

Green Park Village | Phase 6

Reading, Berkshire

Additional Information to Support Design and Access Statement [for meeting 12.10.2017]



Revisions:
Rev A - Long Views Added - 12/10/17

Disclaimer

This report has been produced by Broadway Malyan on behalf of St. Edward Homes for the planning application for Green Park Village Phase 6.

This document and supporting drawings should be used solely for the purposes of the detailed and reserved matters application submission to Reading Borough Council, and should be read in conjunction with the full set of application drawings and reports.

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Introduction

Reading Borough Council have requested further information with regard to the two planning applications submitted for Phase 6 of Green Park Village (Phase 6A - Detailed Application & Phase 6B Reserved Matters Application).

The information requested broadly consists of further detail on building heights proposed, extracting the design responses from the design and access statement which responds to the Design Review Panel 2 comments and the character of the development.

Place-making | Outline Masterplan

- Create a new vibrant & sustainable community
- Linking town and countryside
- Lakeside setting
- Extensive high quality landscape
- Well connected: Pedestrian & cycle links. Transport Interchange: Rail, bus & MRT

Phase 6: 8 Blocks

A-D Residential

E-H Office



Approved outline masterplan

Place-making | Current Proposal

- Create a new vibrant & sustainable community
- Linking town and countryside
- Lakeside setting
- Extensive high quality landscape
- Well connected: Pedestrian & cycle links. Transport Interchange: Rail, bus & MRT

Phase 6: 7 Blocks

A-D Residential

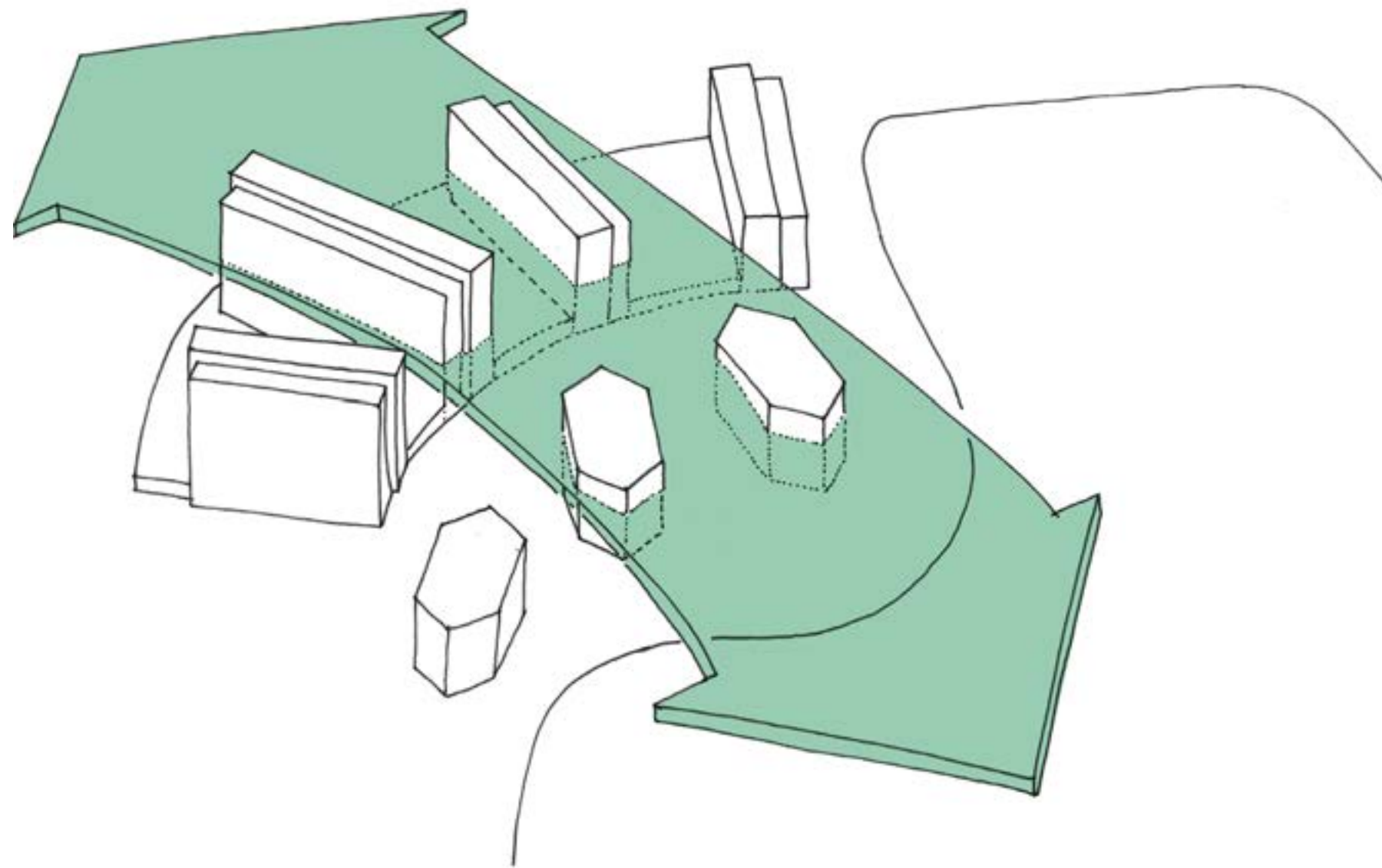
F-H Residential



Proposed site plan

Place-making | The Big Idea

“Buildings set into a visually continuous landscape.”



Place-making | New Homes

- Significant amount of available office space at Green Park [current and consented]
- Complete the Green Park Village Community;
 - School & Nursery
 - 3, 4 & 5 Bed Houses
 - Extra Care Home
 - Apartments for first time buyers, downsizers, etc.ie. providing for the widest demographic
- Bring 24/7 activity, life and vibrancy to the Station Square and gateway to Green Park

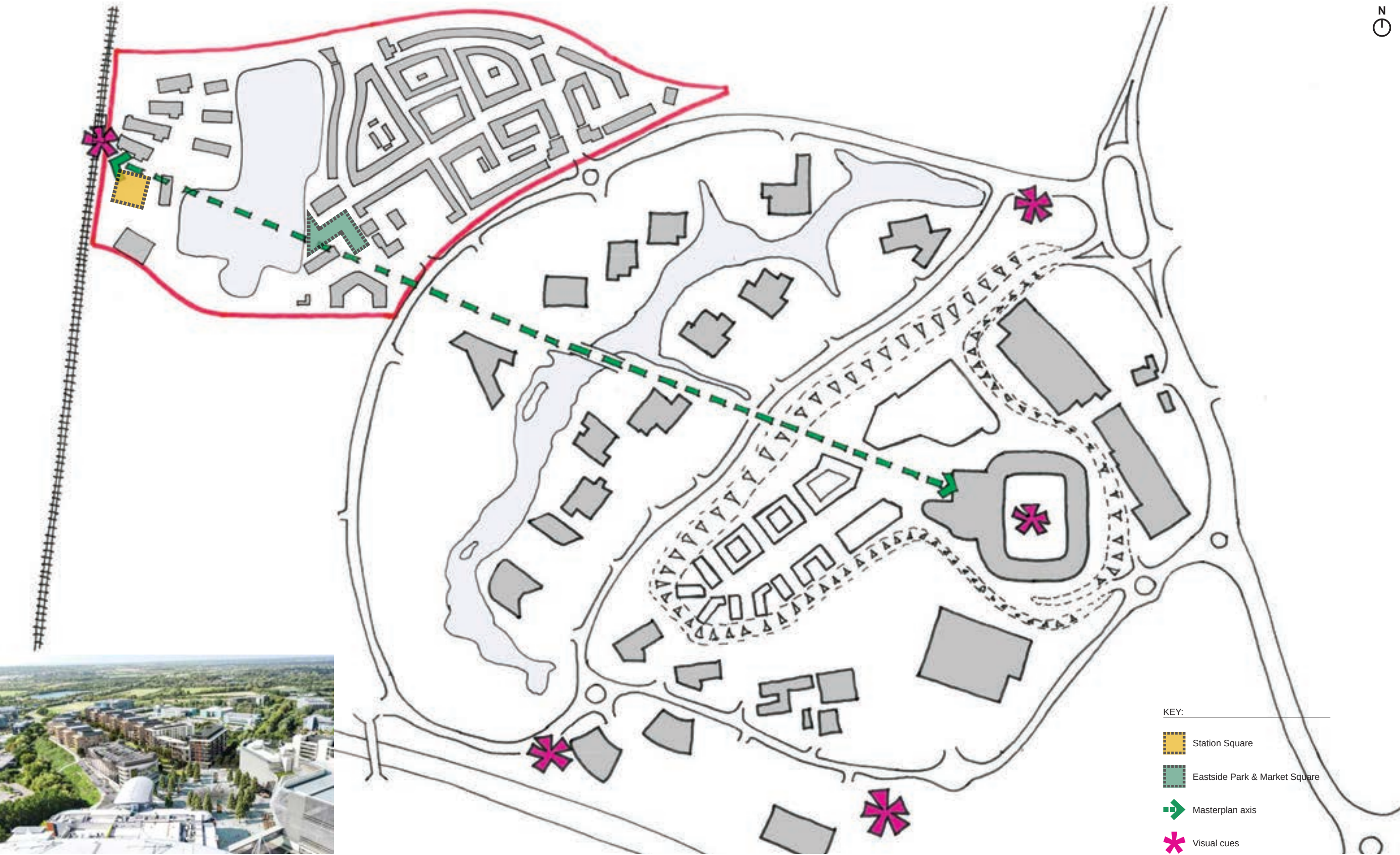


Approved outline masterplan

Place-making | The Journey

Time Line:	December 2016	Pre-App Meeting with RBC (volunteer to go to DRP)
	January 2017	Design Review Panel #1
	March 2017	Design Review Panel #2
	July 2017	Application Submission
	October 2017	Application Period

Place-making | Context



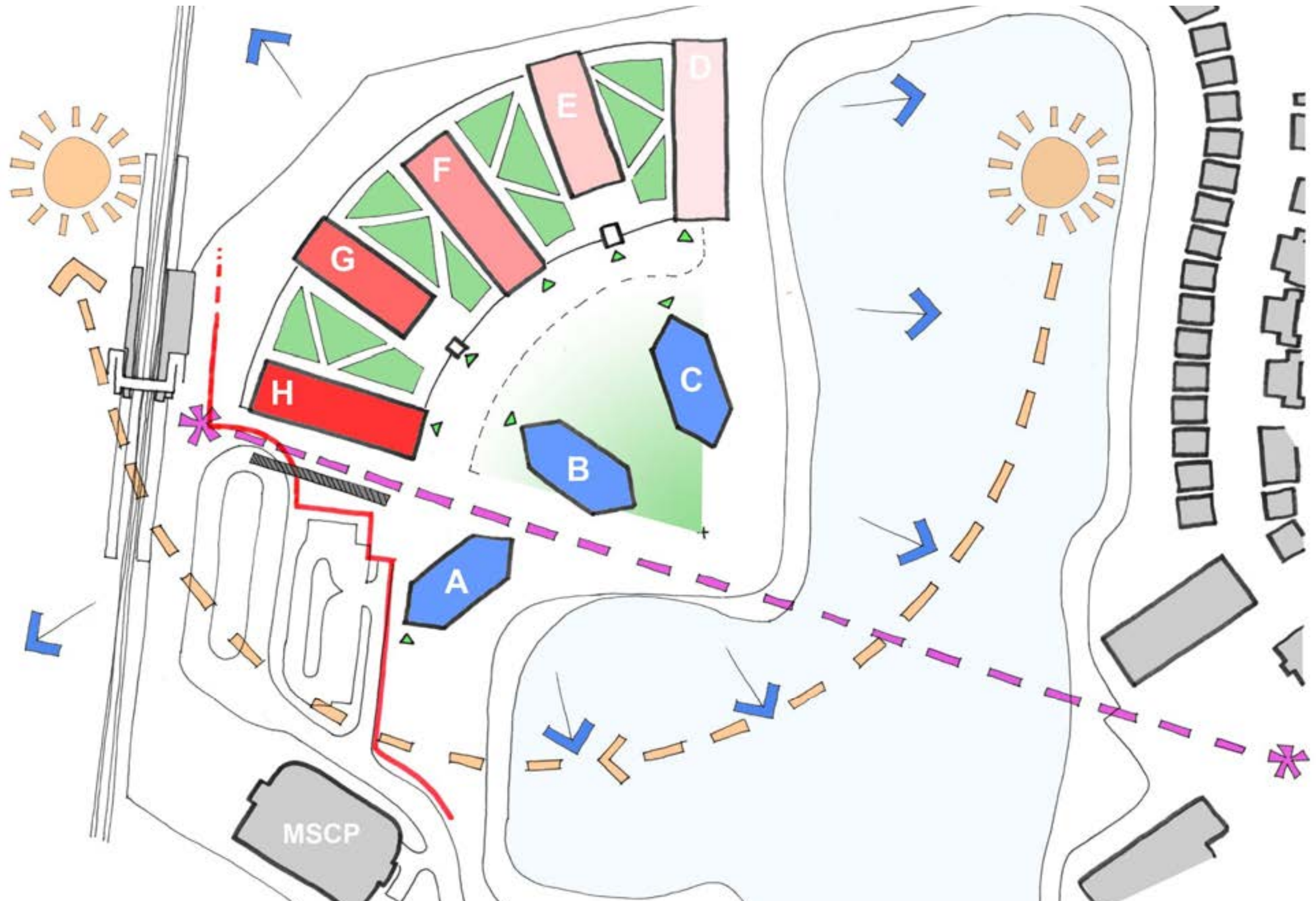
Completing the masterplan axis – © Barton Willmore

Masterplan design principles – visual cues & axis

Site Analysis Outline



Place-making | Design Principles



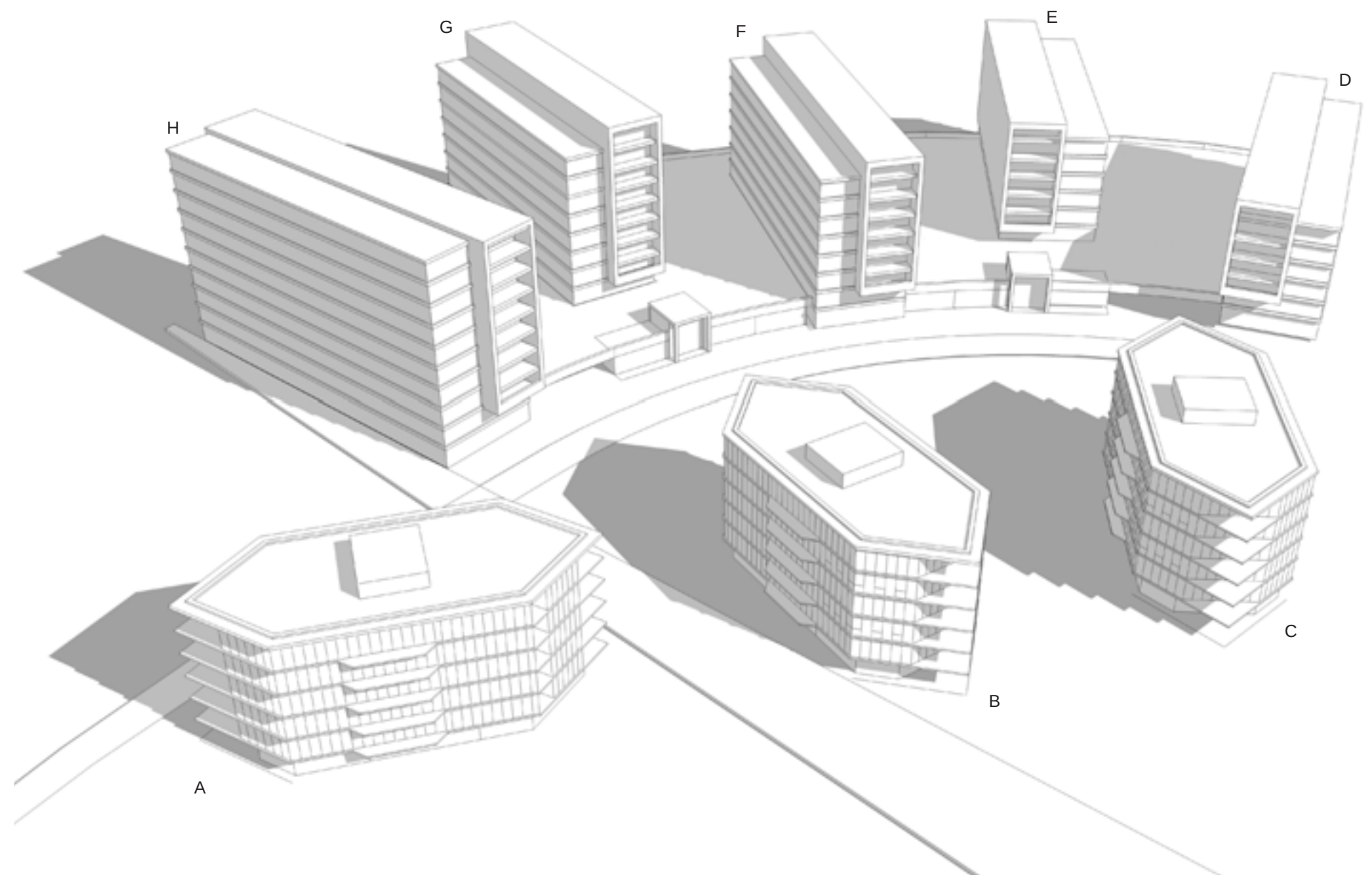
Place-making | DRP #1

Proposed Scheme

- 8 Blocks
- 496 Homes
- Up to 11 Storeys
- Min. Distance Between Blocks 20m
- Pavilions & Radial Blocks
- Parking under landscaped podium

DRP Feedback

- General comfort with the overall extent of development
- Landscape detail is key
- Question sunlight to some spaces
- Review separation of Radial Blocks
- Explore 4 Radial Blocks instead of 5
- Blocks need to address areas beyond the site: How does the scheme address the Station?
- First steps are sound

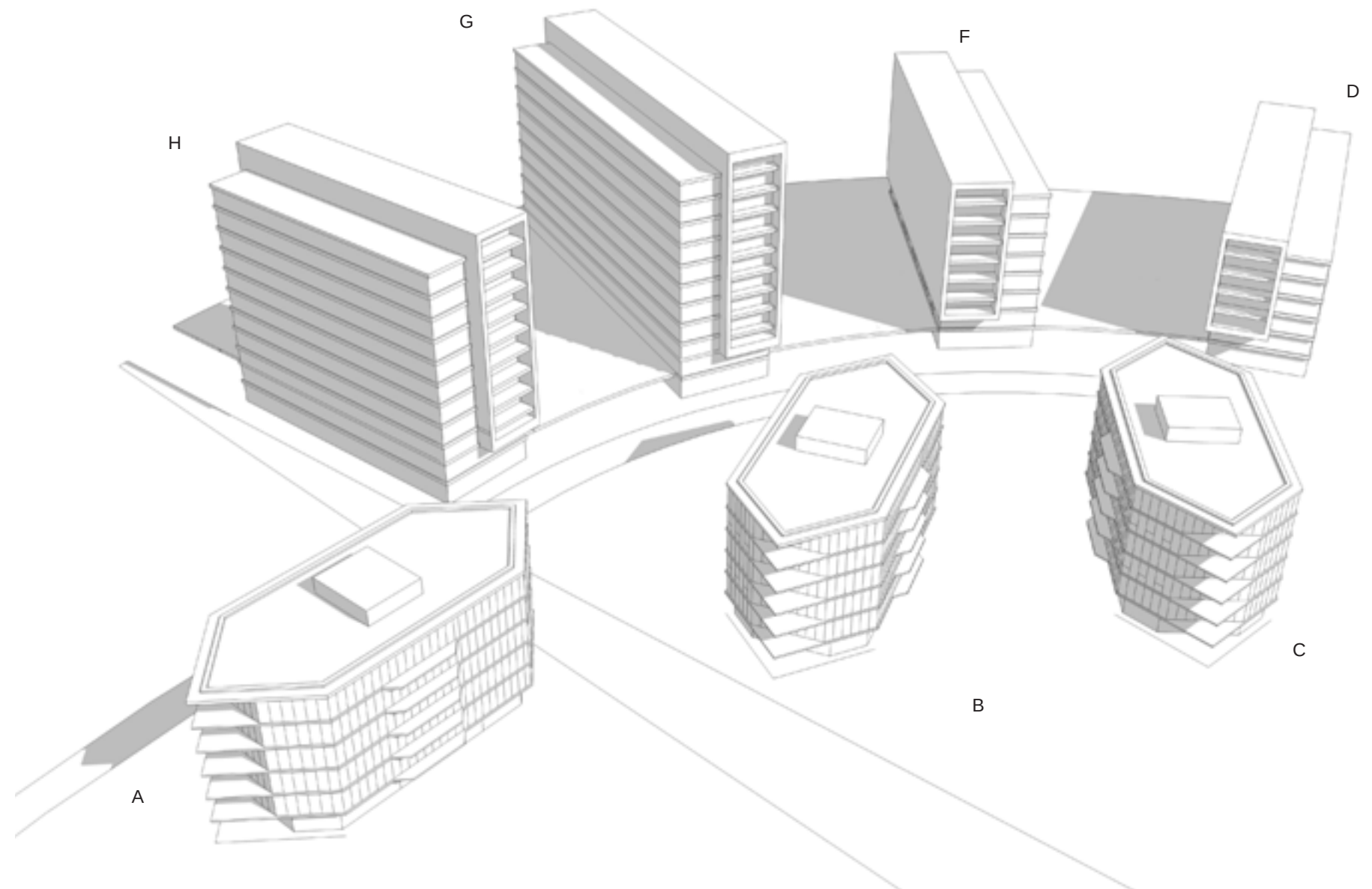


3D Massing Overview @ DRP#1

Place-making | DRP #2

Proposed Scheme

- 7 Blocks (from 5 radial blocks to 4)
- 456 Homes (-40 Homes)
- Up to 12 Storeys (+1 to blocks G & H)
- Min. Distance Between Blocks 26m (+6m)
- Pavilions & Radial Blocks
- Parking under landscaped podium
- Sunlight Study undertaken
- +20% area to Landscape Podium gardens
- Landscape scheme developed
- New Station Gateway Square & Pavilion



3D Massing Overview @ DRP#2

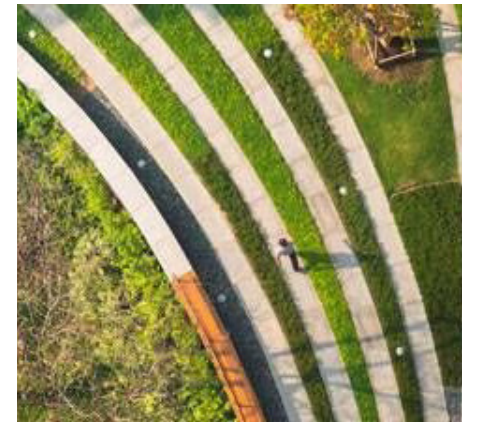
Place-making | DRP #2

Proposed Scheme

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- New Station Gateway Square & Pavilion



Landscape Plan @ DRP#2



Station Square Urban Fluid



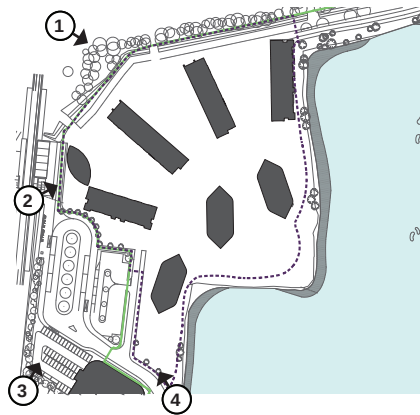
Lakeside Park Informal



Podium Gardens Formal

Place-making | DRP #2

Illustrative Perspective Views



1. Approach to Phase 6 from the north on railway



2. Station Pavilion and view to lake from station bridge



3. View from bridge over railway looking north towards Block H



4. View from station access road looking north to Blocks A and H

Place-making | DRP #2

DRP Feedback

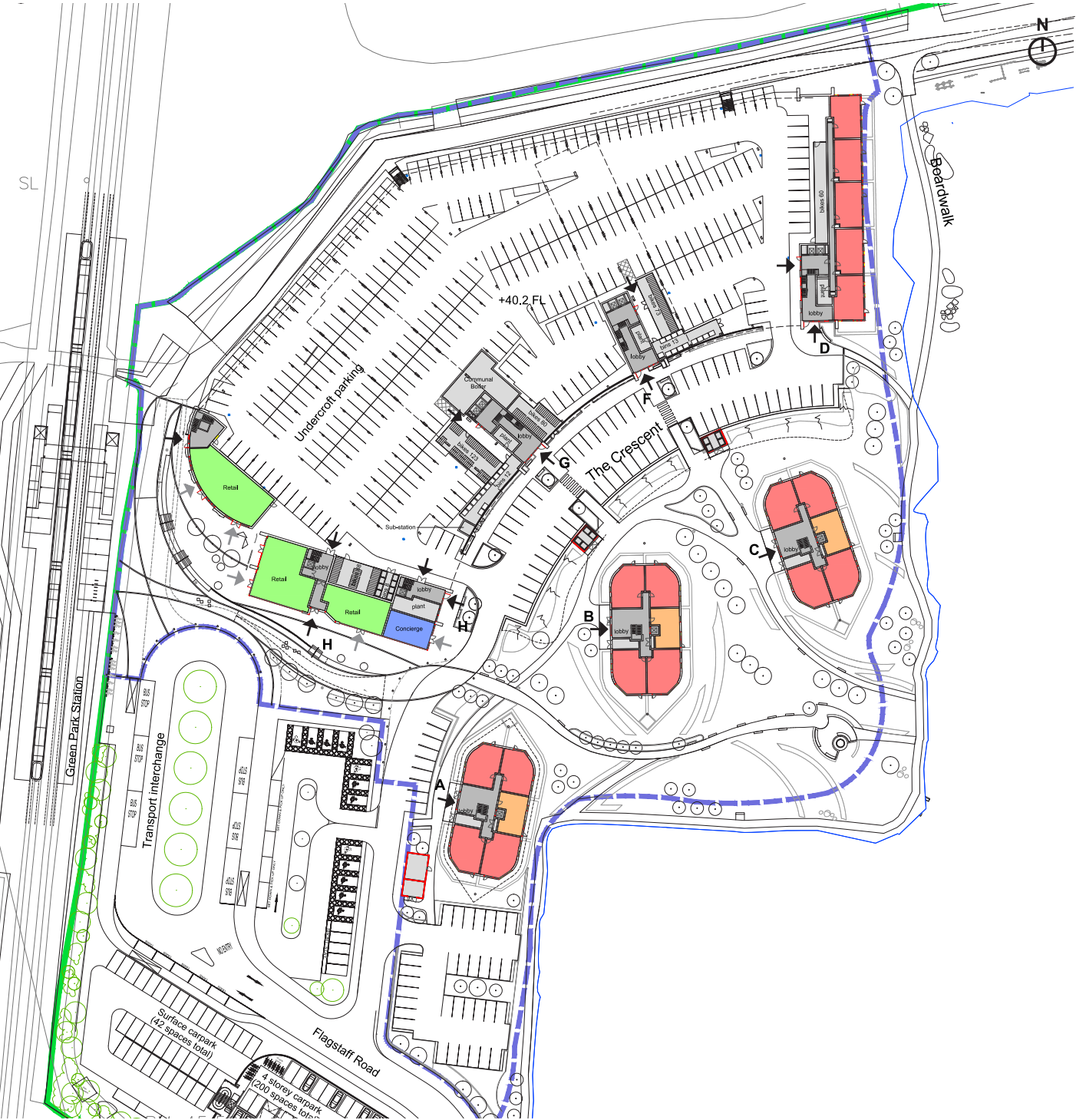
- The move to 4 blocks is a welcome step
- Connecting Blocks D-G with the front of the podium brings a legible access arrangement.
- Positioning of Blocks A-C looks good.
- Design development of Landscape is a great start, the fundamentals are in place.
- The Panel is not troubled by the overall extent of massing on the site.
- General comments with regard to architectural appearance, material selection & detailing. It was proposed to respond to further comments within the design development of the Design and Access Statement.

Submitted Scheme

- 7 Blocks
- 6-12 storeys
- 459 apartments
- 200 sq.m GIA Residents gym
- 557 sq.m GIA Retail space
- 428 car parking spaces



Place-making | Submitted Scheme Site Layout



Proposed Site layout – Ground Floor

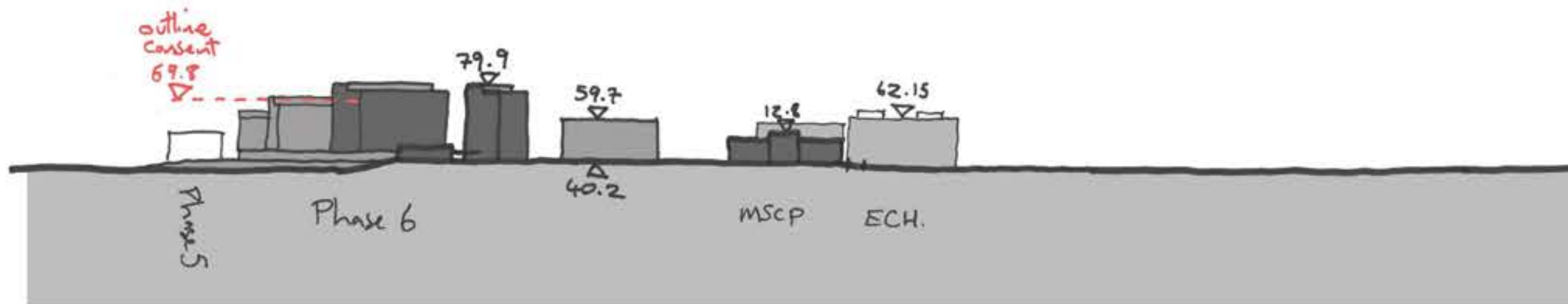


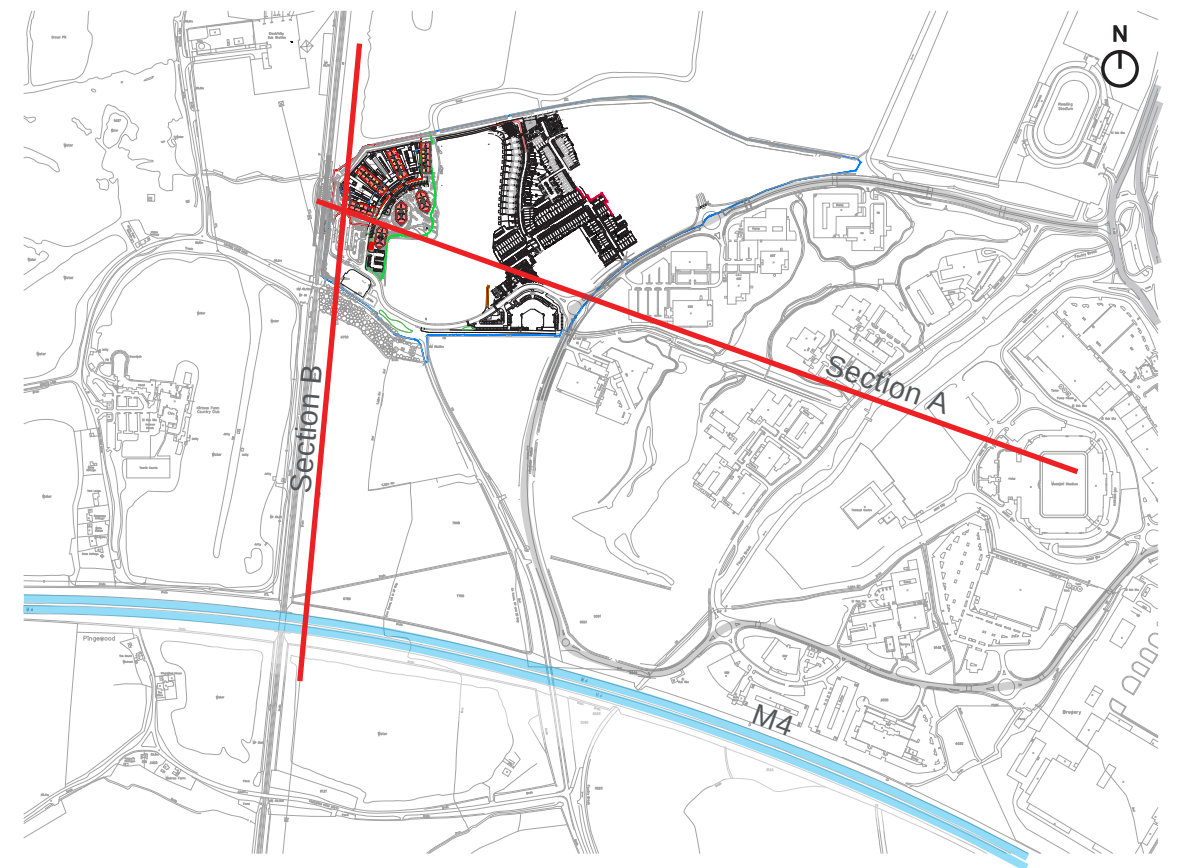
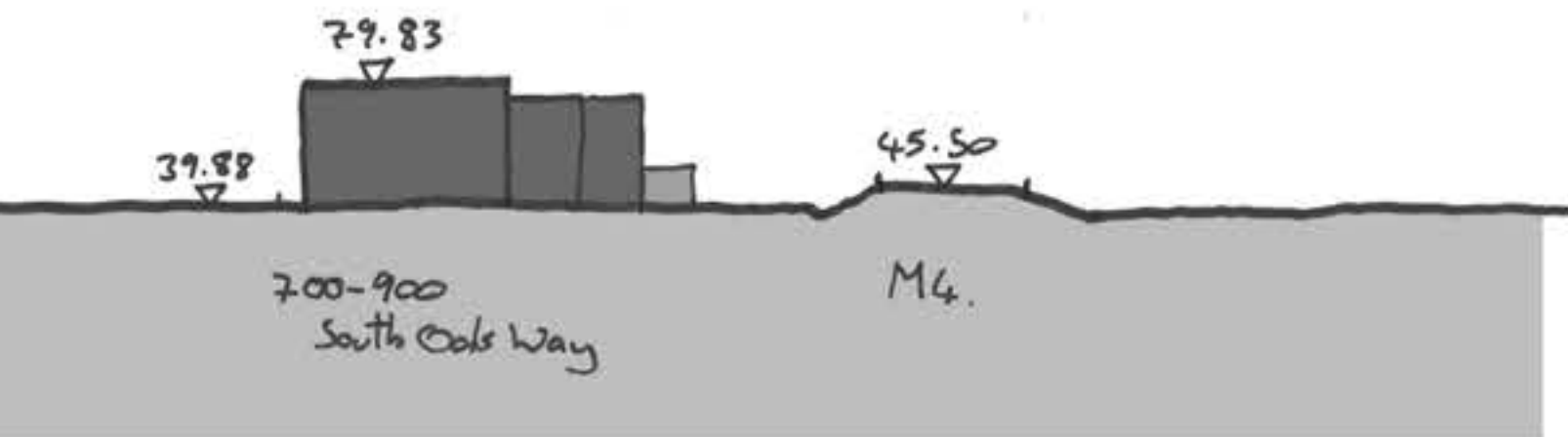
Proposed Site layout – First Floor

KEY:

	1 Bed		Retail
	2 Bed		Communal
	3 Bed		Bins/Bikes

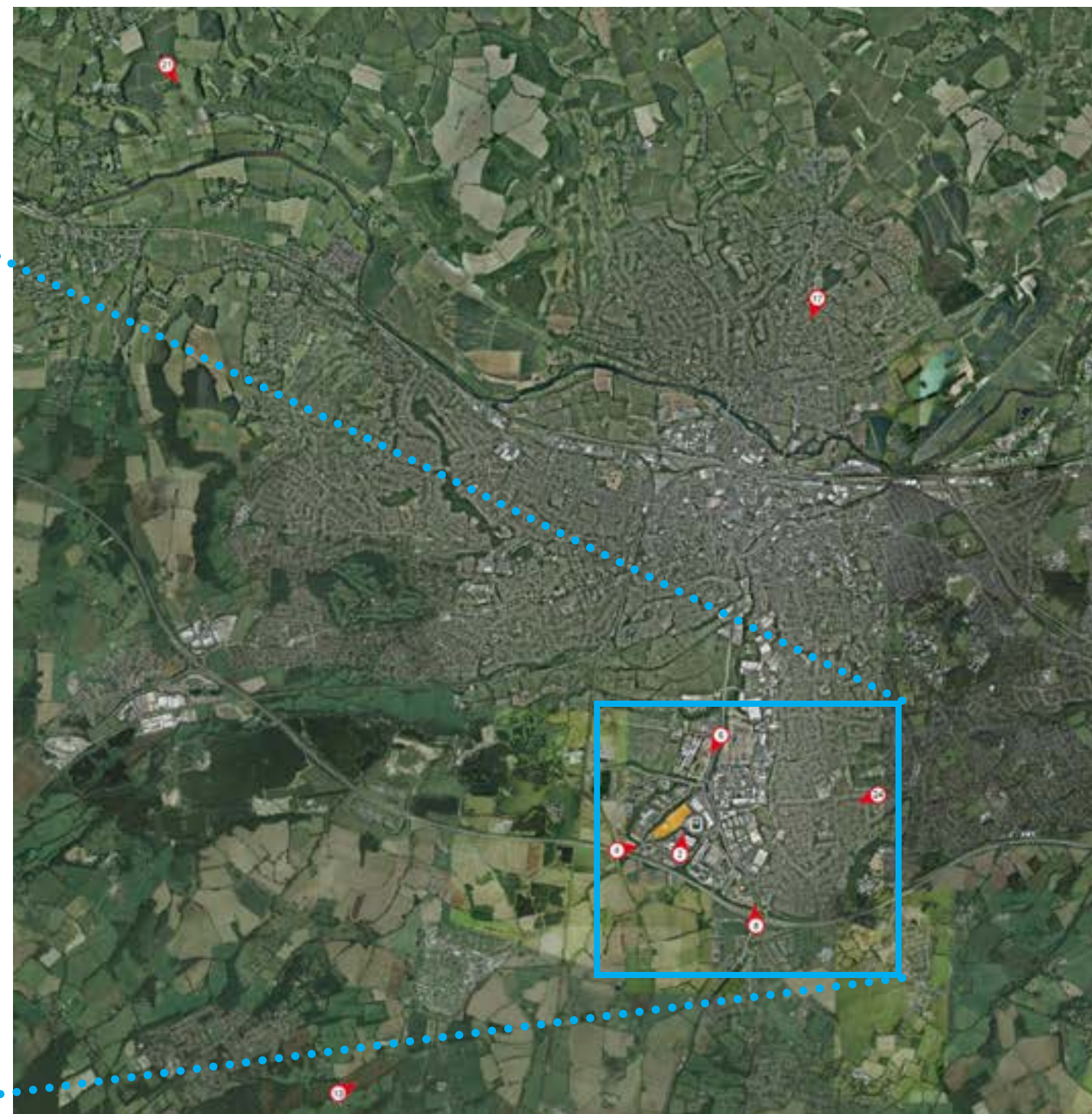
Place-making | Proposed Building Heights in Context



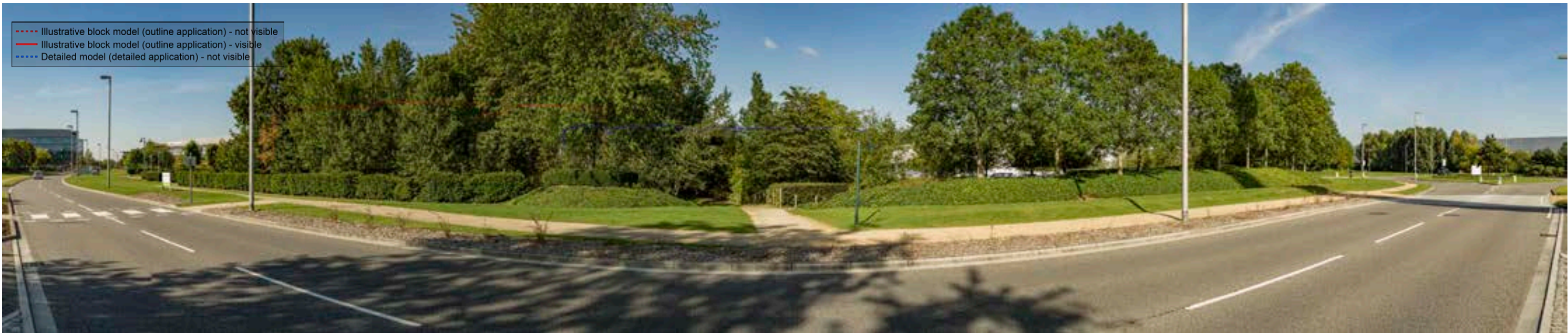


Long Range Views

Relevant Views: Extracted from Royal Elm Park Submission



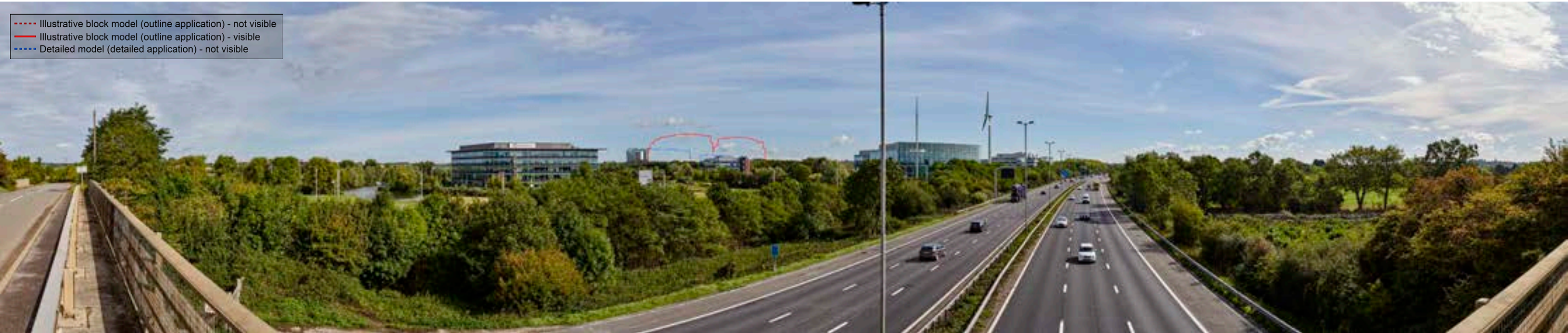
View 2 proposed view from S Oak Way, looking north towards the Site



Long Range Views | View from South Oak Way looking N [view 2]



View 4 proposed view from Kybes Lane/National Cycle Route 23 over M4, looking north-east towards the Site



Long Range Views | View from Kybes Lane looking N [view 4]



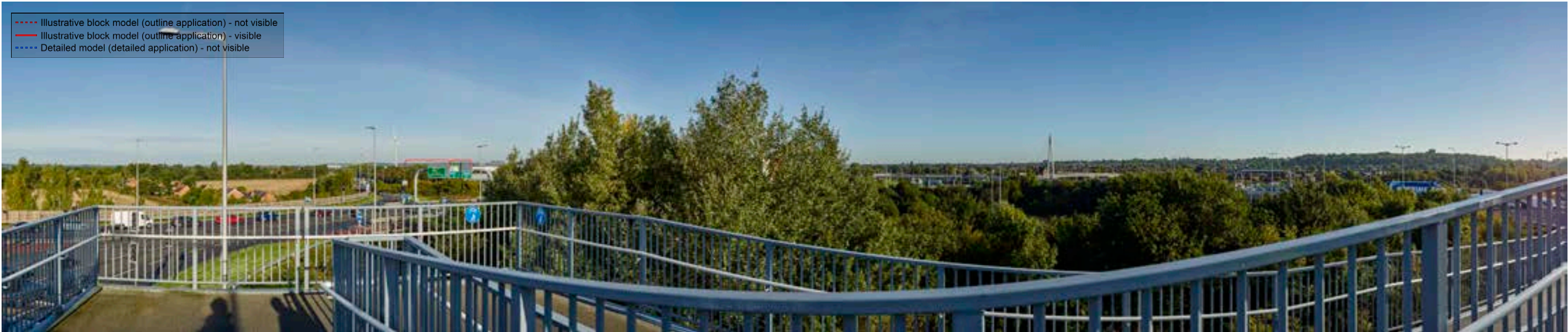
View 6 proposed view from crossing between Lindisfarne way with A33, looking south towards the Site



Long Range Views | View from Kennett Island looking SW [view 6]



View 8 proposed view from pedestrian bridge over the A33, looking north-west towards the Site



Long Range Views | View from Pedestrian Bridge looking NW [view 8]



View 13 proposed



Long Range Views | View from Goring Lane looking NE [view 13]



View 17 proposed



Long Range Views | View from Horse Close looking South [view 17]



View 24 proposed



Long Range Views | View from Whitley Wood Rd looking w [view 24]



Appendix 1 – Response to DRP Comments #2

[Appendix 4 of Design & Access Statement]

Proposal: Green Park Village, Phase 6
Location: Reading

Site	Building	Sustainability	Detailing	Design Approach
Layout - Urban	Layout – Density & mix	Energy	Craftsmanship	Response to context
Structure & Grain	Scale	Materials	Functional	Legibility
Character of area	Massing	Water	Longevity	Innovation
Quality of public realm				
Landscape - continuity & enclosure	Appearance	Access	Weathering	
Orientation	Function	Health	Structurally honest	
Vehicle circulation	Outlook	Waste	Historically correct	
Pedestrian routes	Legibility	Reuse		
	Adaptability	Inclusivity		

Site
The proposals are a second iteration presented to the Panel. Should any application be brought forwards the design and access statement associated needs to document discussions with the Panel and address comments made. Layout / Structure & Grain – The move to four blocks is a welcome step delivering the opportunity for interesting and quality amenity spaces between the blocks and alleviating face to face distances. Bringing blocks D – G into contact with the edge of the podium also begins to bring a legible arrangement for access to the blocks from the main access road. Debate occurred with the applicant as to how the 3 courtyards between blocks D – G were interconnected and the level of accessibility that would be possible for residents of different buildings. The strategy for this needs to be developed further, the Panel were of the view that connectivity across the whole podium would benefit the scheme. Positioning of blocks A – C is looking good, just a little refinement may be needed as the landscape design is finalised. A suggestion worth investigating is pulling the front of the blocks D - G forwards towards the lake, further past the edge of the podium. This could create a route behind the blocks at podium level overlooking the open countryside for residents to freely circulate between the courtyards. This modification would also offer the opportunity to enlarge the secondary cores to encourage footfall across more of the podium. Landscape – The design development since the last review is a great start, the fundamentals are in place to create a good landscape scheme. The Panel felt the concepts investigated and direction chosen are sound. A few specific areas require a little further thought, these are: - Softening the edges where the two masterplan geometries meet, some blending of one into the other is needed. - The car parking to block A, can this be included within proposals to the station square? The access to the car parking should be reviewed, it is very tight past the building presently. - The parking along the main podium / entrance elevation needs softening and a sense of generosity. Orientation – Comments from the previous review need to be addressed. As a curve ball for consideration, the orientation of the blocks lends itself better to the scale of the buildings increasing towards the landscape. If this arrangement was adopted far more ‘homes’ would gain maximum benefit from the views and also sunlight penetration into the courtyards would also be improved. This principle should be investigated as part of the design development process. <i>Whilst the Panel are in principle content with the scale and quantum of development proposed, the arrangement of the blocks does create considerable challenges that need to be addressed. The blocks rise in height as they radiate towards the railway station, this coupled with the layout will have a detrimental effect upon the spaces around the buildings. Of particular concern is the space between G & H, daylight and sunlight analysis is needed to demonstrate the quality of all these spaces (and some units that front them) can work the majority of the time. With regard to the blocks there will need to be modification of the façade approach to deal with the different aspects and environmental challenges orientation will provide. This is not to say they should be wholly different, more that the overall concept needs to be flexible enough to allow a response. In addition to daylight & sunlight analysis of some individual units consideration needs to be given to over heating too.</i> Vehicle Circulation – No further comments, additional detail required. Pedestrian Routes – See comments on Layout above.

Building
Layout – There are no comments regarding blocks A, B & C on layout. The applicant has not pursued the Panels suggestion to use the podium as the primary circulation device for Blocks D – G, this is not necessarily a concern but as mentioned above the rationale regarding access, use and movement across the podium needs urgent work as it needs to underpin further design of the buildings. Imagining a few ‘days in the life’ of residents would be a good approach. Internally block plans are relatively simple and build upon well-established standards, however given the length of the corridors internally further investigation into a dual primary core arraignment with a reduction in length of corridor needs to be explored. This would further the cores purpose on the masterplans and allow further option for residents to access the main landscape podium whilst increasing a sense of place and ownership by subdividing 100 unit blocks. Internal double loaded corridor widths need to be adequate to allow pleasant circulation spaces to the apartments not just BR minimum. Scale / Massing – The Panel is not troubled by the overall extent of massing on the site, however the design of blocks D – G needs more development. Façade treatment is uniform across those blocks which is not seen as a negative but does require the design to be of exceptional quality and detail to allow these individual standalone elements the clarity of design they require, Even though the overall proportions of the main elevations are very different, articulation of the massing or even some splitting of the blocks may help. This approach would drive the case for additional cores (therefore activity / life on the podium), corridor space could become net floor area rebalancing net to gross. If the buildings are really ‘spokes on a wheel’ why do the brick and metal clad elements change side, surely that principle should be consistent? Appearance – Blocks D – G the latest iteration of the appearance is a poor relation to the first ideas presented. Whilst the idea of buildings conceived as two partners is interesting and the end elevations have a slender elegance and long flank elevations are too monolithic. The precedents and aspirations being presented are simply not good enough. Reading has a rich ‘brick’ heritage it seems a missed opportunity this is not being referenced in one of the biggest brick developments in the town. Work by dRMM, AHMM, Panter Hudspith, Fielden Clegg Bradley, Alison Brooks Architects provide lots of ideas for introducing these qualities. With regard to materials whilst these were not formally proposed, again development and rigour behind the proposals is needed. It would be nice to see brick tones prominent within the architecture of Reading considered. The faces of the podium not building also need further detail, that is both the retail faces and the areas in between buildings. Careful consideration should be given to the sweep of commercial units and work spaces fronting the station approach. These units must deliver a strong architectural statement and base for the tower above. Blocks A – C also need considerable work, the buildings have a commercial feel currently not the lightweight pavilions described. Legibility – See comments regarding Building Layout and overall site circulation.

Sustainability
Comments from the previous review need to be addressed. <i>No detail was included within the proposals but the Panel have high hopes for sustainable ambitions of the project. With a development of this scale district / communal heat systems should be pursued.</i>
Detailing
Comments from the previous review need to be addressed. <i>To ensure the quality of architecture intended is achieved, it is imperative bay elevations & sections at scale 1:20 are included within the final submission. The arrangements developed within these designs also needs to be coordinated across all the application drawings, to ensure reveal depths and articulation of the appearance is deliverable. The integration of building servicing into the facades also needs to be demonstrated in any application brought forwards.</i>
Design Approach
Comments from the previous review need to be addressed. It is a large scheme, time needs to be allowed to bring the level of sophistication and richness within the landscape to the buildings. <i>The first steps made by the applicant are sound and the project offers the chance to create an exceptional scheme, at present though the proposals would benefit from a big idea or concept to bring the whole together and to make it sing.</i>
Any further comments
It is a shame the suggestion of modelling has not been embraced, the Panel truly believe this would be a very useful tool for the design team. The models provided whilst delightful, are abstract fait complete. Connections to the woodland walk would be a good addition to the scheme. The Panel does not feel a submission in April allows sufficient time to produce the quality required on this site. The principles of the masterplan are almost resolved, the buildings require much more investment.

Date:08.03.2017

Signed



On behalf of the Reading Design Review Panel

Appendix 1 – Response to DRP Comments #2

Layout / Structure & Grain

DRP Comment: *“Debate occurred with the applicant as to how the 3 courtyards between blocks D – G were interconnected and the level of accessibility that would be possible for residents of different buildings. The strategy for this needs to be developed further, the Panel were of the view that connectivity across the whole podium would benefit the scheme.”*

Design Response: The main entrances via the south facing primary cores will be the main circulation points (see blue arrows), from which access control will enable cross-podium circulation for residents should they wish to visit a separate podium garden. We feel this gives the connectivity across the podium as per the DRP request.

The landscape masterplan extracted from the DAS shown to the right shows the connectivity between podium gardens via access control through the primary cores indicated via pink arrows.



Landscape masterplan showing podium connectivity

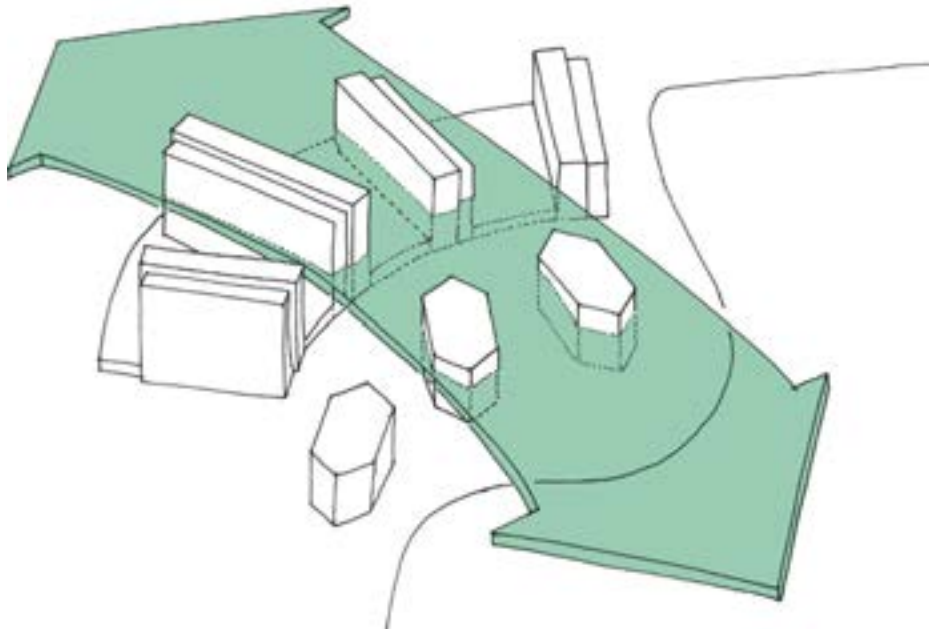
Landscape

DRP Comment: “A few specific areas require a little further thought, these are:

- Softening the edges where the two masterplan geometries meet, some blending of one into the other is needed.
- The car parking to block A, can this be included within proposals to the station square? The access to the car parking should be reviewed, it is very tight past the building presently.
- The parking along the main podium / entrance elevation needs softening and a sense of generosity.”

Design Response: The big idea for the scheme is to create a visually continuous landscape where the podium edges dissolve into the landscape when viewed looking into and out of the site. The conceptual sketch below illustrates this principle.

The annotated landscape masterplan to the right shows where the geometry of the spokes is taken through from the podium into the parkland landscape via planted lines of trees.



The Big Idea – Buildings set into a Visually Continuous Landscape



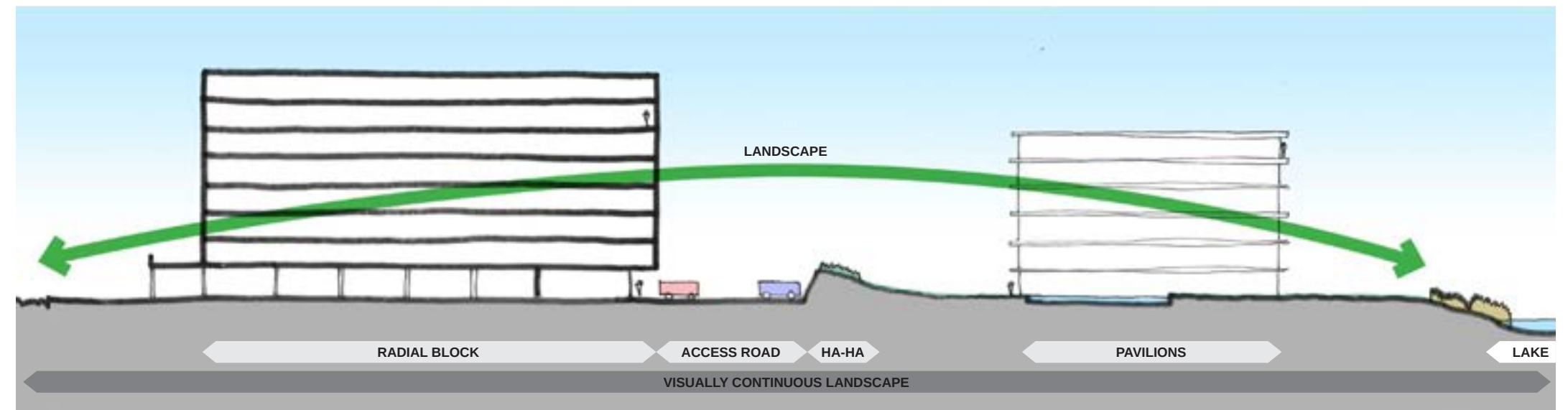
Hard landscape strategy diagram

Appendix 1 – Response to DRP Comments #2

Landscape Continued

The images below and to the right illustrate how the podium edges have been softened and together with the ha-ha blend the landscape together.

They also demonstrate how planting has been introduced adjacent to the Crescent parking area to soften this space.



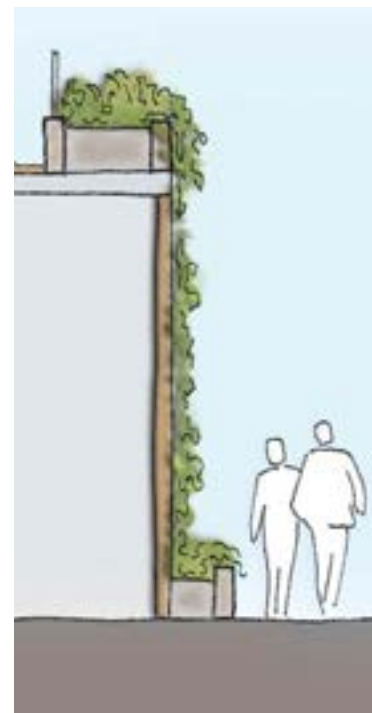
The Big Idea – buildings set into a visually continuous landscape



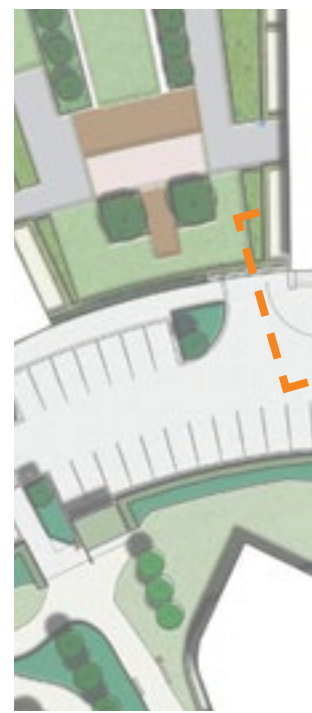
View looking north-west across Lake showing Pavilions in foreground and continuous landscape between Radial blocks



Podium Boundary Location Plan



Podium South Edge Section



Podium South Boundary Section Location



Radial blocks main entrance and seating area on Crescent access road



Ha-ha



Crescent access road showing ha-ha and soft podium edge



Southern podium edge



Climbing planting on wires

Appendix 1 – Response to DRP Comments #2

Landscape Continued

The landscape masterplans, shown to the right demonstrate how the car park to Block A has been redesigned to pull the car park entrance away from the building and also to introduce additional soft planting within the car park.

This also shows how additional planting has been incorporated into the Crescent road to soften the appearance.

The footpath along the Crescent road is typically 2.9m wide to give a sense of generosity.



Landscape Masterplan at DRP 2



Landscape Masterplan at Submission



Radial blocks main entrance and seating area on Crescent access road

Appendix 1 – Response to DRP Comments #2

Orientation

DRP Comment: *“Comments from the previous review need to be addressed. Whilst the Panel are in principle content with the scale and quantum of development proposed, the arrangement of the blocks does create considerable challenges that need to be addressed. The blocks rise in height as they radiate towards the railway station, this coupled with the layout will have a detrimental effect upon the spaces around the buildings. Of particular concern is the space between G & H, daylight and sunlight analysis is needed to demonstrate the quality of all these spaces (and some units that front them) can work the majority of the time. With regard to the blocks there will need to be modification of the façade approach to deal with the different aspects and environmental challenges orientation will provide.”*

This is not to say they should be wholly different, more that the overall concept needs to be flexible enough to allow a response. In addition to daylight & sunlight analysis of some individual units consideration needs to be given to over heating too.”

Design Response: A sun-light and day-light technical analysis has been included within the detailed application submission.

DRP Comment: *“As a curve ball for consideration, the orientation of the blocks lends itself better to the scale of the buildings increasing towards the landscape. If this arrangement was adopted far more ‘homes’ would gain maximum benefit from the views and also sunlight penetration into the courtyards would also be improved. This principle should be investigated as part of the design development process.”*

Design Response: The big idea and design ethos from the outset (and at outline) has been to mark the station with a taller building and then reduce in height towards the eastern lake edge. The panel's comment is not clear on whether height should be adjacent to the lake, to the north or to the south. We have tested sloping roof blocks in the design evolution and comments as follows:

- Height to the south, delivers all north facing roof terraces. Not desirable.

- Height to the north, delivers south facing terraces but shifts the primary core to the north of the building thus compromising the legibility of the access.

Conclusion, the longitudinal step we have adopted, provides articulation to the roofscape appropriate to the aspect of each block without compromising the access strategy.



Aerial View of Phase 6 from the South West

Building

DRP Comment: “The applicant has not pursued the Panels suggestion to use the podium as the primary circulation device for Blocks D – G, this is not necessarily a concern but as mentioned above the rationale regarding access, use and movement across the podium needs urgent work as it needs to underpin further design of the buildings.

Imagining a few ‘days in the life’ of residents would be a good approach.”

Design Response: The comment states, “this is not necessarily a concern.” With regard to “A Day in the Life” we have illustrated this in the diagrams to the right, based upon a resident in Block D.

DRP Comment: “Internally block plans are relatively simple and build upon well-established standards, however given the length of the corridors internally further investigation into a dual primary core arraignment with a reduction in length of corridor needs to be explored. This would further the cores purpose on the masterplans and allow further option for residents to access the main landscape podium whilst increasing a sense of place and ownership by subdividing 100 unit blocks.”

Design Response: We feel that adopting a dual core arrangement would contradict our established and legible access arrangement with the main entrances and primary cores from the south main entrance. This would also increase the number of lifts required & complicate the access. On this basis we have retained the single point of access and vertical circulation.

DRP Comment: “Internal double loaded corridor widths need to be adequate to allow pleasant circulation spaces to the apartments not just BR minimum.”

Design Response: The Building Regulations establish an acceptable minimum. Receptions and cores are designed to create a sense of arrival and place.



“A Day in the Life” : Weekday

Weekday

0645: Wake-Up, have breakfast with the family, get ready for work, wave partner off to work and prepare family for the school day

0845: Leave home [1] and walk with family to Green Park Village School via north lakeside park and spot a new family of ducklings [2].

0900: Drop family at Green Park Village School [3] and grab a coffee at the Market Square Cafe [4] and walk to Railway Station along south lakeside boardwalk [5] spot a heron perching on a rock in the lake.

0930: Buy train ticket from machine and catch train to work [6].

1730: Arrive at Station from Work [7].

1745: Pop into local shop in Station and buy a fresh cake for last minute dessert for dinner [8].

1800: Arrive home [9]

Appendix 1 – Response to DRP Comments #2

Building continued



Weekend

- 0730: Wake-Up and walk through podium gardens [1] to on-site gym for yoga class [2].
- 0930: Breakfast with the family on the balcony overlooking the podium gardens [3]
- 1030: Family walk along the woodland walk stopping off at wetland pond [4] connecting into loop around Green Park
- 1130: Complete Green Park loop [5] and stop off at the Extra Care Home to have a cup of tea with Grandma & Grandad [6]
- 1230: Walk home along lake edge and board walk crossing through lake edge park and pausing at amphitheatre [7].
- 1330: Light picnic lunch with the family and neighbours in the podium garden [8].
- 1500: Walk to Station Square [9] and catch bus into Reading town centre to see the new release at the cinema.
- 1930: Return on the bus and grab a bottle of water [10] from the Station Pavilion coffee shop before walking home [1]

"A Day in the Life" : Weekend

Scale/Massing

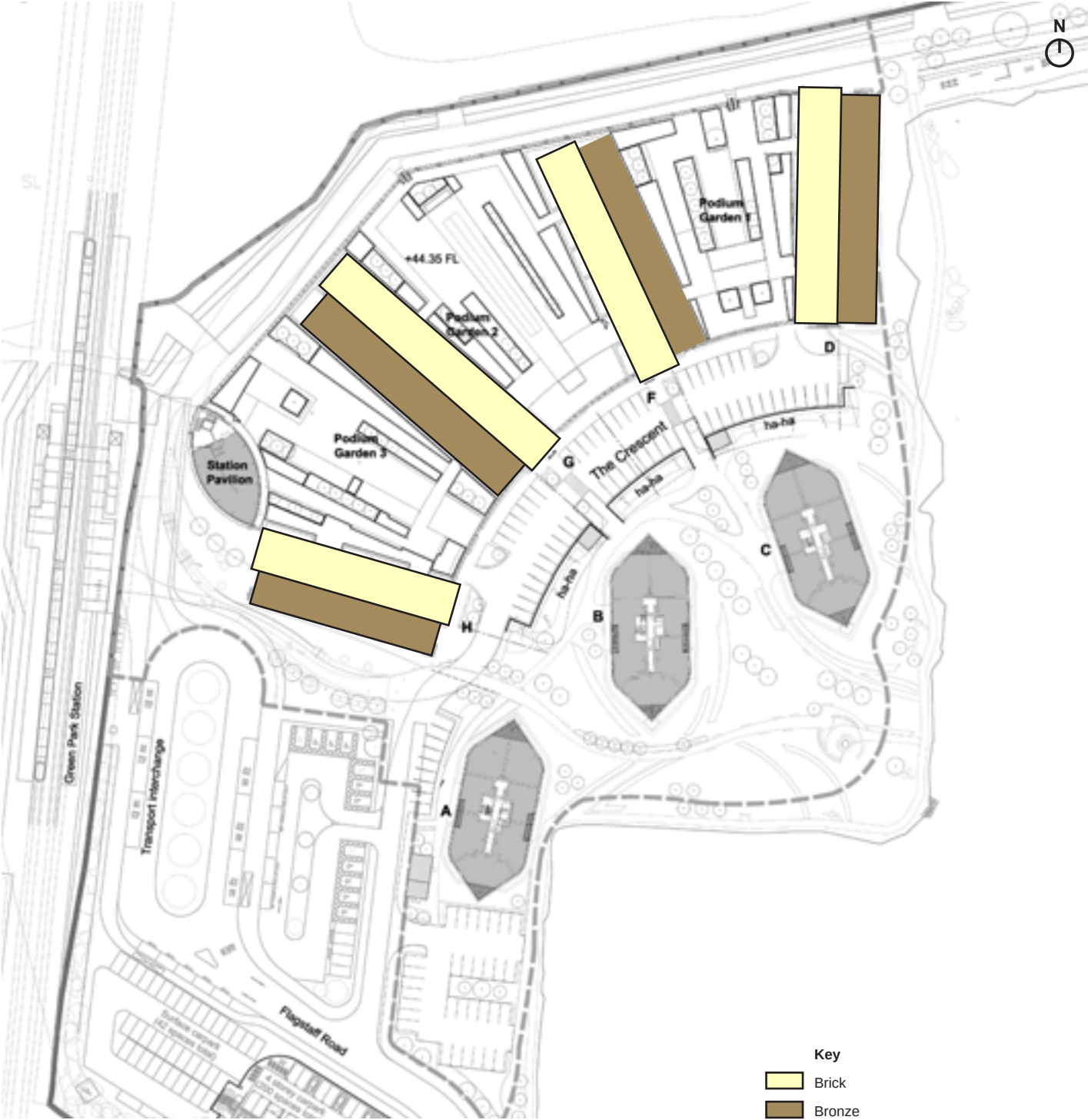
DRP Comment: “The Panel is not troubled by the overall extent of massing on the site, however the design of blocks D – G needs more development. Façade treatment is uniform across those blocks which is not seen as a negative but does require the design to be of exceptional quality and detail to allow these individual standalone elements the clarity of design they require, Even though the overall proportions of the main elevations are very different, articulation of the massing or even some splitting of the blocks may help. This approach would drive the case for additional cores (therefore activity / life on the podium), corridor space could become net floor area re balancing net to gross.”

Design Response: Please refer to response under Appearance section below.

DRP Comment: “If the buildings are really ‘spokes on a wheel’ why do the brick and metal clad elements change side, surely that principle should be consistent?”

Design Response: As identified earlier, the longitudinal step is orientated to respond to the aspect of each block (roof terraces) and the edges of the site (station & lakeside). Therefore their orientation is rational. In addition, this gives each podium garden its own elevation character: brick/bronze, brick/brick, bronze/brick.

The plan to the right shows how the bronze elements address the Station Square & the Lake Edge.



Radial Block Material Location Plan

Appendix 1 – Response to DRP Comments #2

Appearance

DRP Comment: “Blocks D – G the latest iteration of the appearance is a poor relation to the first ideas presented. Whilst the idea of buildings conceived as two partners is interesting and the end elevations have a slender elegance and long flank elevations are too monolithic.

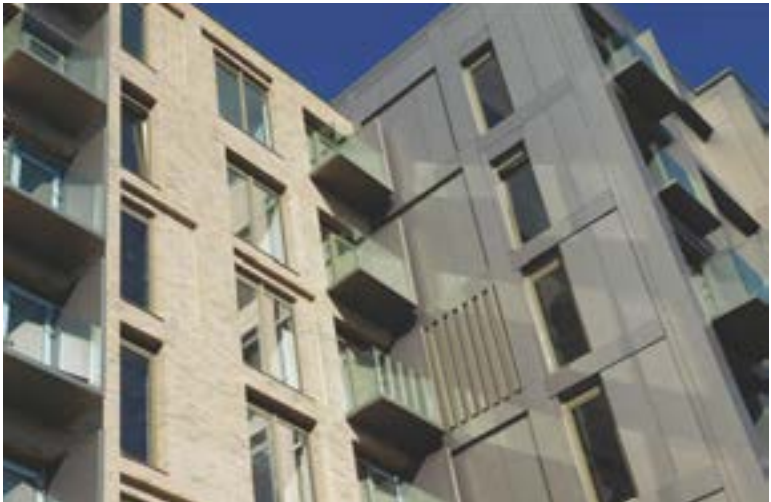
The precedents and aspirations being presented are simply not good enough. Reading has a rich ‘brick’ heritage it seems a missed opportunity this is not being referenced in one of the biggest brick developments in the town.

Work by dRMM, AHMM, Panter Hudspith, Fielden Clegg Bradley, Alison Brooks Architects provide lots of ideas for introducing these qualities.

With regard to materials whilst these were not formally proposed, again development and rigour behind the proposals is needed. It would be nice to see brick tones prominent within the architecture of Reading considered.”

	Buff Multi-stock Brick	Annodised-look Metal Cladding
Finish	Matt	Satin
Texture	Rough/traditional	Smooth/engineered
Extent	Continuous	Proportioned secret fixed panels
Format	Small (brick sized units)	Large (storey height panels)
Colour	Buff/cream	Bronze coloured
Durability	High	High
Maintenance	Low	Low

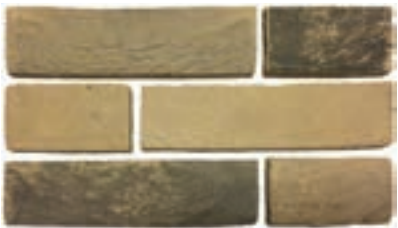
Materials comparison schedule



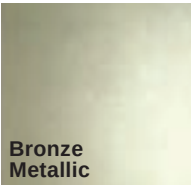
Jesmond 360, Newcastle (brick & metal)



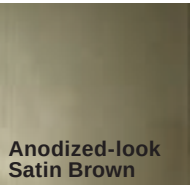
Edinburgh University (brick reveals)



Multi-stock buff brick



Bronze Metallic



Anodized-look Satin Brown

Alucobond or similar

Design Response: In the context of the precedents comment, we do not concur with the Panel. The materials palette proposed is consistent with that regularly used by the architectural firms given as examples above. The materials comparison schedule to the right (taken from the DAS) identifies the architectural qualities of the contrasting material selection on the radial blocks (D-H).

The manner in which the materials are deployed is also similar, whereby a rational and legible grid is used and detailing is kept simple. It is the depth of the reveals in the facade which are of key importance and animate the building. In response to the Panel's comments, the depth of the reveals are captured in detailed cross-sections submitted as part of the application. These are shown to the far right.

As a development from the DRP#2 scheme the design team have reviewed the flank elevations and have broken them down using the underlying architectural grid and materials palette. The images and elevations shown to the far right illustrate how this has been achieved.

As a further development to DRP#2 we have provided further detail on the proposed materials within the application.

With regard to the Panel's commentary on Reading's ‘brick’ heritage, we concur with this statement, however, whilst the scheme is within the borough, it's immediate context is that of Green Park Village where white and buff brick-work is used.



View between Radial blocks, looking towards Station showing relationship between brick and metal elevations:



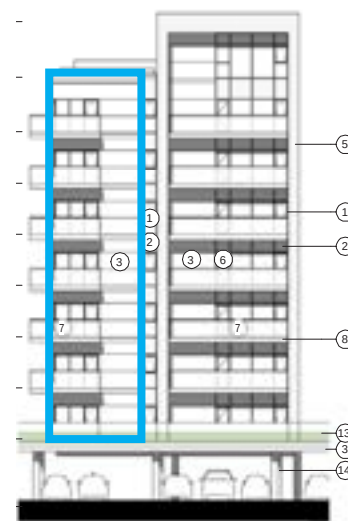
Transport Interchange looking north towards Block H



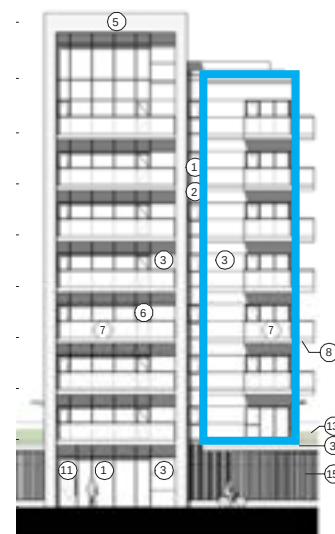
Block F – North-East Elevation



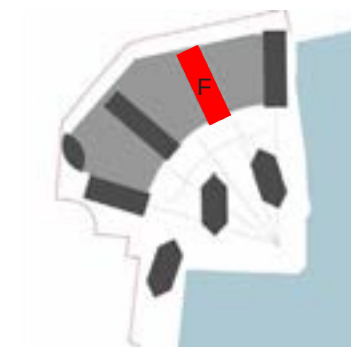
Block F – South-West Elevation



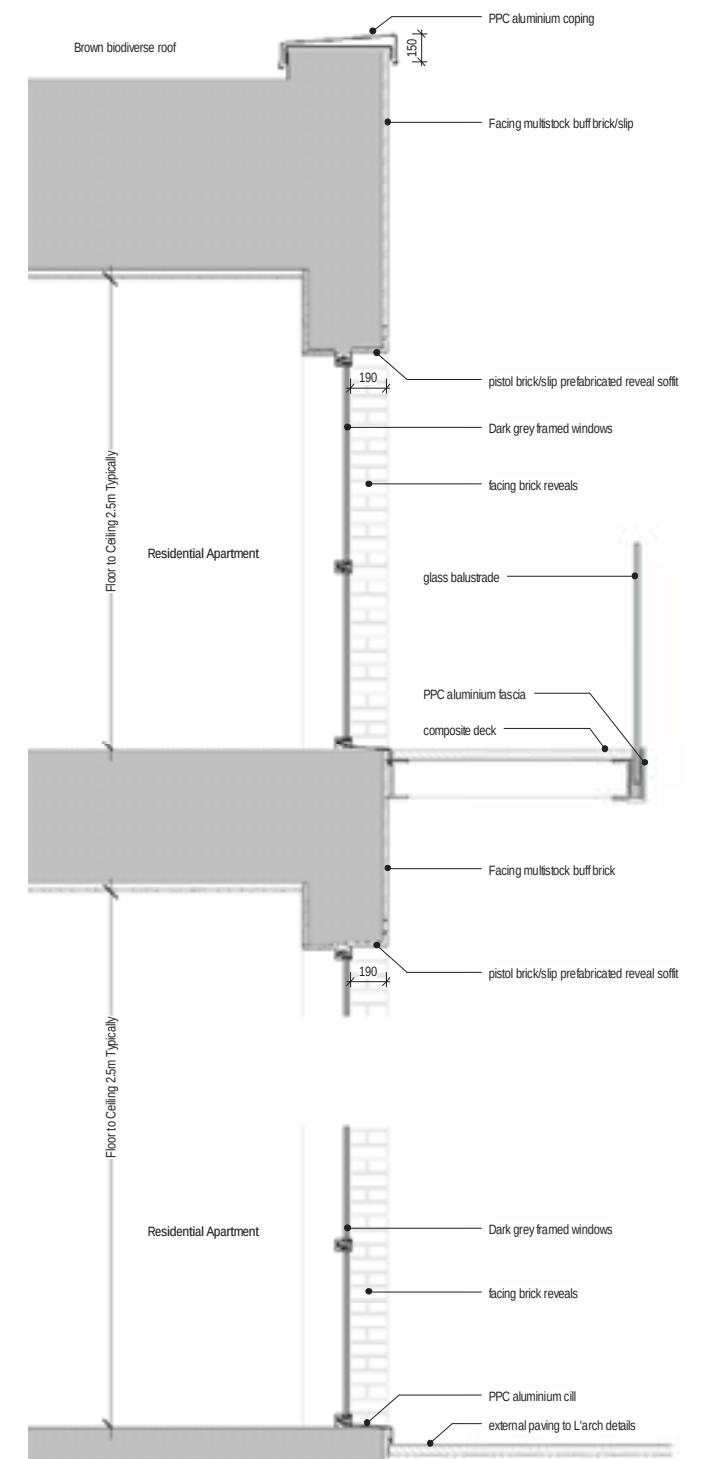
Block F – North-West Elevation



Block F – South-East Elevation



Elevation Key Plan



Typical edge section through Radial Block

Appendix 1 – Response to DRP Comments #2

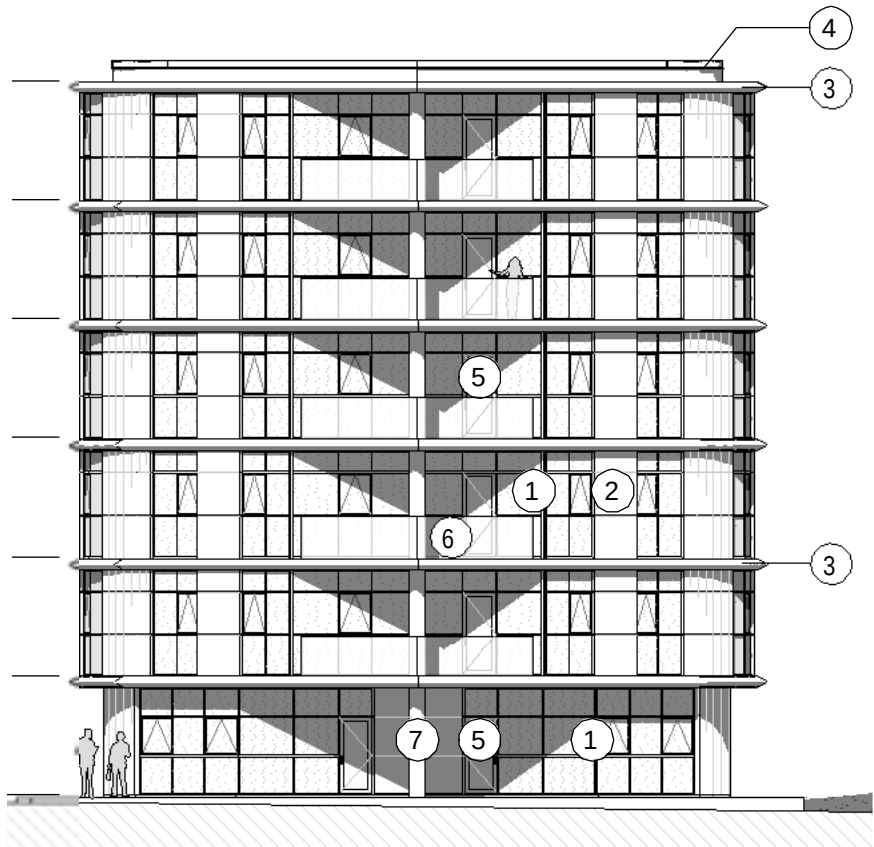
Appearance continued

DRP Comment: “Blocks A – C also need considerable work, the buildings have a commercial feel currently not the lightweight pavilions described.”

Design Response: The Pavilions are designed to contrast with the radial blocks, the schedule below identifies the key architectural differences between the blocks:

	Radial Blocks	Pavilions
Form	Rectilinear	Nodal
Materials	Brick + Aluminium	Glass + Aluminium
Emphasis	Vertical	Horizontal
Format	Small (brick sized units)	Large (storey height panels)
Colour	Buff/cream	Monochrome

The elevations are clad in glass which will give a lightweight appearance. The submitted imagery and drawings to the right illustrate these principles.



Typical end elevation

- Material Key - Blocks A-C**
- 1 - Floor to soffit curtain walling
 - 2 - Glass faced spandrel panel
 - 3 - PPC aluminium fascia to floor zone
 - 4 - PPC aluminium roof coping
 - 5 - Glazed access doors
 - 6 - Glazed balustrade
 - 7 - PPC aluminium cladding to structural column
 - 8 - PPC aluminium faced doors

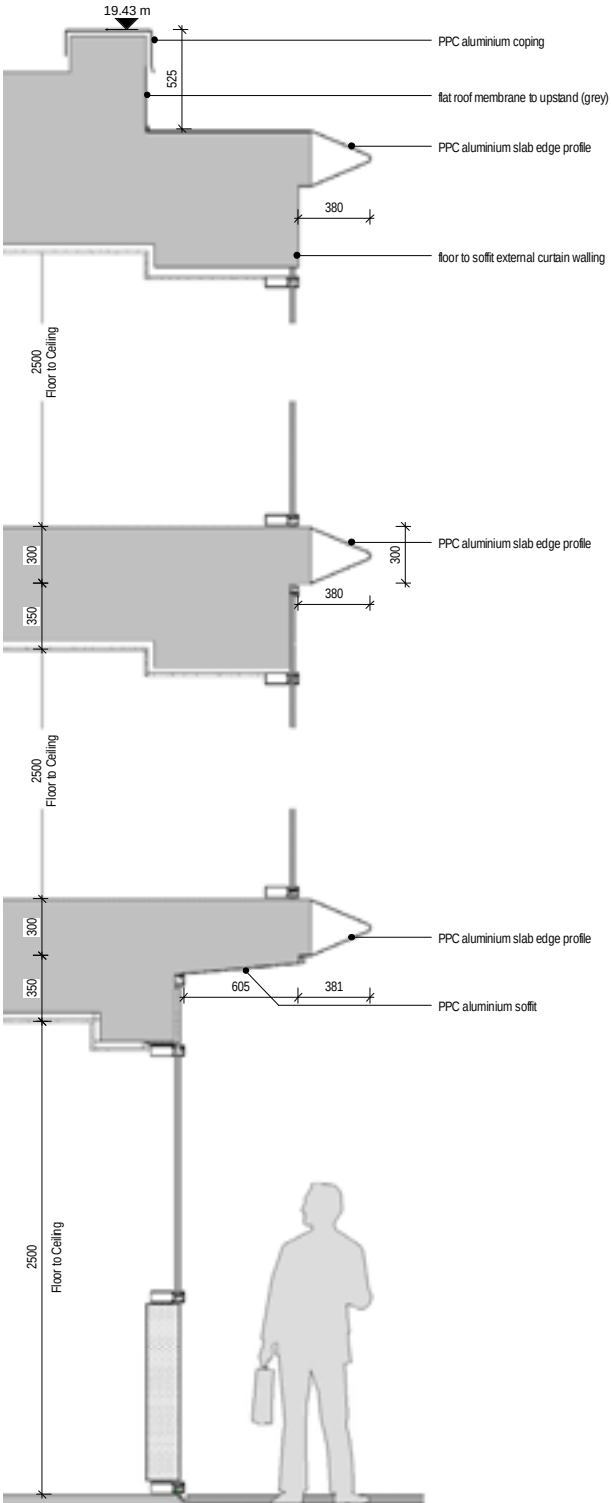
Elevation Key



Fulham Reach pavilion



Storey height glazed cladding



Typical edge section through Pavilion



3D View of Blocks A, B & C from South

Appendix 1 – Response to DRP Comments #2

Sustainability

DRP Comment: “Comments from the previous review need to be addressed.

[PREVIOUS COMMENTS] No detail was included within the proposals but the Panel have high hopes for sustainable ambitions of the project. With a development of this scale district / communal heat systems should be pursued.”

Design Response: As part of the main detailed application, a ‘fabric first’ approach has been adopted and sustainable measures proposed include PVs and communal gas heating. The proposed measures are compliant with the Reading Borough Council Sustainability SPD.

Detailing

DRP Comment: Comments from the previous review need to be addressed.

[PREVIOUS COMMENTS] To ensure the quality of architecture intended is achieved, it is imperative bay elevations & sections at scale 1:20 are included within the final submission. The arrangements developed within these designs also needs to be coordinated across all the application drawings, to ensure reveal depths and articulation of the appearance is deliverable.

The integration of building servicing into the facades also needs to be demonstrated in any application brought forwards”

Design Response: Detailed sections (as shown above have been included within the submitted documentation. 3D extracts from these drawings are shown to the right.



Pavilion Block Bay Details



Radial Block - Brick Bay Details



Radial Block - Bronze Bay Details

Appendix 2 | Building Height Schedule

The plans to the right show the original consented masterplan and proposed masterplan layouts for Phase 6.

Within the outline consent a schedule was included showing the height parameters for the proposed buildings.

The schedule below extracts these original parameters and compares them to the proposed building heights

Block	Outline Consent Height (m)	Proposed Height (m)	Difference (m)
Block A	21.8m [6 Resi storeys]	19.45m [6 Resi storeys]	-2.35m
Block B	21.8m [6 Resi storeys]	19.45m [6 Resi storeys]	-2.35m
Block C	21.8m [6 Resi storeys]	19.45m [6 Resi storeys]	-2.35m
Block D	21.8m [6 Resi storeys]	24.15m [6.5 Resi storeys]	+2.35m
Block E	21.6m [5 Office storeys]	Block Removed	N/A
Block F	25.6m [6 Office storeys]	30.45m [8.5 Resi storeys]	+4.85m
Block G	29.6m [7 Office storeys]	39.9m [11.5 Resi storeys]	+10.40m
Block H	29.6m [7 Office storeys]	39.9m [11.5 Resi storeys]	+10.40m



Approved outline masterplan



Proposed site plan

