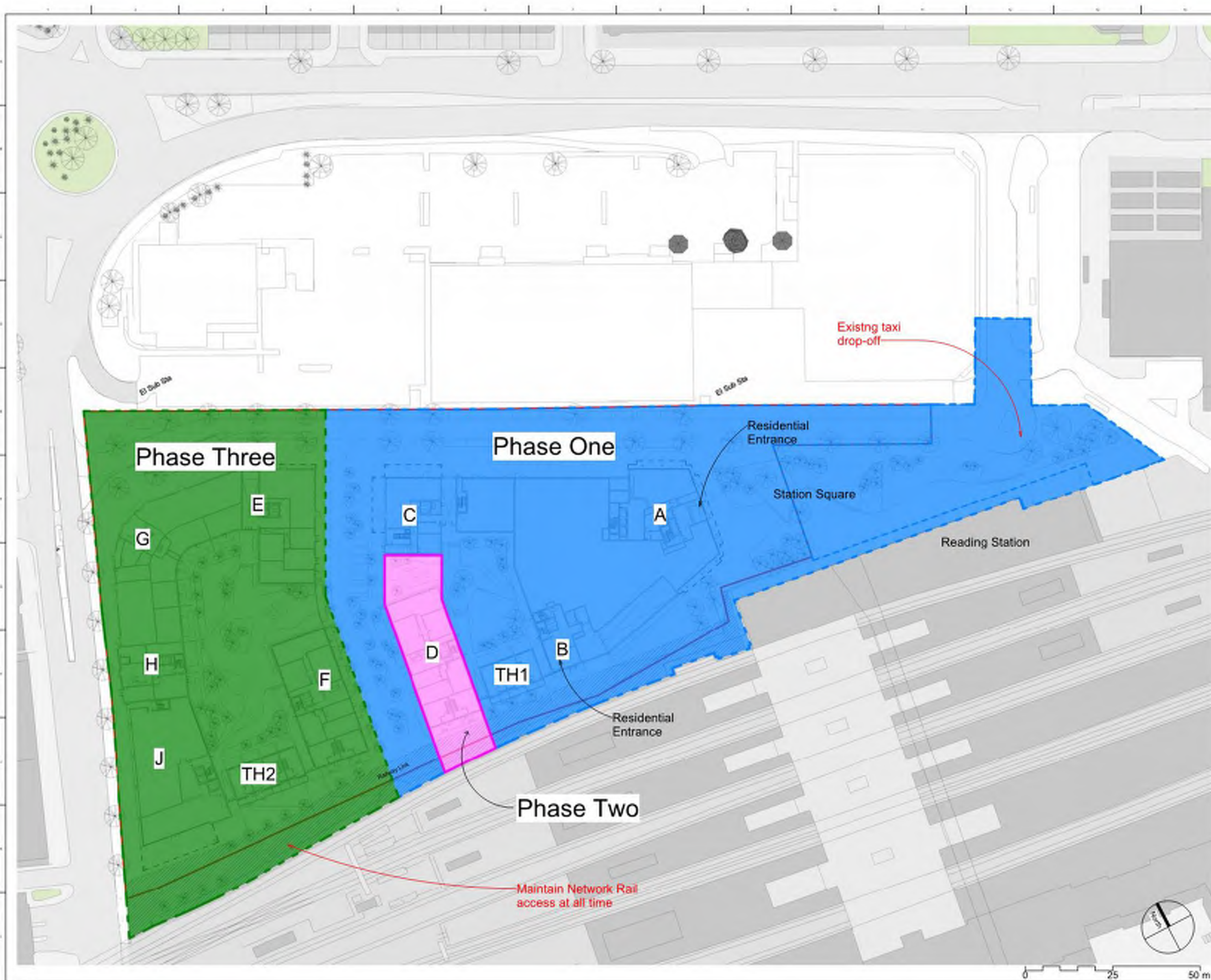
Drawn By
Proposed Site Location Plan
With Application Boundary

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Client			
Hermes Property Unit Trust			
Structural Engineer			
Services Engineer			
Consultant			
Key Plan			
			
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PI 10/12/2019 Issue for submission to the Council Scale: 1:500 North Planning tp bennett architecture interiors planning One Avenue House, London SE1 8AF, UK. Tel: +44 (0) 20 7348 8888. www.tp-bennett.com Project: A11113 Caversham Road Reading Metropolitan Drawing No: Proposed Phasing Phase 2 Drawn: 10/12/2019 Check: 10/12/2019 Scale: 1:500 Project: A11113 C 2 021 Sheet: P1			



Client	Hermes Property Unit Trust
Structural Engineer	
Services Engineer	
Consultant	
Key Plan	
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PI	10/12/2019
Issue for public viewing	01
Scale	1:1000
Author	tp bennett
Check	tp bennett
Drawn	tp bennett
Project	A11113 Caversham Road Reading Metropolitan
Drawn By	Proposed Phasing Phase 3
Scale	1:1000
Project	A11113 C 2 022
Page	P1



Client
Hermes Property Unit Trust

Structural Engineer

Services Engineer

Consultant

Key Plan

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Uses

1 Bed	Res. Elev 2B
2 Bed	Res. Elev A
3 Bed	Res. Elev B
A123 or D1 Use	Res. Elev C
Car Park	Res. Elev D
Cycle Parking	Res. Elev E
Office (Duplex)	Res. Elev F
Office	Res. Elev G
Office Entrance	Res. Elev H
Office RWC	Retail
Plant	Tk (Town House)
Refuse	

PC 10/12/19
PC 10/12/19
PC 10/12/19

Reading Local Authority Planning Department
Date for submission
Date for submission
Date for submission

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architecture
interiors
planning

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A11113 Caversham Road
Reading Metropolitan

Illustrative Scheme GA - Site Plan
Ground Floor

PC 10/12/19 1:500

A11113 C 2 050 P2









Notes

- 1 Bed
- 2 Bed
- Office
- Studio
- Shared Dwelling 1 Bed
- Shared Dwelling 2 Bed
- Shared Dwelling 3 Bed
- Shared Dwelling 4 Bed
- Shared Dwelling 5 Bed
- Shared Dwelling 6 Bed

Planning to benett
architectural
interiors
planning

A11113 Caversham Road
Reading Metropolitan

Illustrative Scheme GA
3rd Floor Plan

A11113 C 2 103 P2



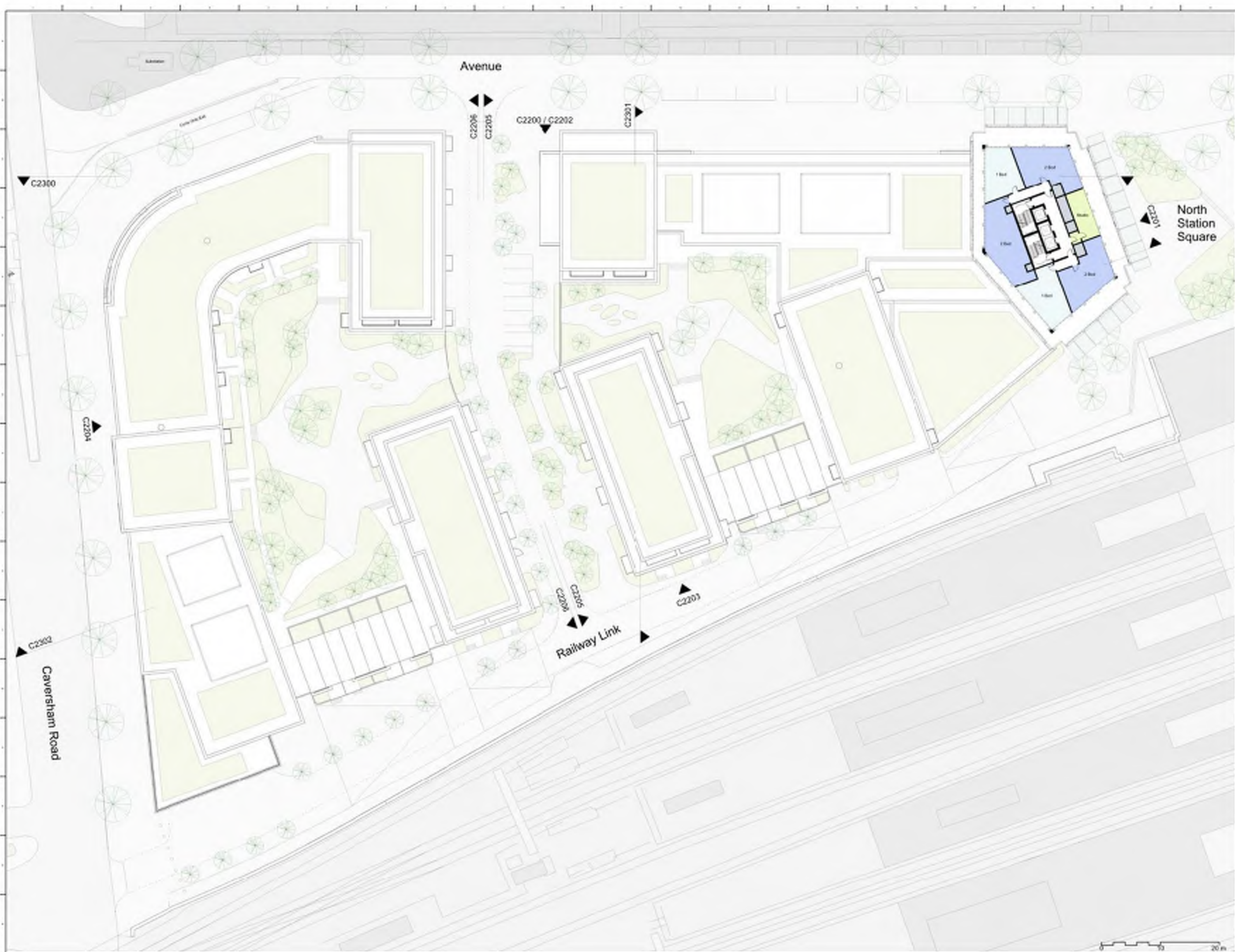














THE JOURNAL OF POST KEYNESIAN ECONOMICS



1 East Elevation

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6	10/1/2000	Initial visit - patient history and physical exam	1.0	0.0

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**A11113 Caversham Road
Reading Metropolitan**

Illustrative Scheme GA
Elevation Sheet 2

A11113	C	2	201	P2
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DOI: 10.1177/1056492607312105
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Journal of Management Inquiry



1 North Elevation
1:200

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A11113 Caversham Road
Reading, Metropolitan

Illustrative Scheme GA
Elevation Street 3

A11113	C	2	202	P2
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THESE RESULTS INDICATE THAT THE PROPOSED
REVISIONS TO THE REGULATIONS ARE
NECESSARY TO THE ADOPTION OF
THE PROPOSED REGULATIONS.

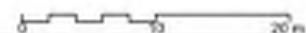
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Planning
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A11113 Caversham Road
Reading Metropolitan

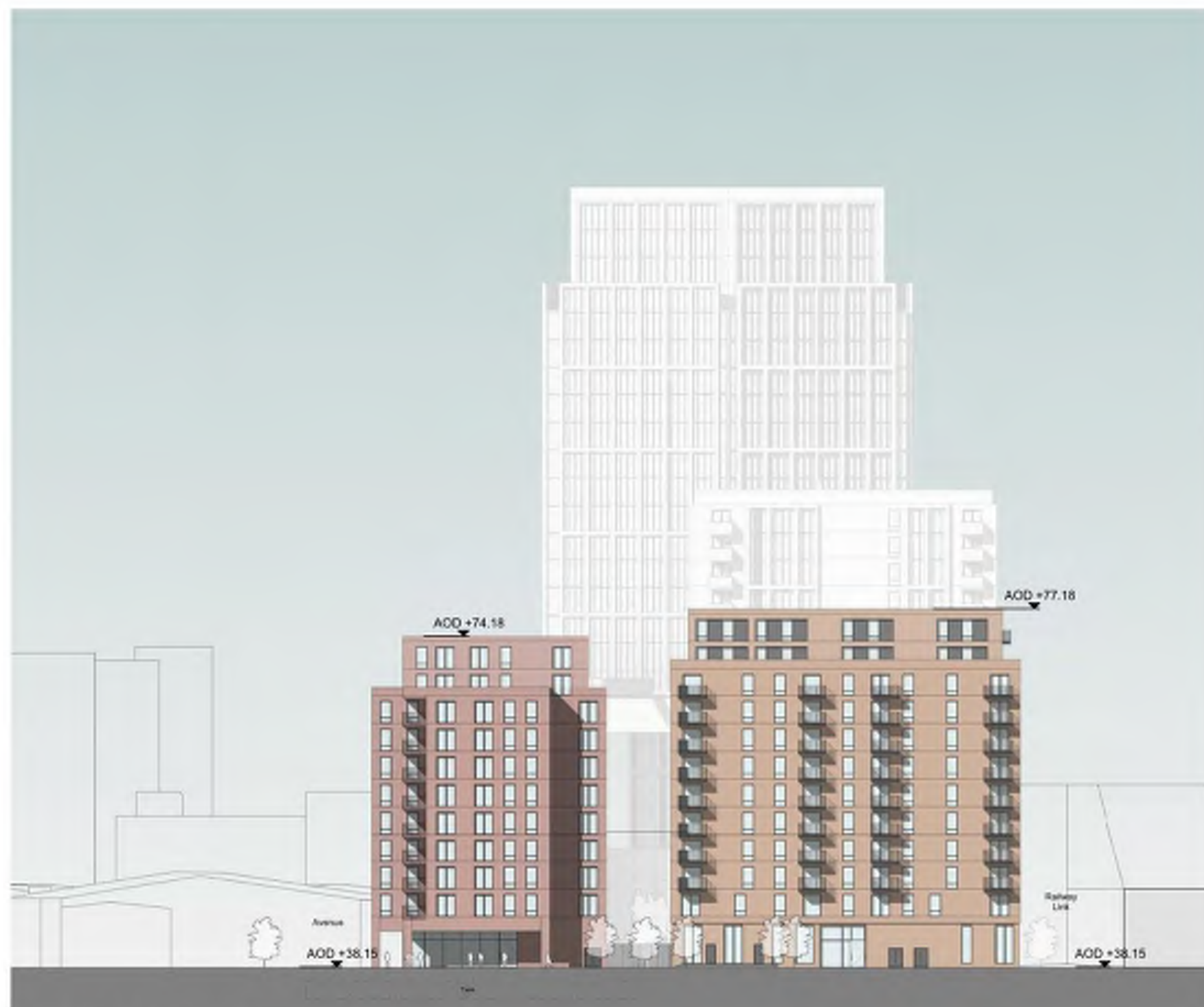
Illustrative Scheme OA
Elevation Sheet 4

A11113	C	2	203	P2
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THE JOURNAL OF POST KEYNESIAN ECONOMICS



2 Avenue - West Elevation

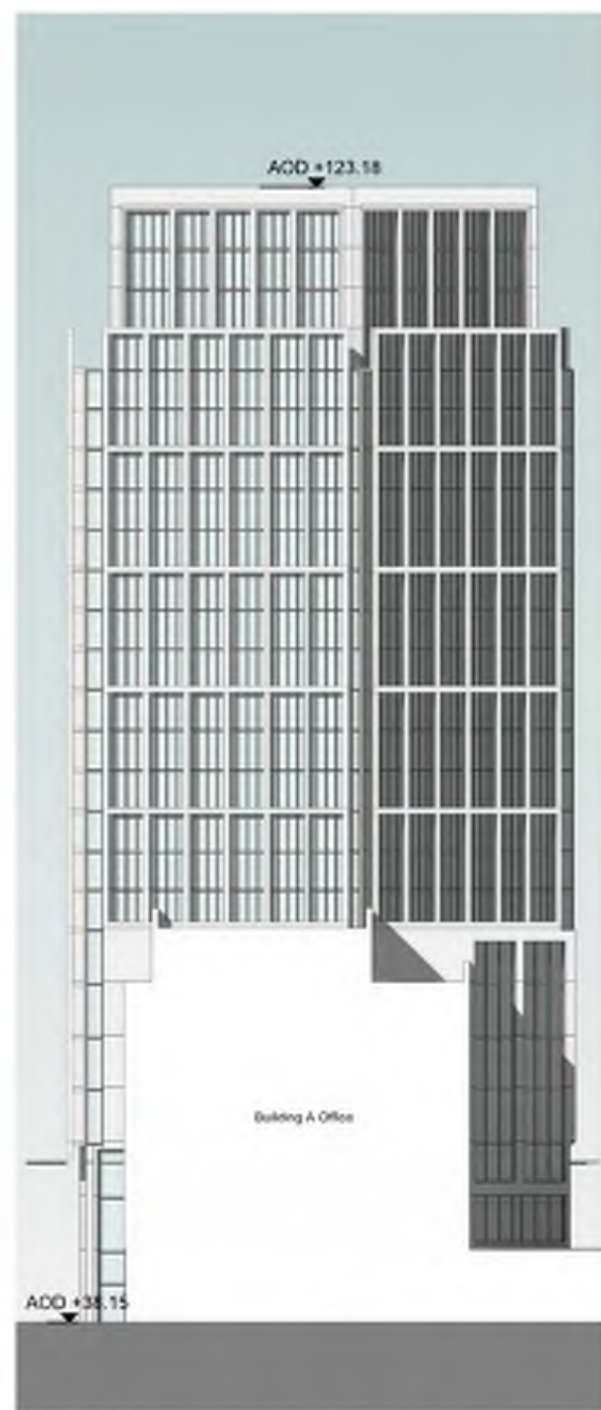




Client	Hames Property Unit Trust
Project Name	
Project Number	
Project Location	
Project Date	
Project Status	
Project Manager	
Project Engineer	
Project Architect	
Project Designer	
Project Consultant	
Project Contractor	
Project Supplier	
Project Installer	
Project Maintainer	
Project Operator	
Project User	
Project Owner	
Project Stakeholder	
Project Partner	
Project Ally	
Project Friend	
Project Neighbor	
Project Community	
Project Society	
Project Nation	
Project World	



1 Avenue - East Elevation
1:200



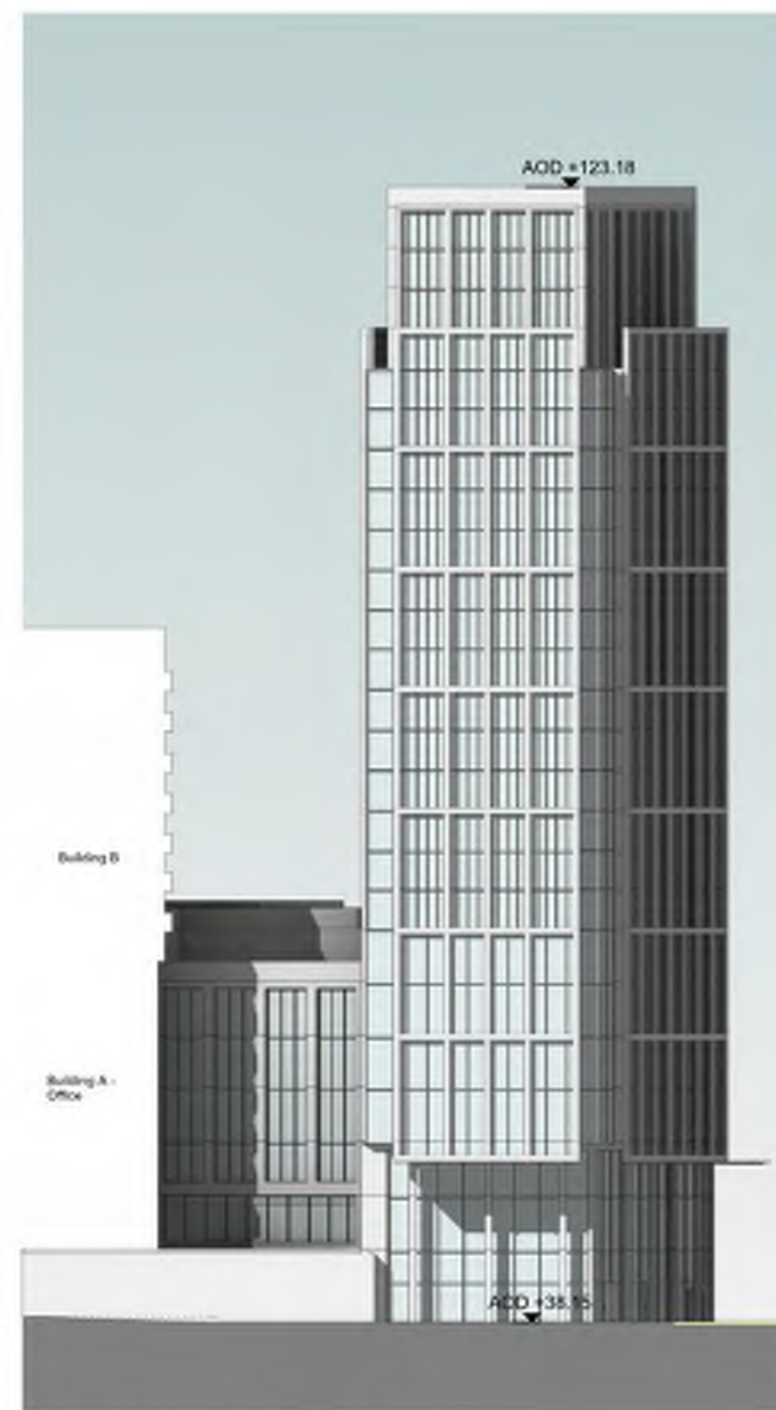
① Building A - North-West Elevation
1/1/200



2 Building A - South-West Elevation



3 Building C - South Elevation



4 Building A - South Elevation



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Landmarking is omitted in this abstract for space.



5 Building C - East Elevation



Client	Hemera Property Unit Trust
Project Name	
Project Number	
Project Location	
Project Status	
Project Date	
Project Description	
Project Notes	

NOTES

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① Building D - North Elevation

1:200



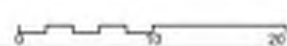
② Terrace House 1 - East Elevation

1:200



③ Terrace House 1 - West Elevation

1:200





Client	Hemera Property Unit Trust
Project Name	11113 Cavenham Road
Project Number	
Project Location	
Project Status	
Project Date	
Project Description	
Project Notes	

Notes:
Landscaping is included in the drawings for clarity.



1 Building E - North Elevation
1:200



2 Building E - West Elevation
1:200

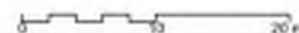
3 Building F - West Elevation
1:200



4 Building TH2 - West Elevation
1:200



5 Building TH2 - East Elevation
1:200





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The following table shows the number of cases of the disease in each of the years 1990 to 1999.	The number of cases of the disease in each of the years 1990 to 1999 is shown in the following table.
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A11113 Cavensham Road
Reading Metropolitan

Illustrative Scheme GA
Sections Sheet 2

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A11113	C	2	301	P2
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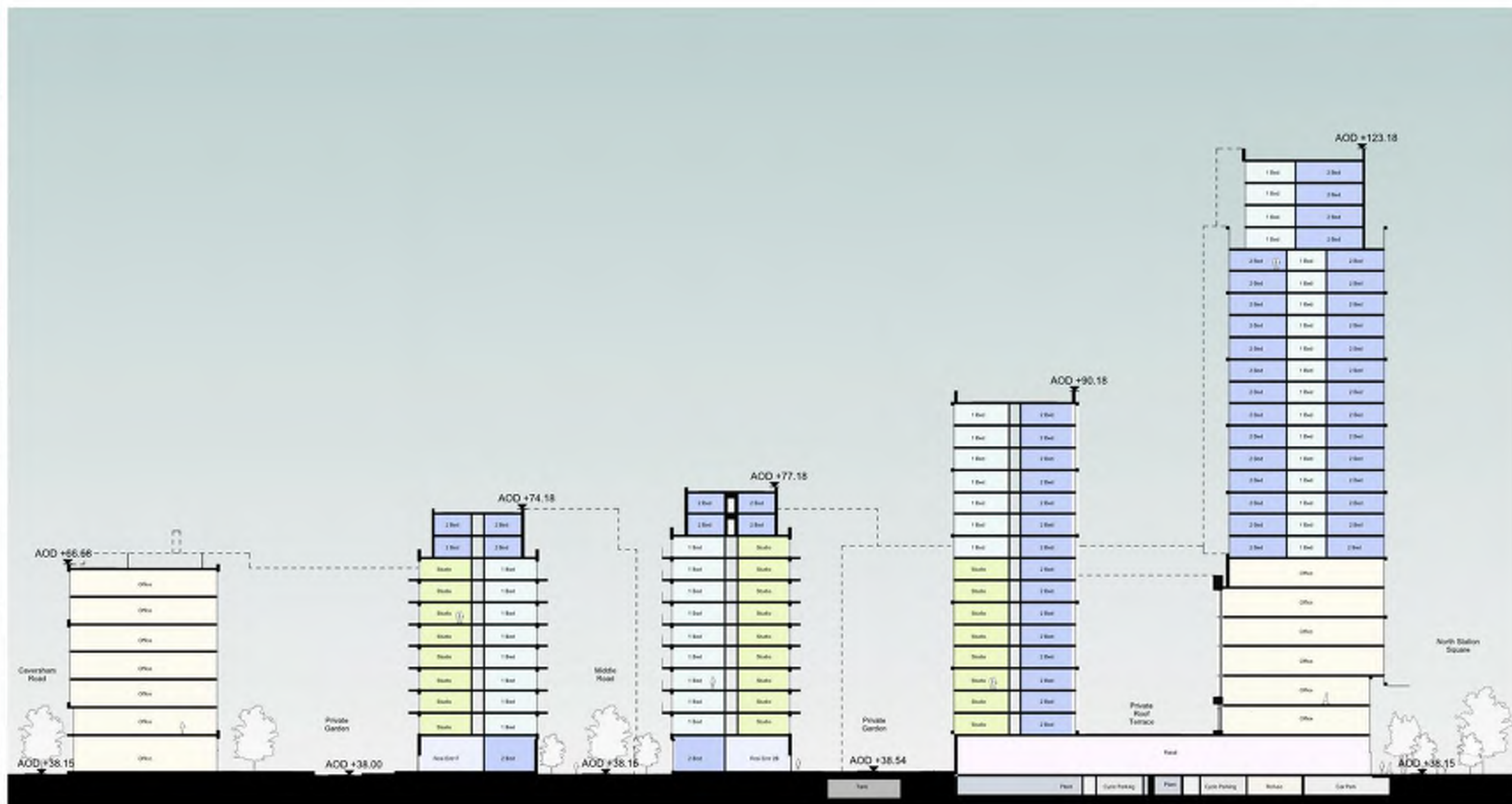
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Fig. 1. Schematic representation of the experimental design. The subjects were divided into two groups: a control group (n = 10) and an experimental group (n = 10). The control group received a placebo (PLA) and the experimental group received a 10% w/v solution of the active ingredient (10% w/v). The subjects were divided into two groups: a control group (n = 10) and an experimental group (n = 10). The control group received a placebo (PLA) and the experimental group received a 10% w/v solution of the active ingredient (10% w/v). The subjects were divided into two groups: a control group (n = 10) and an experimental group (n = 10). The control group received a placebo (PLA) and the experimental group received a 10% w/v solution of the active ingredient (10% w/v).

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A11153 Caversham Road
Reading Metropolitan

Illustrative Scheme GA
Sections Sheet 3

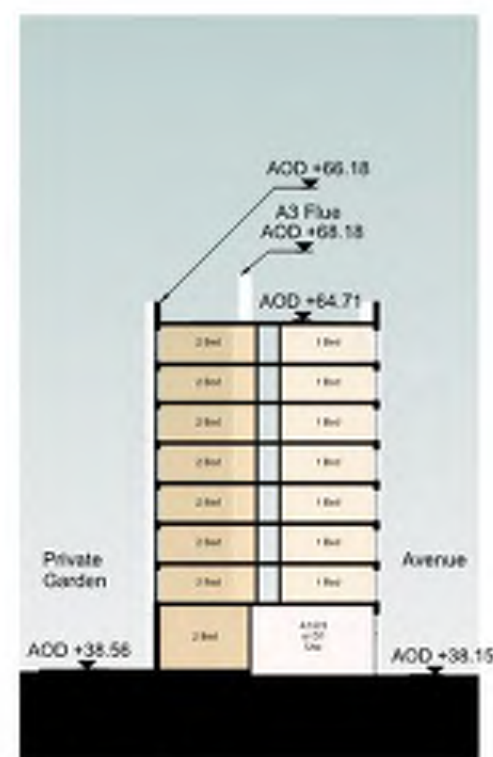
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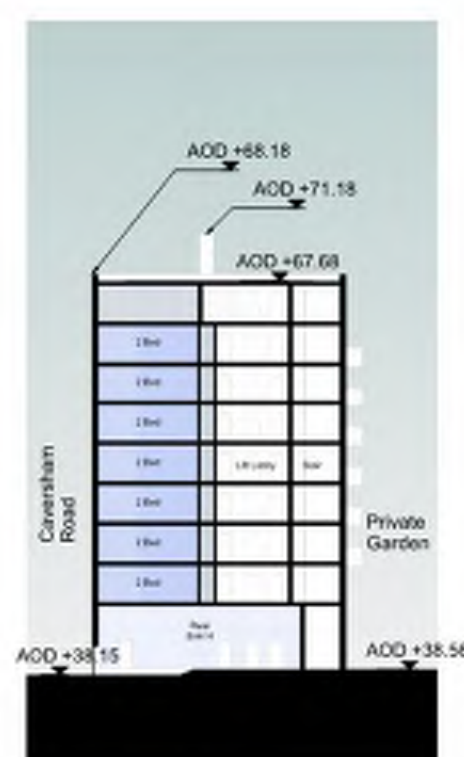
Client	Hemera Property Unit Trust
Project Name	11113 Caversham Road
Project Number	
Project Location	
Project Date	
Project Status	
Project Description	
Project Notes	

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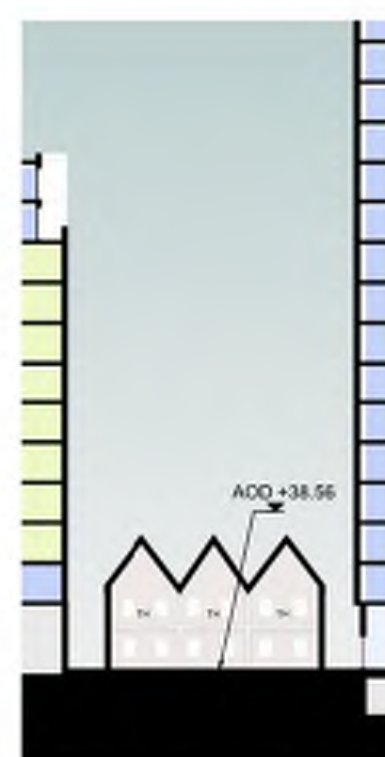
Note: Landscaping is shown in this drawing for context.



1 Building G Section
1:100



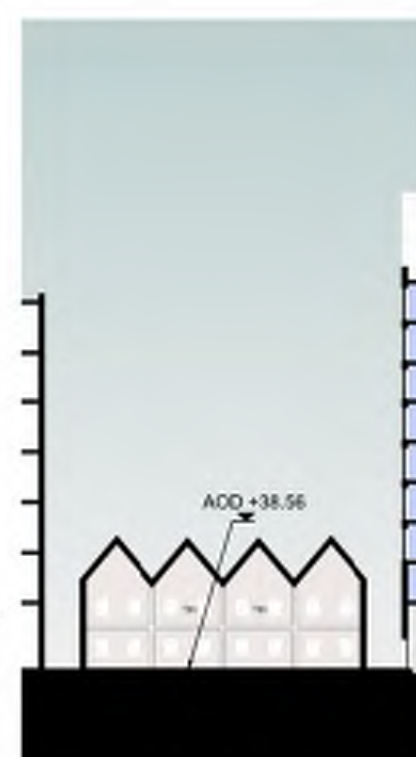
2 Building H Section
1:100



3 Building TH1 Section
1:100



4 Building TH1 Section
1:100



5 Building TH2 Section
1:100



6 Building TH2 Section
1:100

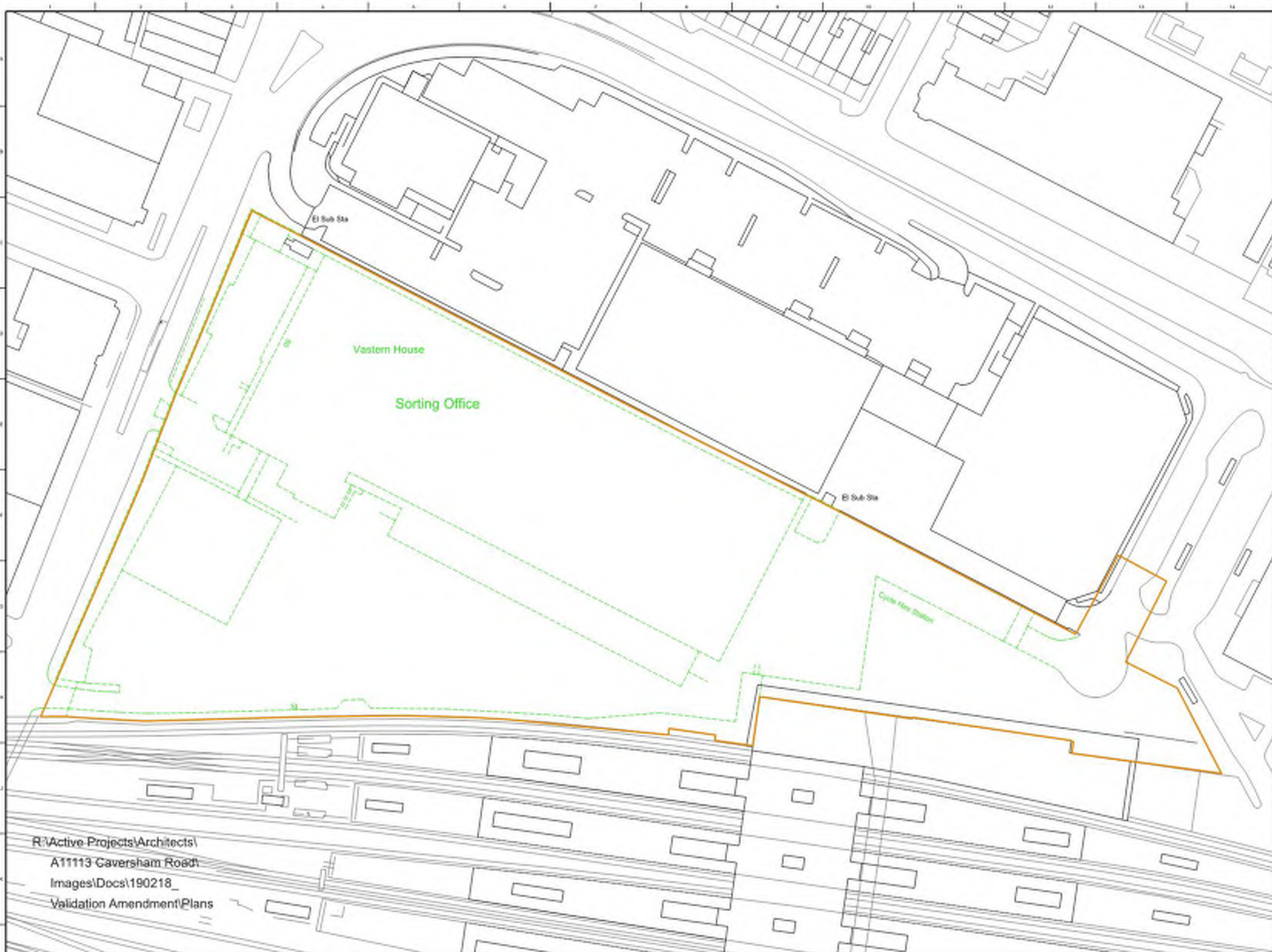
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11113 Caversham Road
Reading Metropolitan

Illustrative Scheme GA
Sections Sheet 4

A11113 C 2 303 P1



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A11113 Caversham Road
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Validation Amendment\Plans

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statutory requirements or a definition of the areas to be measured.
As a guide only. Not for construction. All dimensions are in millimetres unless
otherwise stated.

Client	Hermes Property Unit Trust
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Services Engineer	
Consultant	
Key Plan	
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Scale Status PRELIMINARY tp bennett architects interiors planning tp bennett Ltd London SE1 0UE UK +44 (0)20 7593 8888 www.tp-bennett.com	
Project Reading Metropolitan Caversham Road	
Drawing Title Demolition Plan	
Drawn	04
Date	12.11.2018
Scale	1:500
Sheet No.	A11113
Drawing No.	Z 0001
Rev	P2

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