The Arc, Reading

Design and Access Statement

Prepared for Canmoor Developments in conjunction with Lochailort Reading Ltd | October 2017

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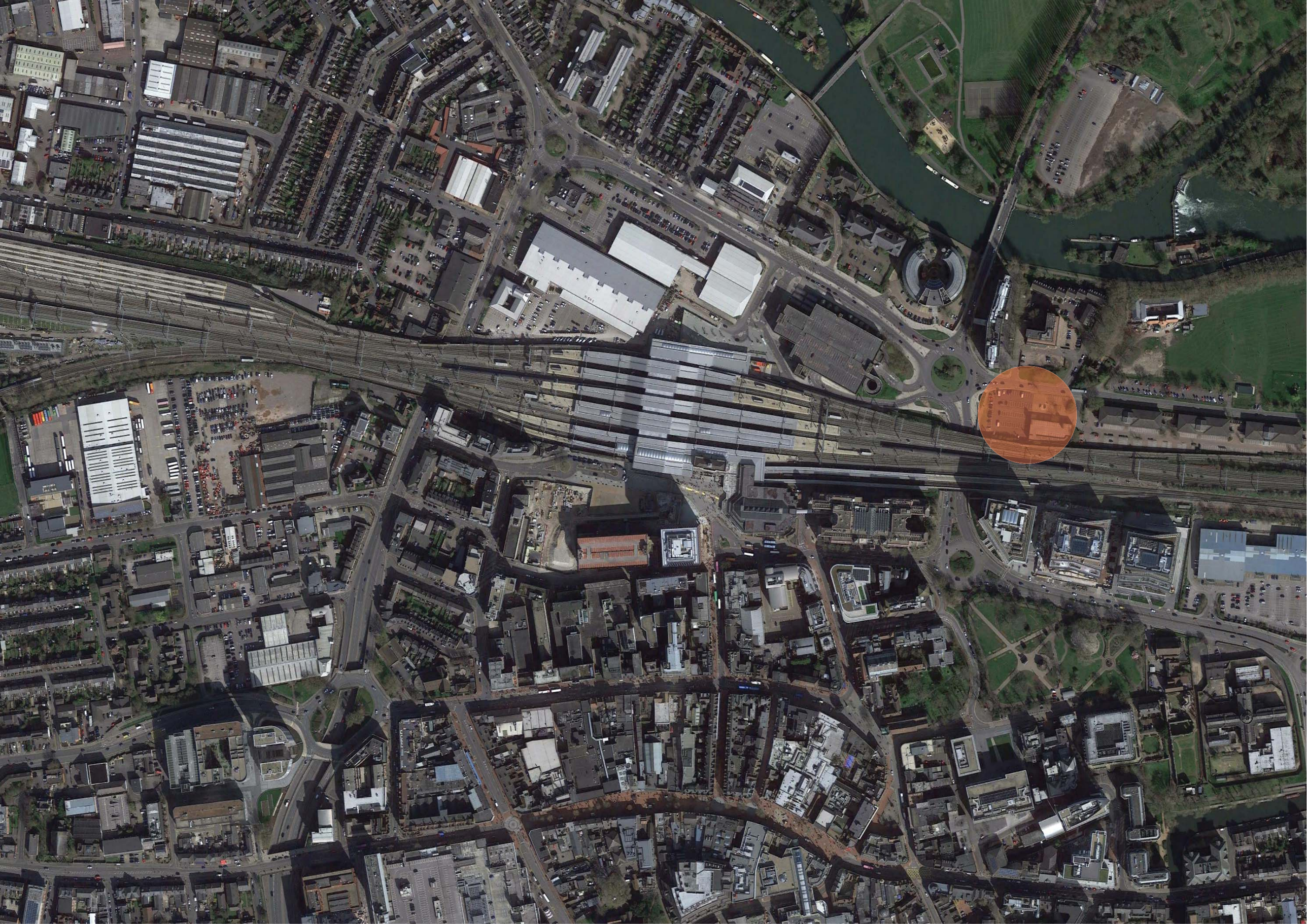
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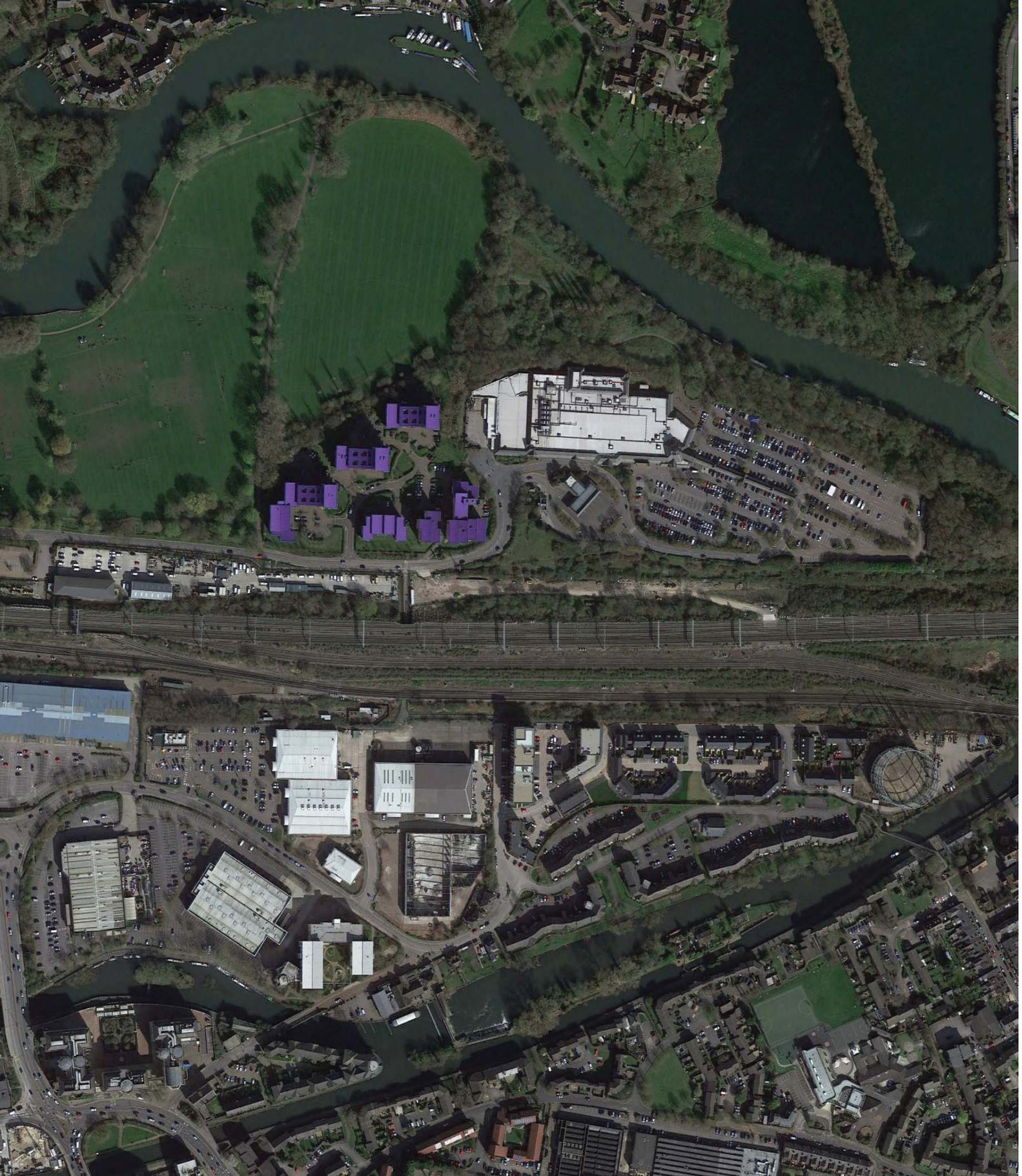
Signature

Date

Introduction

1.1 Introduction
1.2 National Planning Guidance
1.3 Local Planning Policy Context





1.1 Introduction

This planning submission refers to the development of a new commercial building in Reading Town Centre - The Arc.

The site is located on the corner of Vastern Road and King's Meadow Road, where the two converge on a roundabout providing a major entry point into the centre of Reading from the north. The train line is situated immediately to the south, with Reading Train Station a two minute drive or around a ten minute walk away.

To the north lies the River Thames and King's Meadow Park; across the river Hills Meadow Car Park offers a large number of parking spaces for commuters and visitors, as does Reading Station MSCP immediately to the west of the junction.

The site is located within an area of Reading that has seen much redevelopment throughout recent years, with the arrival of Crossrail and subsequent refurbishment of Reading Train Station attracting new investment to the area. Notable recent architecture includes the Number Two and Number Three Forbury Place buildings by Aukett Swanke architects, One Reading Central by TP Bennett and The Blade by Sheppard Robson architects.

This unique and innovative collection of existing tall building projects has set a strong precedent for the development of The Arc, with the intention of creating another landmark building for Reading that will enhance the town's commercial offering as well as improving the quality of the immediate public realm. Additionally, the integration of a publicly-accessible sky garden at the very top of the building will provide a new tourist attraction, with views stretching across the town and beyond within a unique green setting.

1.2 National Planning Guidance

National planning policy for England is contained in the National Planning Policy Framework (NPPF) which was published on 27 March 2012. This Framework supersedes all former Planning Policy Statements (PPS) and Planning Policy Guidance (PPG), with the exception of PPS10 (which is not of relevance to this proposal).

An underlying theme running throughout the NPPF is that the planning system should seek to deliver sustainable development. Sustainability includes three dimensions: economic, social and environmental. The delivery of sustainable development should be achieved by contributing to building a strong, responsive and competitive economy; supporting strong, vibrant and healthy communities; and committing to protecting and enhancing the natural, built and historic environment.

1.3 Local Planning Policy Context

The statutory development plan for Reading includes the Reading Borough Local Development Framework Core Strategy, as well as the Reading Central Area Action Plan. Relevant policies and other excerpts from each are detailed below:

Core Strategy

2.23 Reading 2020 Vision

- *"Reading will be a centre for innovation and excellent design that will improve the lives of those who live and work there"*

Policy CS1: Sustainable Construction and Design

- *"on larger developments of more than 1000m^2 of floorspace, ensure that 50% of the provision meets the most up to date BREEAM 'Excellent' standards"*

- *"all developments of more than 1000m^2 floorspace [should] incorporate on-site generation of energy from renewable sources and energy-efficient design measures to offset at least 20% of predicted carbon dioxide emissions"*

Policy CS4: Accessibility and the Intensity of Development

- *"the scale and density of development within the Borough will be related to its level of accessibility by walking, cycling and public transport"*

Policy CS5: Inclusive Access

- *"all buildings should be located, sited and designed to provide access to, into and within its facilities for all potential users"*

Policy CS7: Design and the Public Realm

- *"all development must be of high design quality, including layout, landscape, density and mix, scale and architectural detailing and materials"*

- *"...should make a positive contribution to the following objectives: character, ease of movement, adaptability and diversity"*

- *"[additionally] will also be assessed to ensure that they respond positively to local context, create safe and accessible environments, and are visually attractive as a result of high quality built forms and spaces and appropriate materials and landscaping"*

Policy CS13: Impact of Employment Development

- *"employment development should provide mitigation measures in line with impacts on the demand for housing, labour and skills, and on the transport network"*

Reading Central Area Action Plan

5.10 Main Land Uses

- *"Further major commercial office development will largely be focused in an area centred on and easily accessible from, the station, [which] offers the greatest accessibility via public transport, walking and cycling"* [see Figure 6.2, pg. 4]

5.27 Urban Design Framework

- *"new development should respect and enhance the character of the central area… should contribute to creating a high quality public realm… should provide landmarks and a sense of place… should be of a suitable scale and mass, reflecting its location within the centre [and] its accessibility to public transport"*

RC1h: Napier Road Junction [see Reading Proposals Map H, pg. 4]

- *"a landmark building, containing residential and/or offices is appropriate for this site, which may contain an active commercial use on the ground floor"*

RC6: Definition of the Town Centre

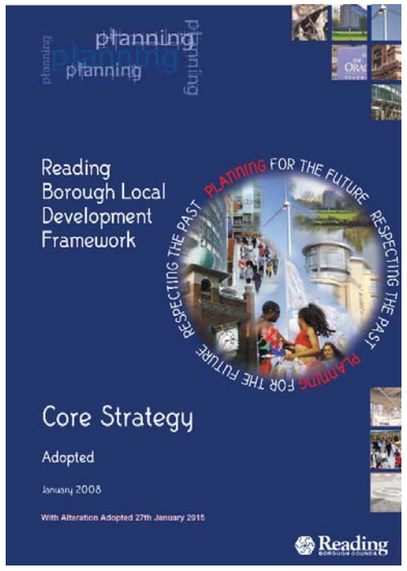
- *"major office development of over 1000m^2 will take place in the Office Core, as defined on the Proposals Map"* [see Figure 5.2, pg. 4]

8.54-8.56: Skyline and Views

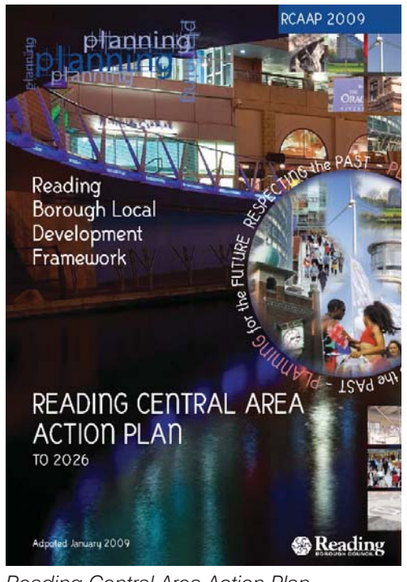
- *"different aspects of a tall building's design are of significance when viewed from different distances… from longer distances, the overall massing and proportion is most important… in the case of mid-distance views, the overall composition and detail are perceived in balance… for local views, the interrelationship of the building's base and the immediate setting will be visible, and the detailing will be critical"*

- *"aligning tall buildings to terminate or frame views can create a strong reference point, allowing greater urban legibility"*

- *"there are some key panoramic views of the central area that tall buildings should make a positive contribution to, including Kings Meadow, Caversham Park and Wokingham Road to the east"*



Core Strategy



Reading Central Area Action Plan

Figure 5.2: Spatial and Design Strategy for the Centre of Reading

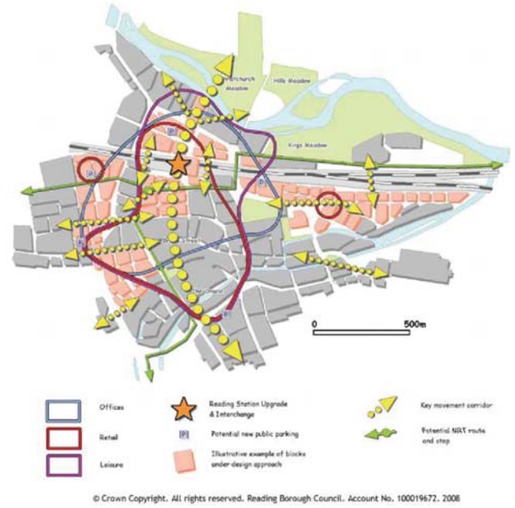


Figure 5.2: Spatial and Design Strategy for the Centre of Reading

Figure 6.2: Station/River Major Opportunity Area Strategy

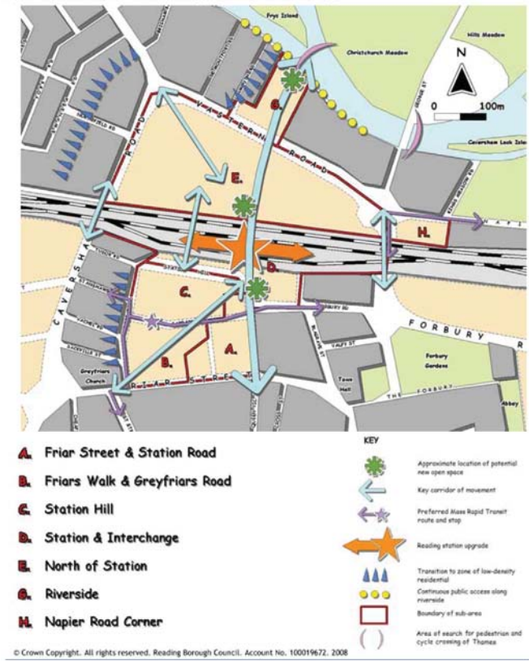
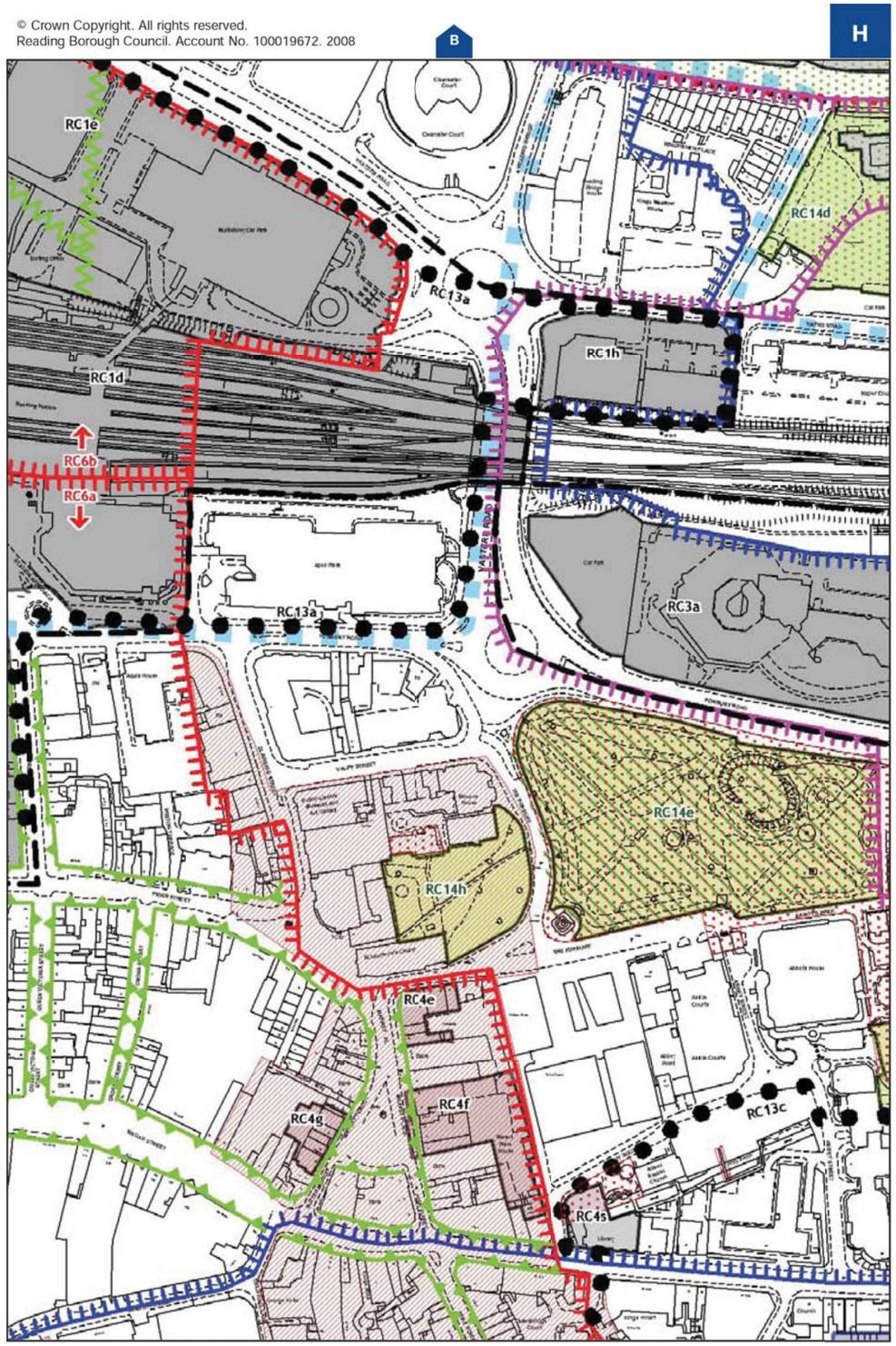


Figure 6.2: Station/River Major Opportunity Area Strategy



Reading Proposals Map H

Assessment

2.1 The Wider Context

2.1.1 Regional Context

2.1.2 Local Context

2.2 Historic Context

2.3 Existing Conditions

2.3.1 Site Boundary

2.3.2 Site Photographs

2.3.3 Building Heights / Scale

2.3.4 Land Use

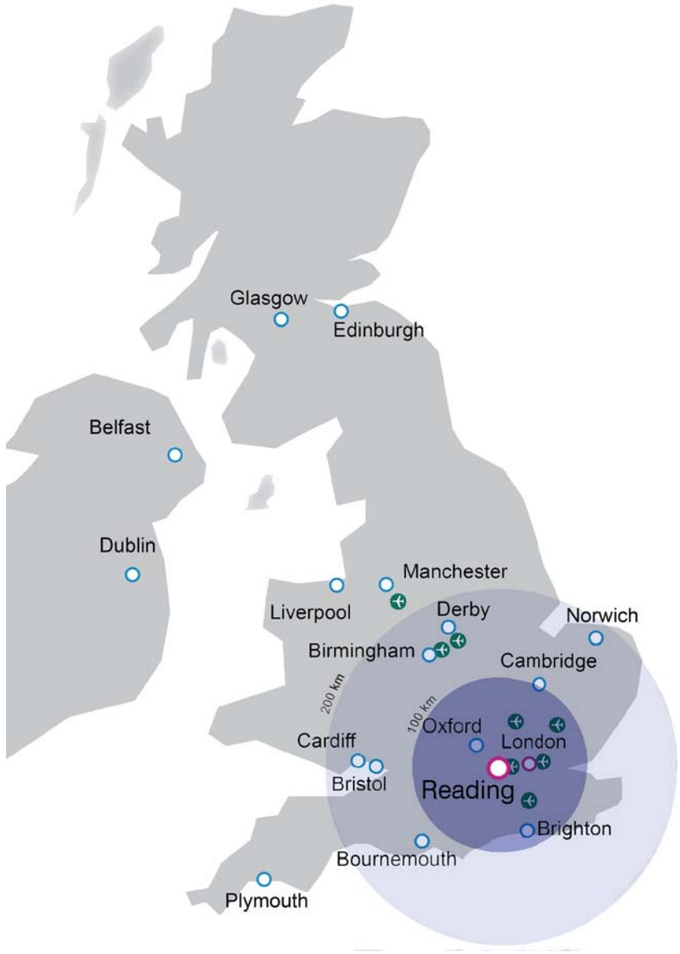
2.3.5 Movement

2.3.6 Access to Local Facilities

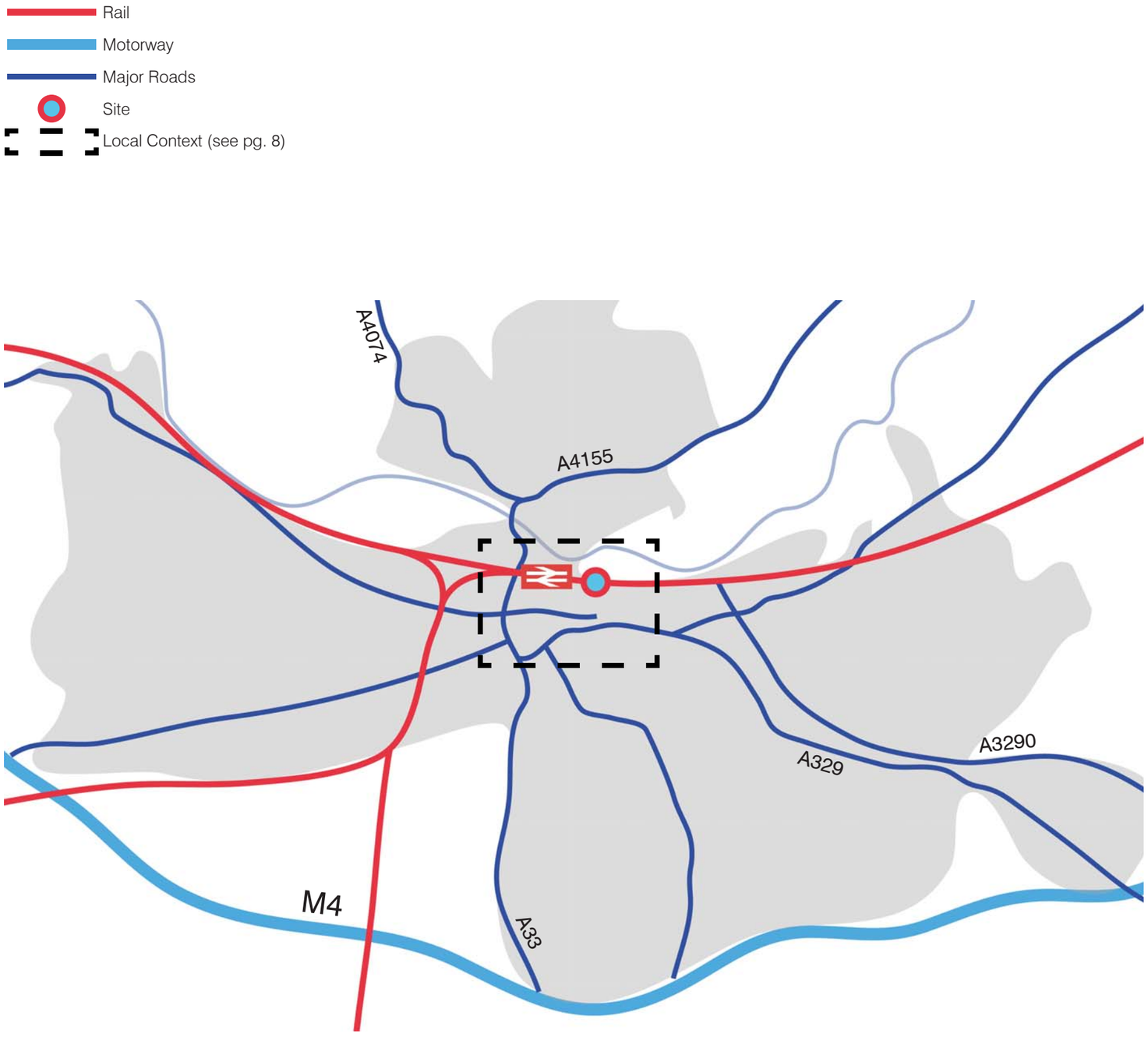
2.1 The Wider Context

2.1.1 Regional Context

The site is located within close proximity to Reading Train Station, which provides national and regional access to London and the south-east. Major roads into the town centre from the south provide access to the M4 motorway.



Wider Context

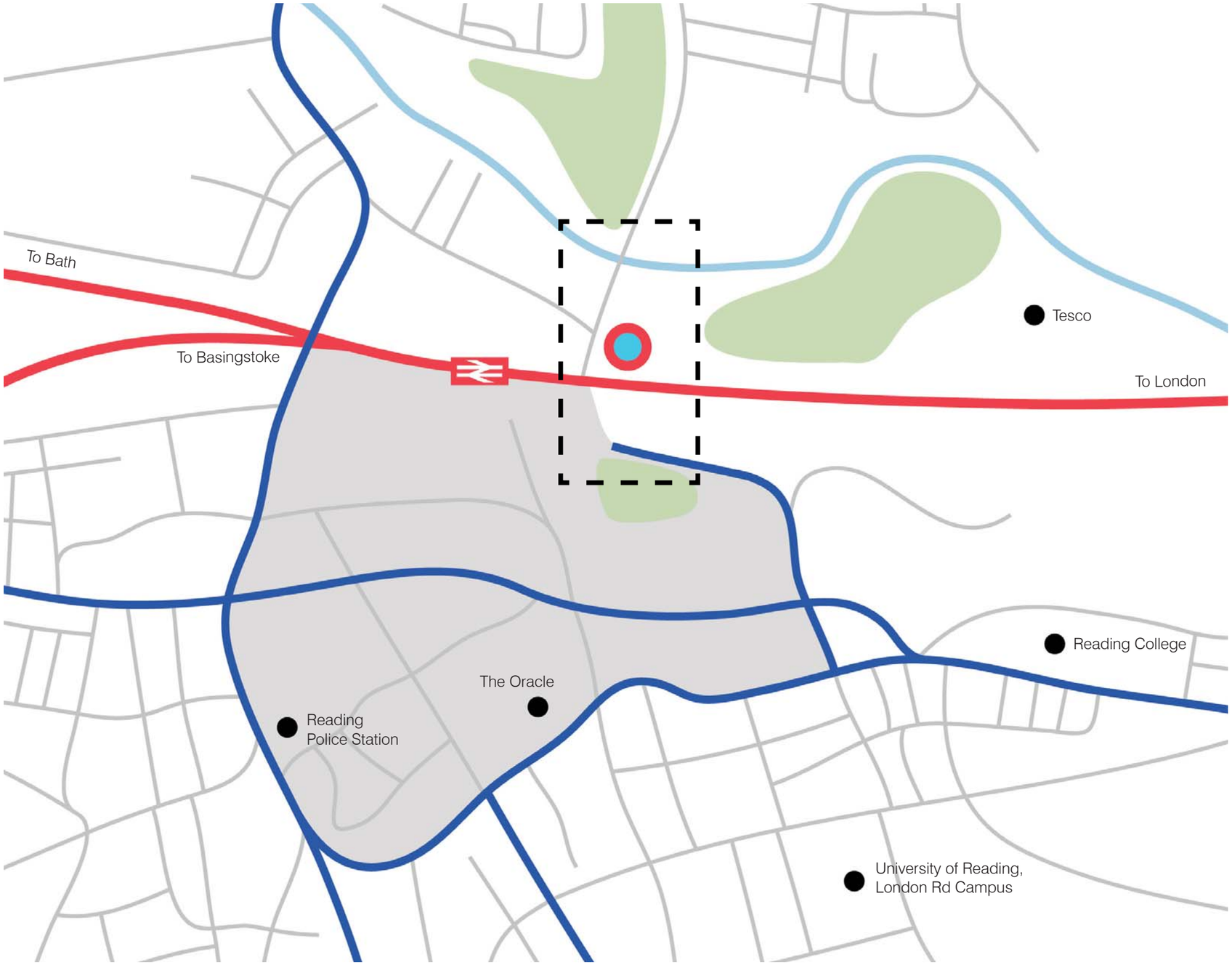


Regional Context

2.1.2 Local Context

The site is located just to the north of the town centre, and is easily reached via road or rail. Local points of interest include the Oracle shopping centre, the University of Reading campus to the south and a large supermarket to the east. Additionally, a number of green spaces are situated to the north either side of the River Thames.

- Rail
- Motorway
- Major Roads
- Site
- Town Centre Core
- Green Space
- Historical Context (see pg. 9)

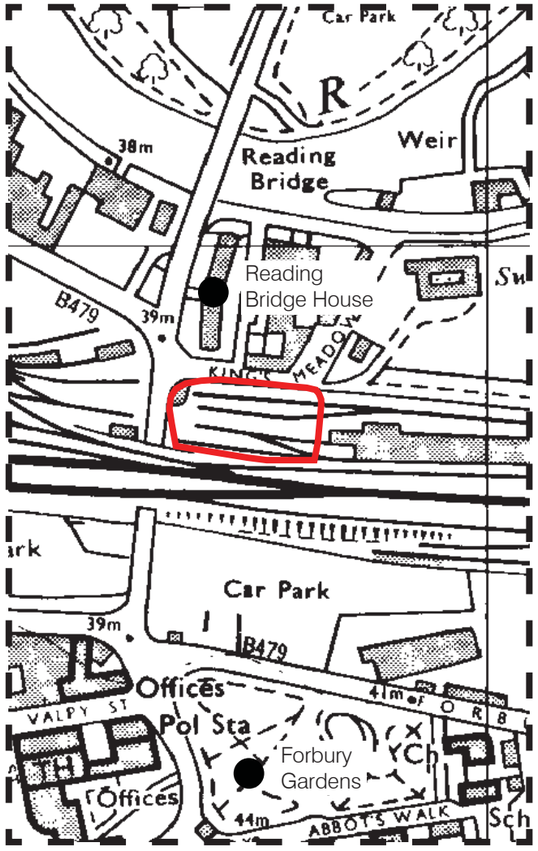


Local Context

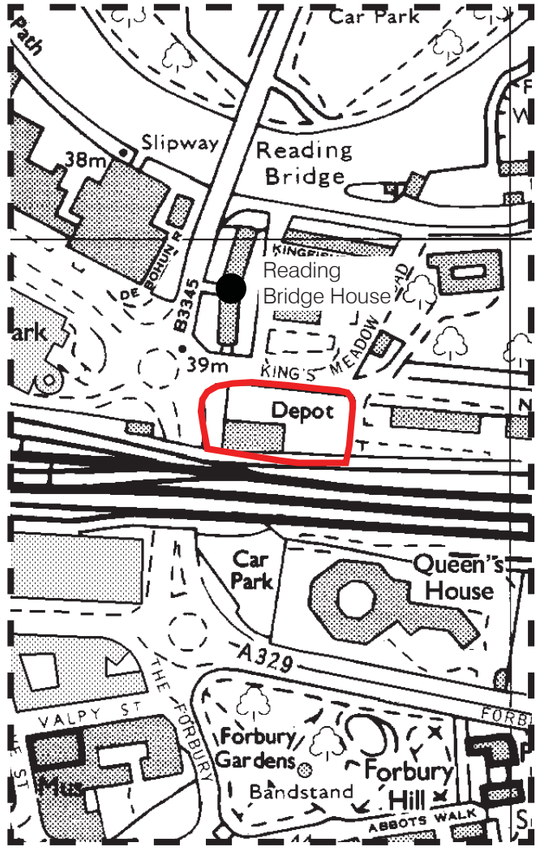
2.2 Historic Context

The site changed use in the 1970's from being a part of the rail network infrastructure to a depot building. Much of the development to the north existed at this point, including Reading Bridge House. To the south of the trainline, the adjacent space between the train line and Forbury Gardens contained a large car park, before being replaced by Queen's House during the late 1970's.

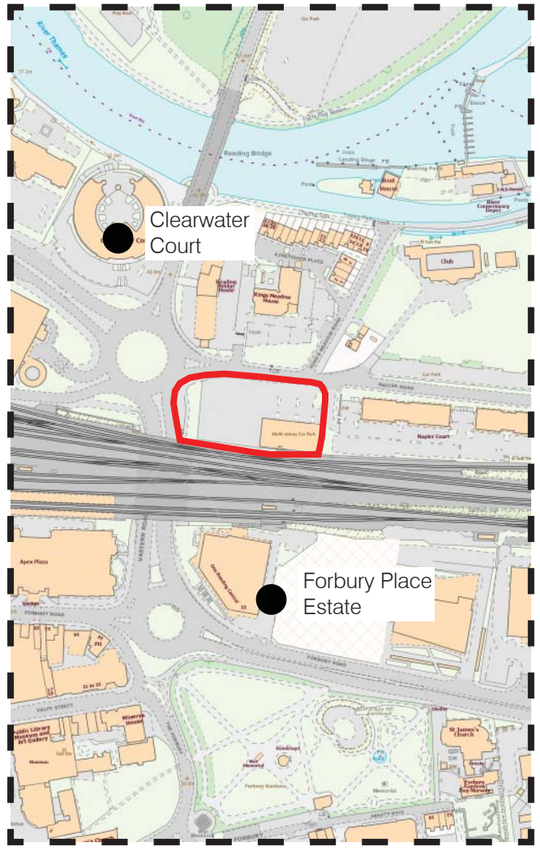
Between then and today, the site went through multiple changes, first as a car dealership and then as a multi-storey car park, which has existed up to today. Contextually, the area to the north has remained largely the same, with the exception of the Clearwater Court building, which was completed in 2001. To the south, the Forbury Place Estate is currently in development, with buildings One and Three built and building Two currently under construction.



circa. 1973



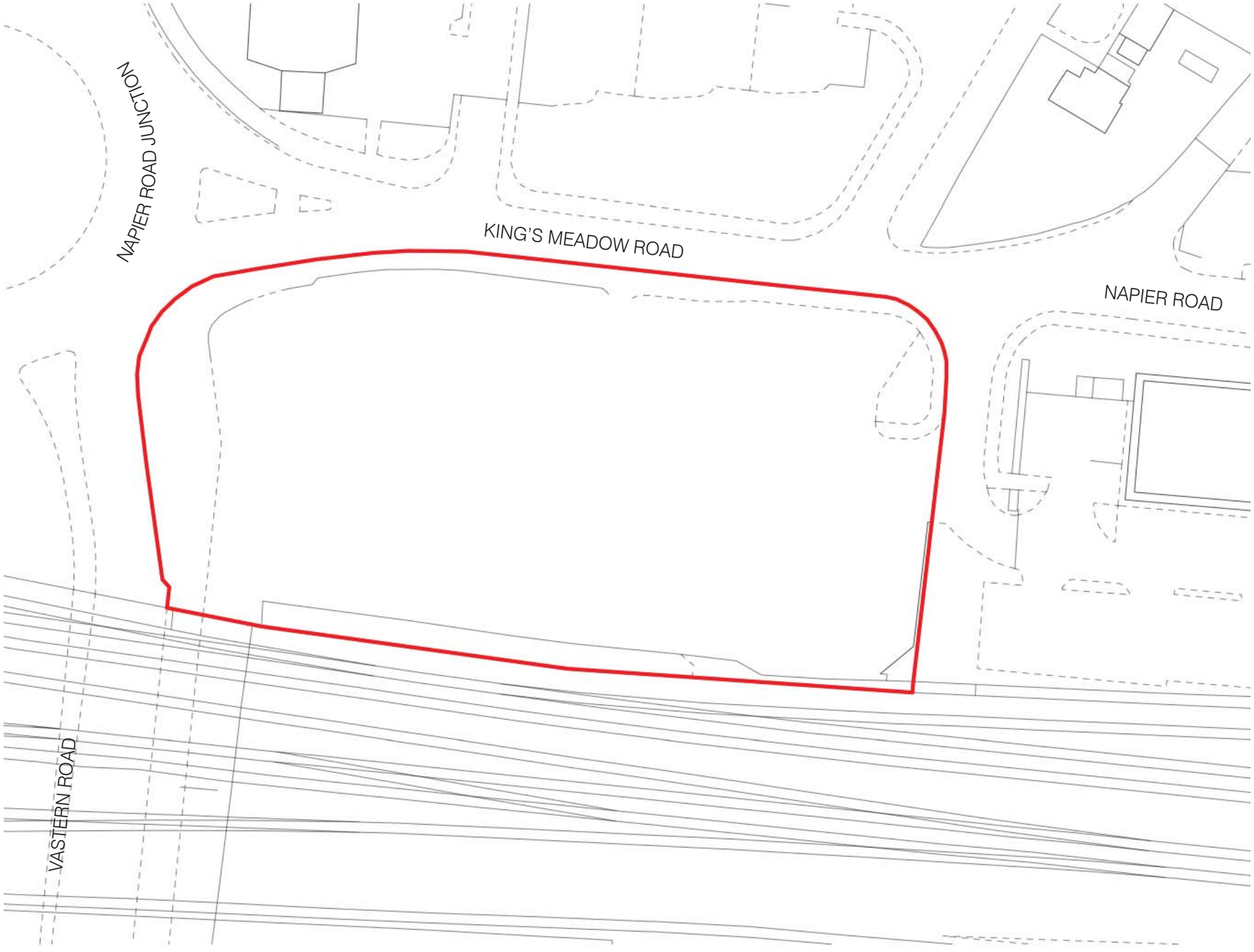
circa. 1979



Contemporary

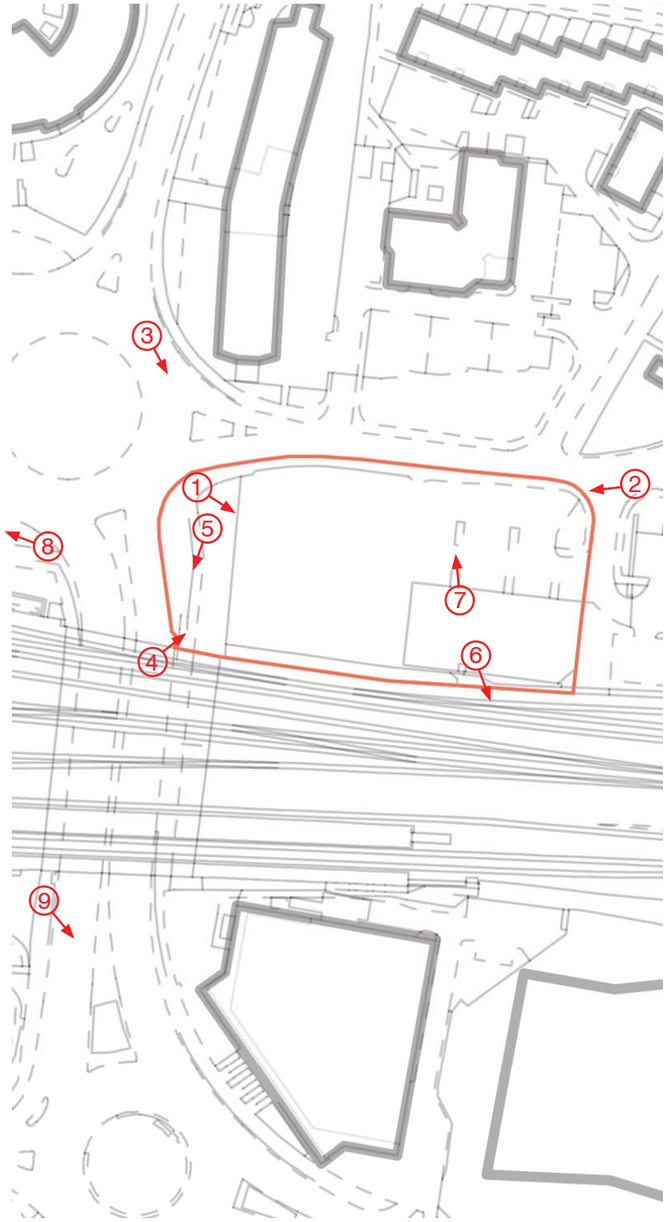
2.3 Existing Conditions

2.3.1 Site Boundary



Site Boundary

2.3.2 Site Photographs



Key site views



①



②



③



④



⑤



⑥



⑦



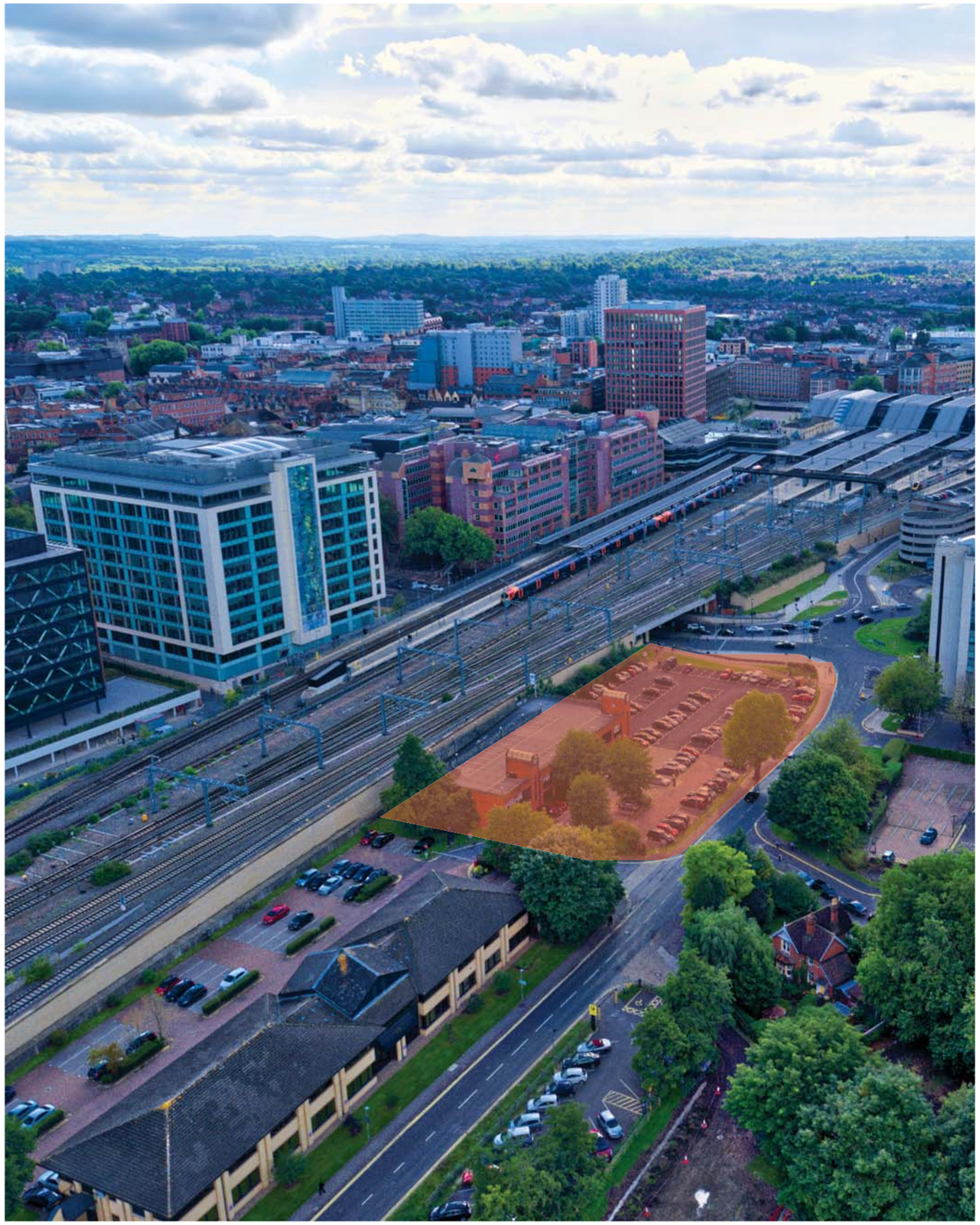
⑧



⑨



Aerial view looking east from Napier Road Junction

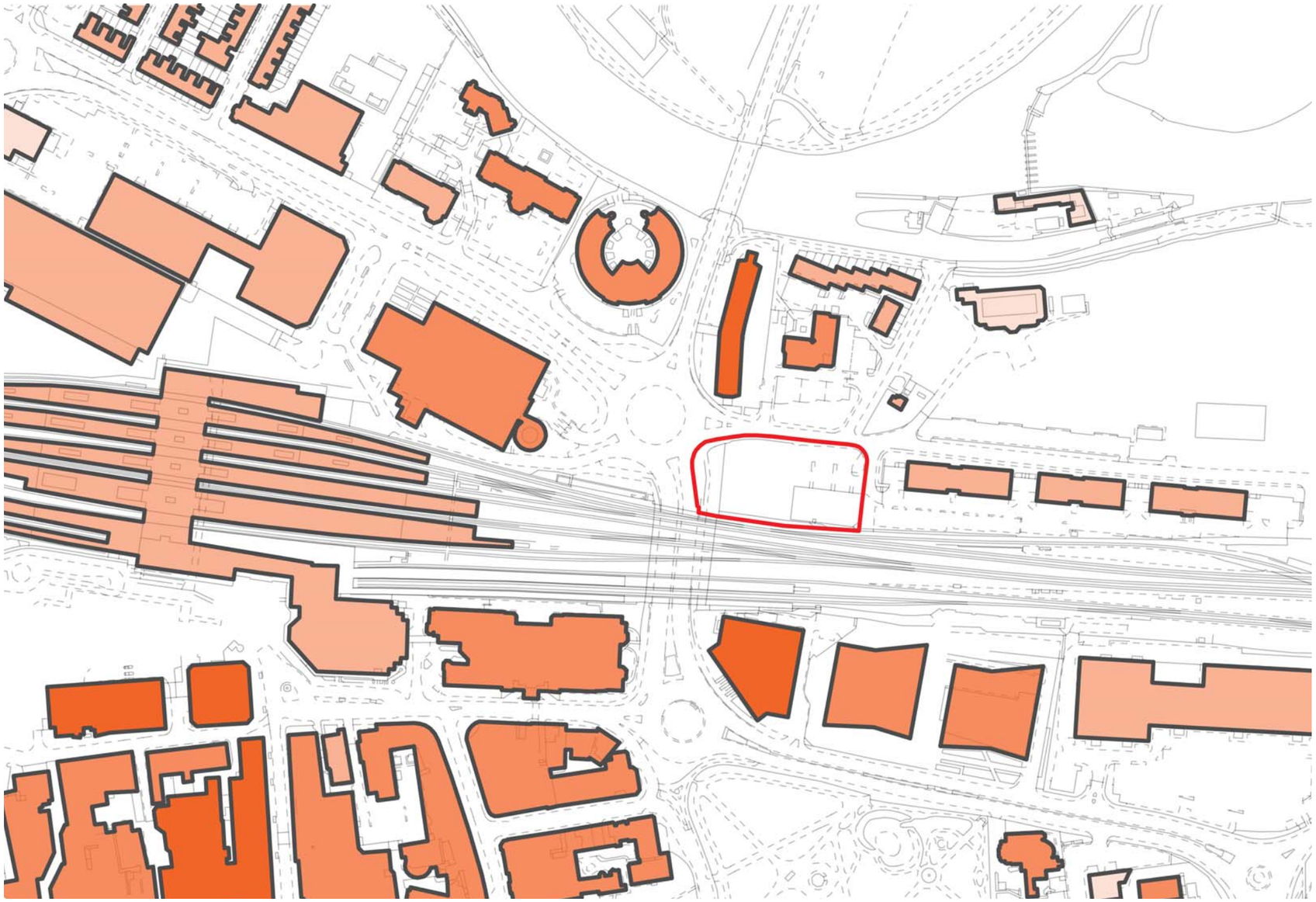


Aerial view looking south-west from Napier Road

2.3.3 Building Heights/Scale

The scale of the built forms surrounding the site are on average medium to high in storey height terms. To the south-west, buildings of largely similar scales make up a traditional town centre layout. The areas to the east and to the north of the train line are largely characterised by large road networks and open spaces, featuring a series of taller landmark buildings and enhanced public realm offerings.

- <2 storeys
- 3-4 storeys
- 5-8 storeys
- >9 storeys
- Site Boundary

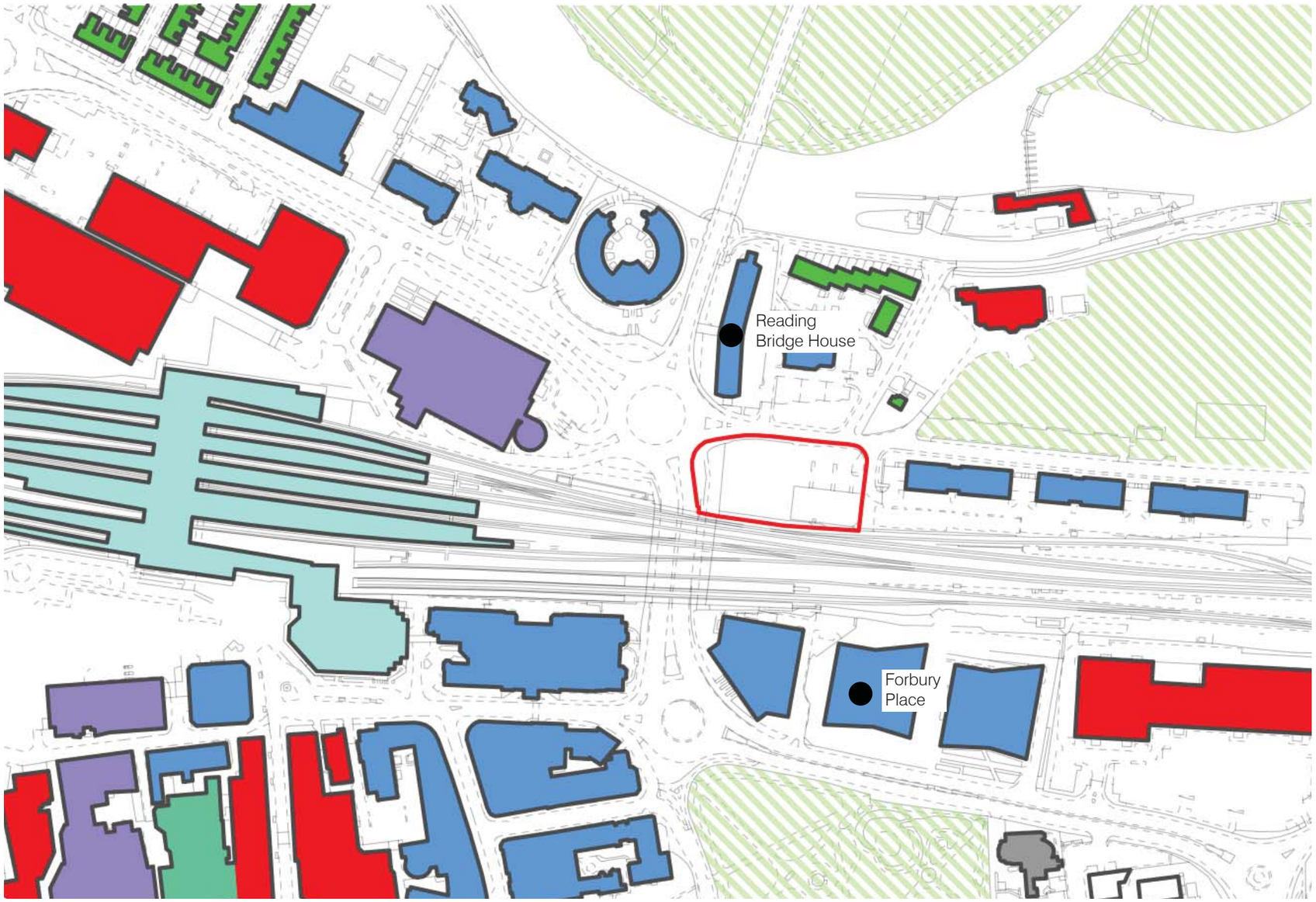


Local building heights

2.3.4 Land Use

The immediate land usage around the site is largely comprised of commercial buildings, including Reading Bridge House and Forbury Place to the south. Further west is a large retail park. To the south of the train line, the land uses within the town centre are more integrated and close-knit, with retail, commercial and hotel offerings within immediate proximity to the station. These are punctuated by large multi-storey car parks which fit within the existing grain of the town layout.

- Retail and Leisure
- Commercial
- Residential
- Hotel
- Car Park
- Rail
- Church
- Green Space
- Site Boundary



Local land use

2.3.5 Movement

The site is accessible via a range of transport modes. Main roads into the town centre pass the site via Napier Road Junction, making for an easily-to-reach destination via car. The train line located to the south of the site provides regional rail services as well as links to London and beyond, with the addition of Crossrail that will allow for quicker travel across the capital.

Finally, the town has an extensive network of cycle routes, which also provide access to the site for cyclists from the centre and surrounding suburban areas.

Rail Link
Site Boundary
Primary Road Link
Cycle Link

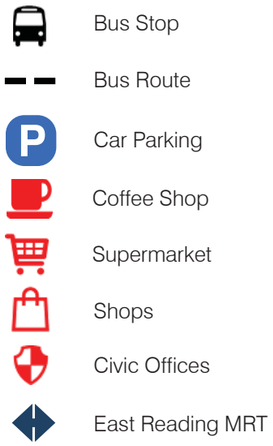


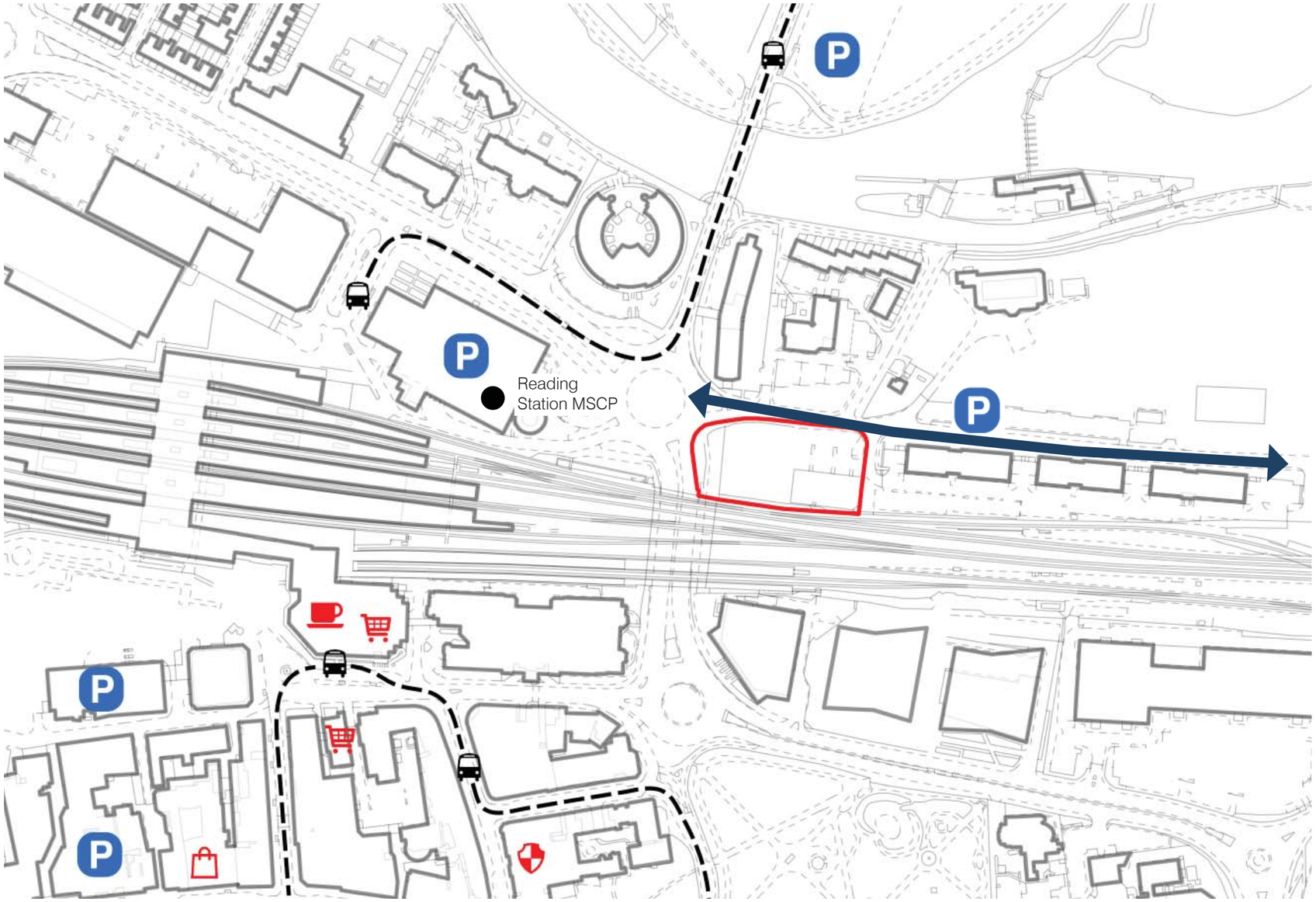
Movement through Reading town centre

2.3.6 Access to Local Facilities

Being located within the centre of Reading, the site has access to a range of local facilities. These include local public transport, with many buses departing from the nearby Reading Train Station to the surrounding areas. For car users, a number of car parking facilities are provided, including Reading Station MSCP located to the west of Napier Road Junction.

Other facilities of interest to commuters, such as coffee shops and local supermarkets, are located within the train station building, with high street retail offerings to the south-west.





Access to local facilities near the site

Evaluation

3.1 Constraints
3.2 Opportunities

3.1 Constraints

The major constraints for the site are the barriers to the north, west and south created by King's Meadow Road, Napier Road Junction, Vastern Road and the train line.

Currently, pedestrian access from the town centre is via an underpass running beneath the train line, which could be potentially a poor environment for a primary method of approach.

Finally, any development below ground will be limited to the western half of the site due to an existing sewer that runs north-south along its eastern side.



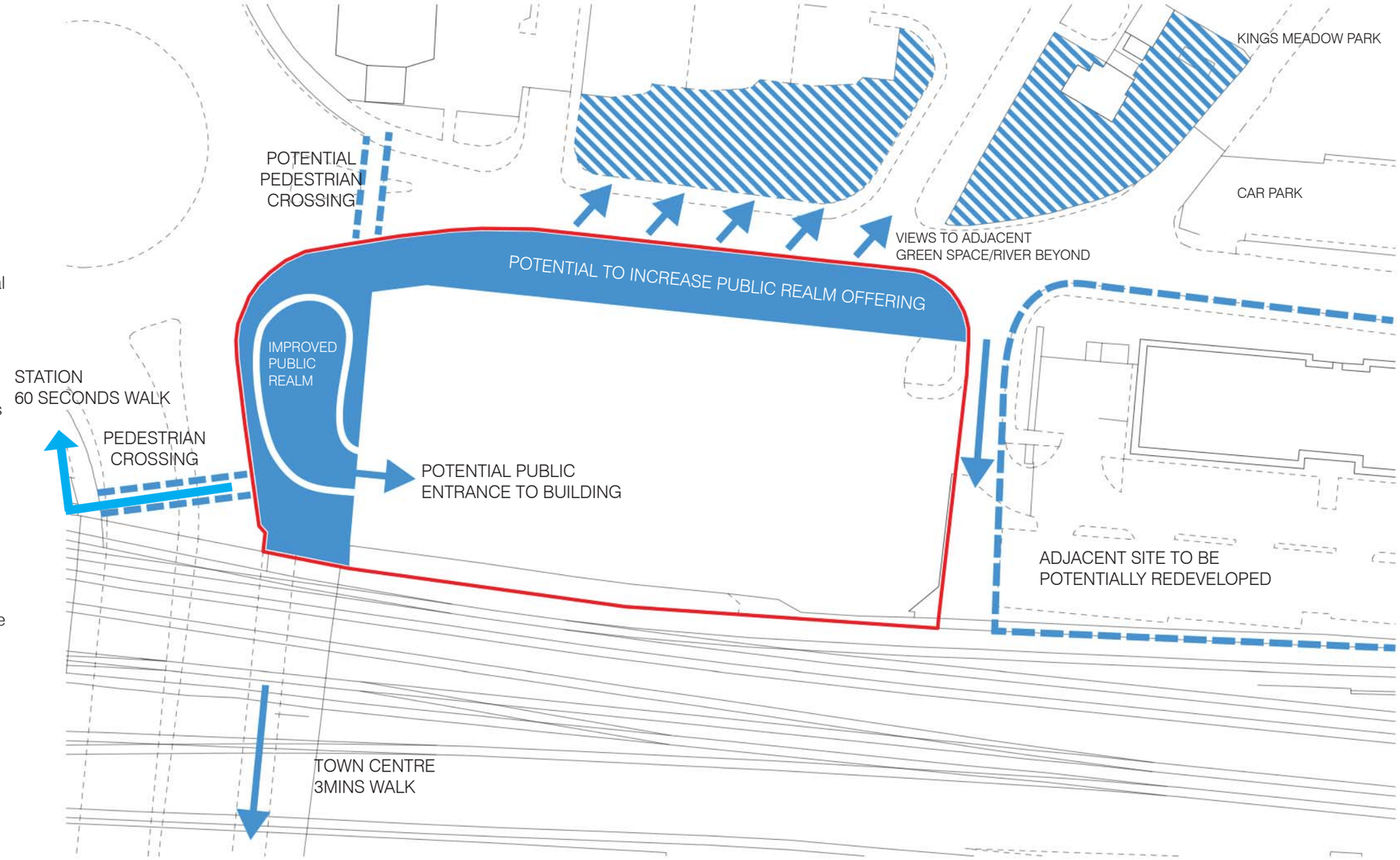
Constraints

3.2 Opportunities

One of the biggest advantages of the site is its location, being a ten-minute walk or two-minute drive from Reading Train Station. Though the immediate surroundings are largely comprised of busy roads and rail networks, pedestrian access is provided via an underpass to the south, with multiple traffic-controlled pedestrian crossings to the west of the site as well.

These accessible features allow for an increased public realm offering at this prominent corner, with the potential for a new plaza that will enhance a public entrance to the building offering access to the sky garden (see Design section). The northern section of the site also has the potential for an increased public realm, perhaps with a connection to the adjacent green spaces between the site and the river.

Finally, to the east the immediately adjacent site has also been highlighted as being suitable for redevelopment; if this were to happen, the public realm offering might see even further expansion, as well as the potential for new interrelationships between the Arc and another new landmark building.



Opportunities

Design

4.1 Design Brief

4.2 Precedent Studies

4.3 Initial Sketches

4.4 Massing Study

4.5 Building Plans

4.6 Area Schedule

- 4.6.1 Approximate Net Internal Areas By Use

4.7 Building Sections / Elevations

4.8 Materiality

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4.10 Parking / Cycle Strategy

4.11 Landscape Strategy

- 4.11.1 Landscape Detail - West
- 4.11.2 Landscape Detail - North

4.12 Sky Garden

- 4.12.1 Landscape Detail - Sky Garden

4.13 Concluding Statement

4.1 Design Brief

Scott Brownrigg has been requested by the clients Canmoor Developments - in conjunction with Lochailort Reading Ltd - to prepare a scheme for planning which includes the following:

- A brand new high-rise commercial building providing private rentable office space

- Appropriate parking facilities for a range of transport modes

- The inclusion of a sky garden within the upper levels of the building, featuring both private and publicly accessible spaces

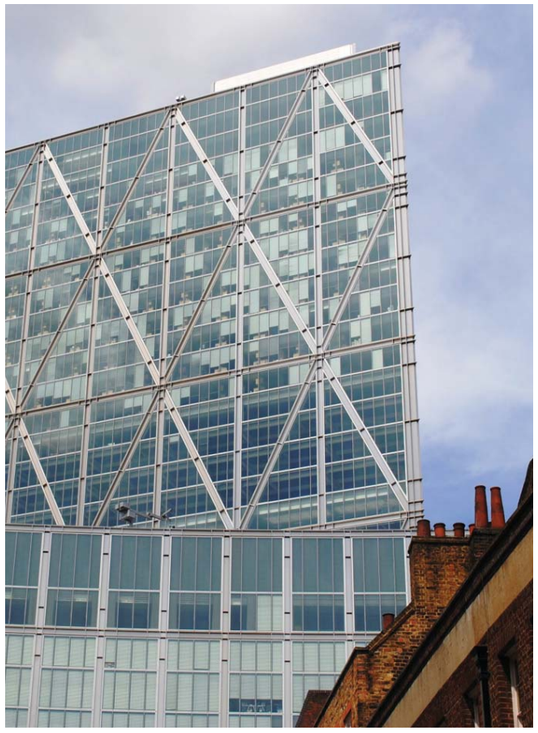
- An enhanced public realm which improves access to and from the building for all

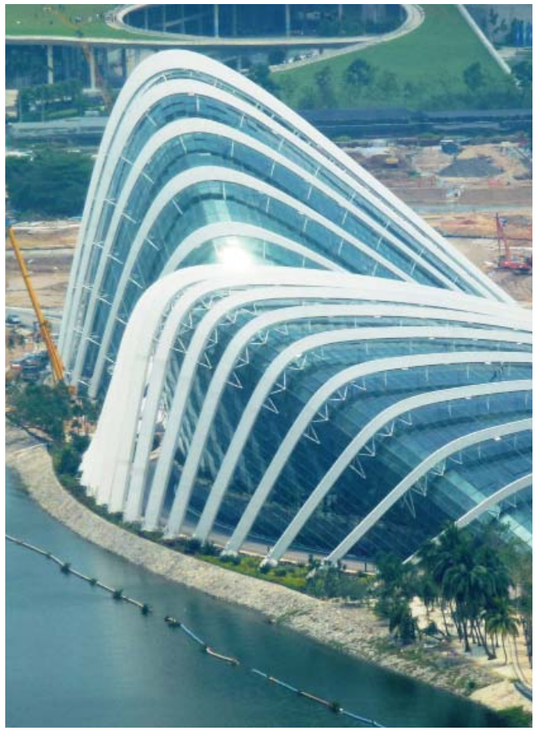
- A feature entrance/reception space which is both accessible and welcoming

- Ensuring that all appropriate regulations are adhered to with respect to construction, health and safety, inclusive design and sustainability

- Providing all appropriate drawings required for the planning stage as documented in this report

4.2 Precedent Studies

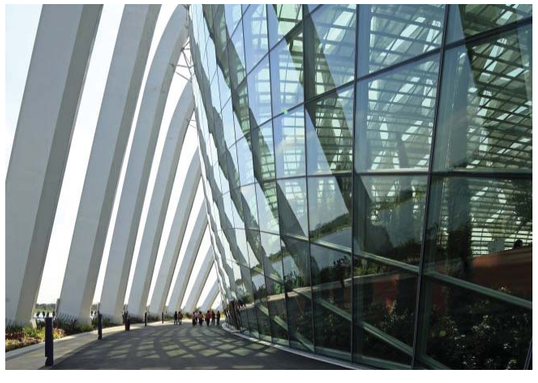






Broadgate Tower, London

Expressed Structure as a Facade Element



Gardens by the Bay, Singapore

Curved Building Form

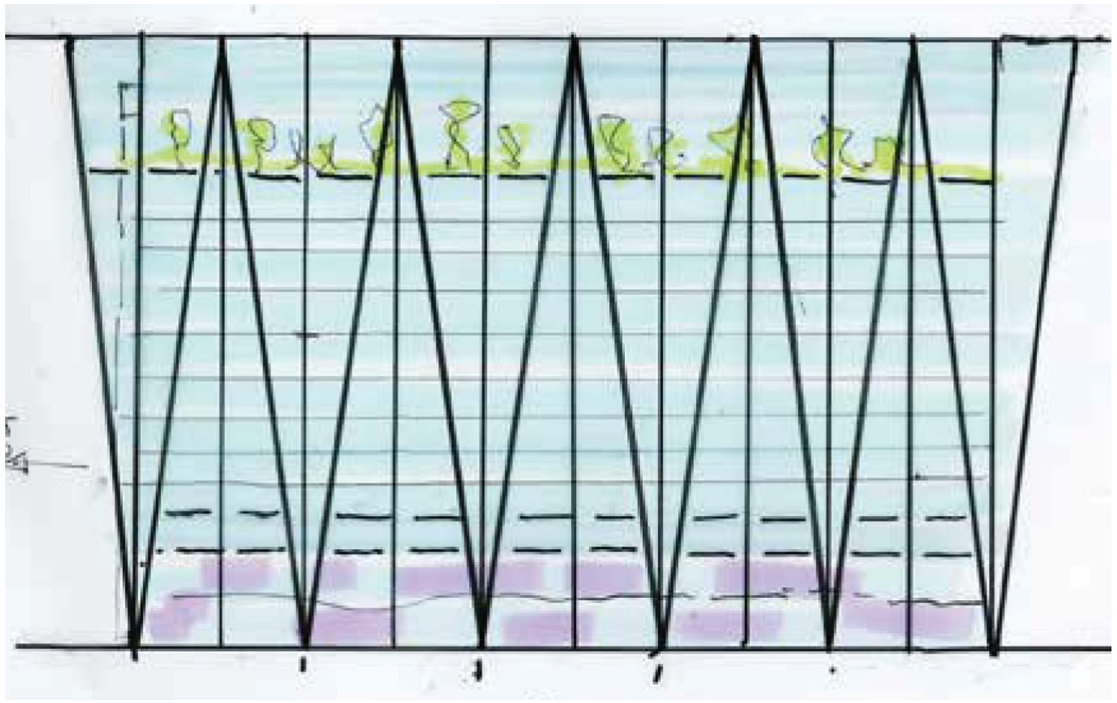




Leadenhall Building, London

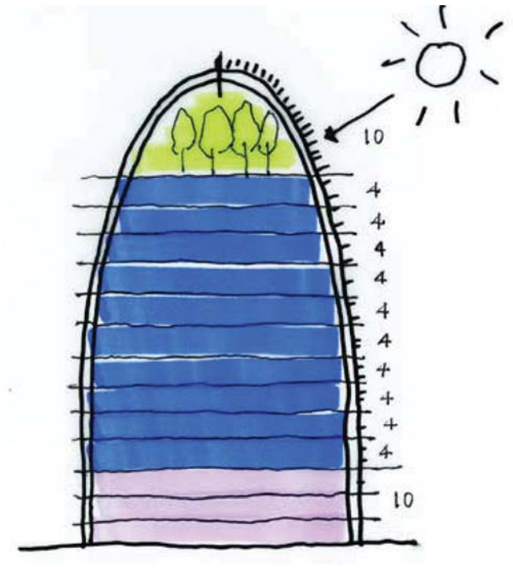
Expressed Structure as a Facade Element

4.3 Initial Sketches

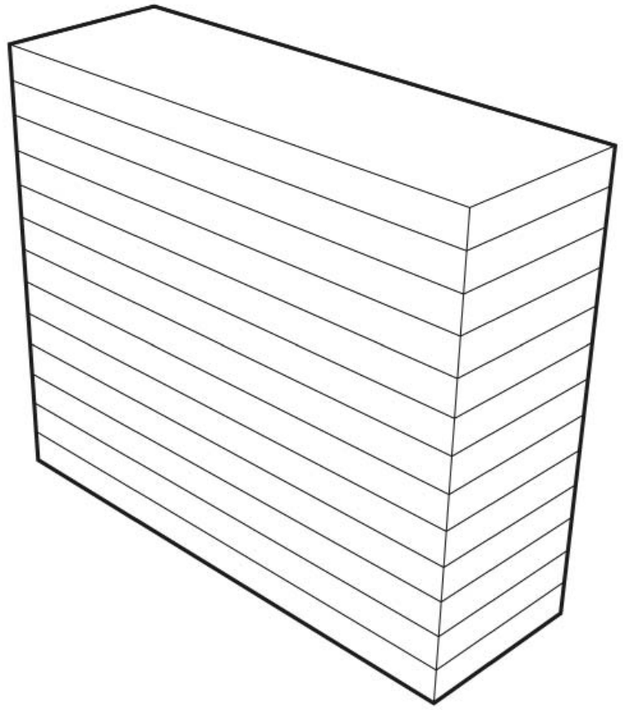


Above: Elevational Sketch

Right: Sectional Sketch

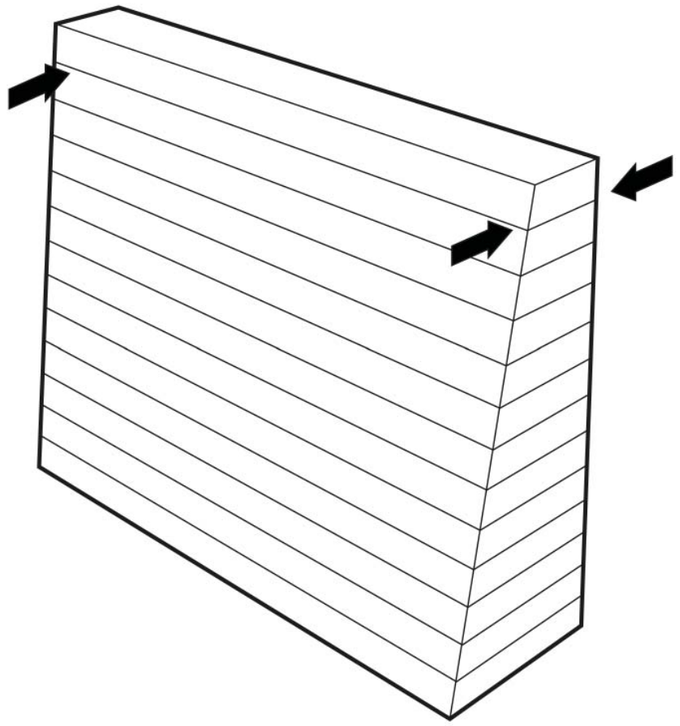


4.4 Massing Study



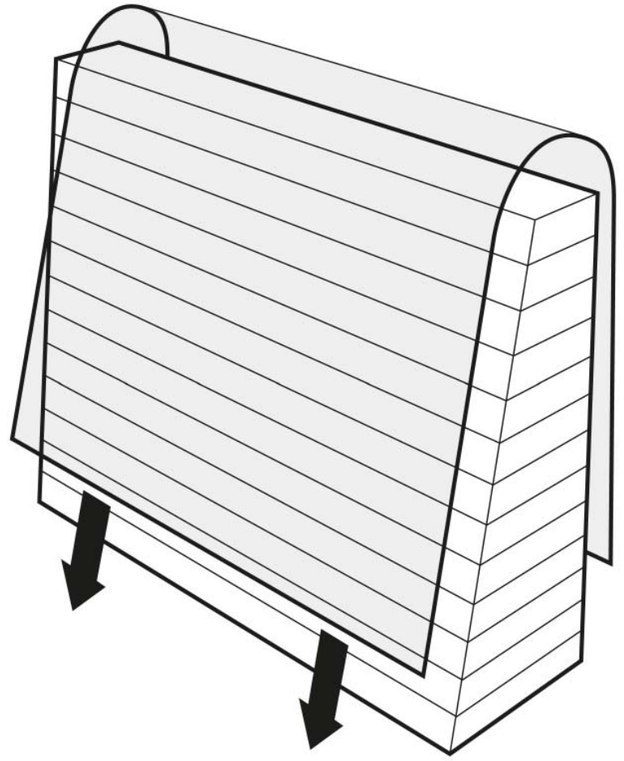
1. Block

Linear commercial block at a height relative to surroundings/local policy guidance on tall buildings



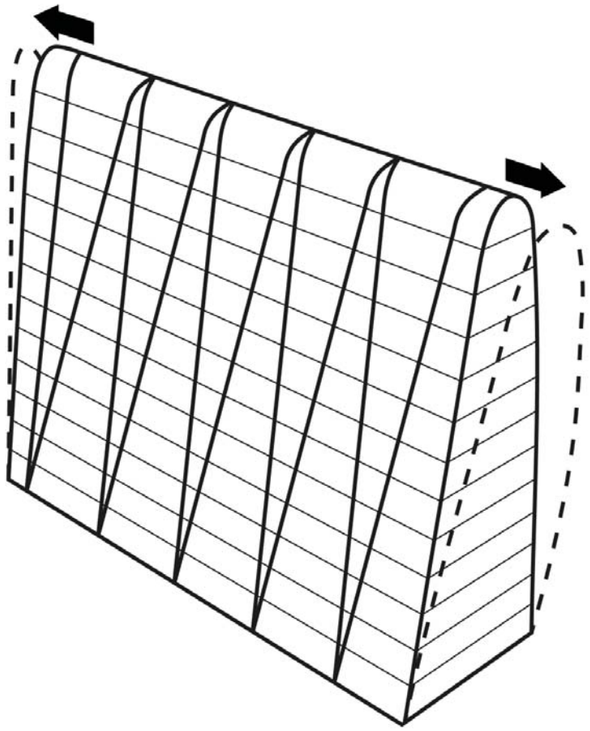
2. Shaping

Block sculptured to create trapezium shape, giving the building a more elegant form



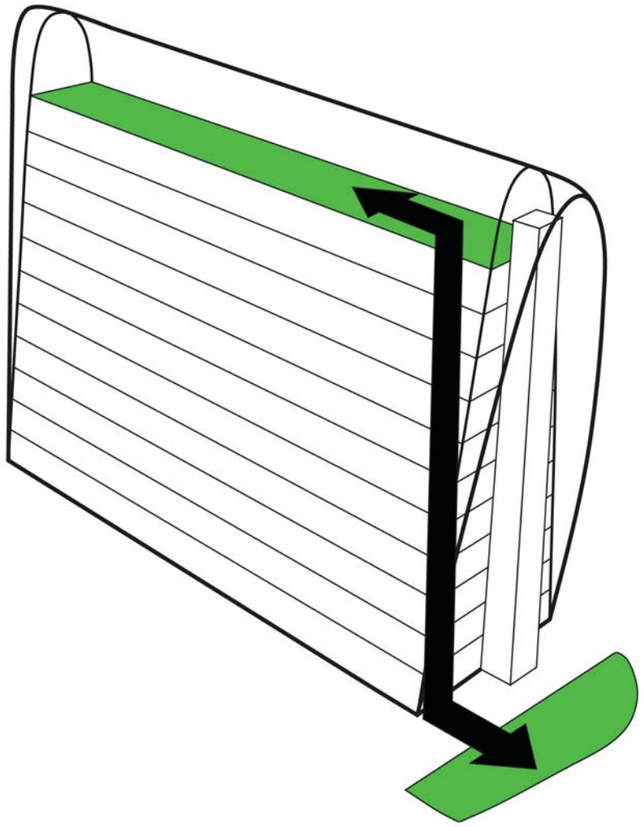
3. 'Draped' facade

Glass skin 'draped' over form, giving the building a lightweight feel



4. Structure

Structure applied to facade - two ends of the building are extended at the top to provide enclosure beneath

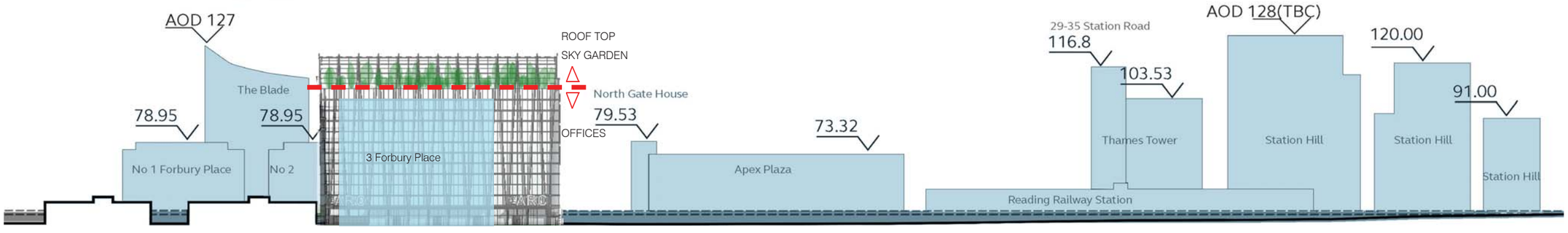


5. Public realm/Sky garden

Public realm at ground level redeveloped around new public entrance to building, which provides access to sky garden via an elevator. The sky garden itself represents an extension of this public space into the building



6. Conceptual rendered view

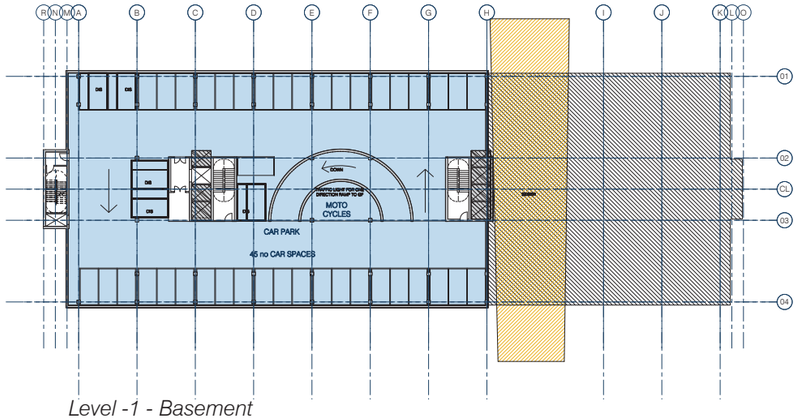


Long Elevation demonstrating relationship between the building and other tall buildings in Reading Town Centre

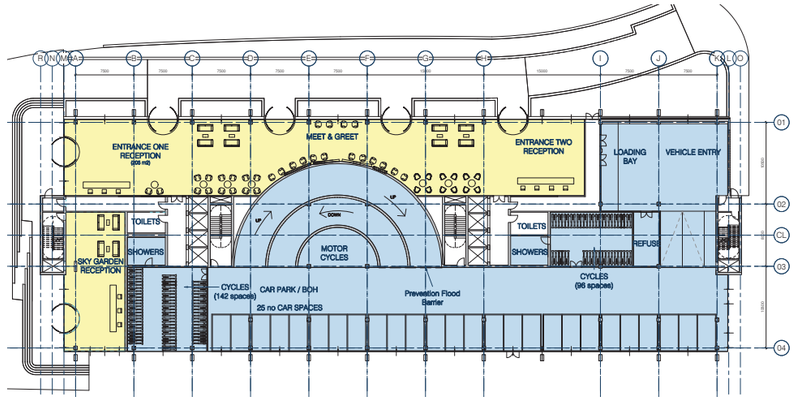
4.5 Building Plans

Each floor is rectangular in plan, becoming smaller towards the building's apex. Car parking is spread across multiple levels in the lower portion of the structure, housed within the basement and mezzanine levels and accessible via a central ramp. The reception spaces at ground floor wrap around the parking facilities, sitting adjacent to the new external public spaces to the north and west of the site.

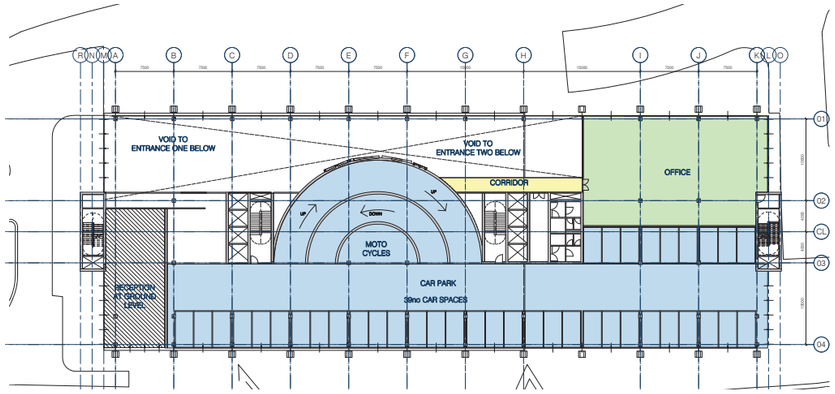
Above, stacked open-plan offices form the majority of the internal building area. At the top of the building is the sky garden, which features another mezzanine level.



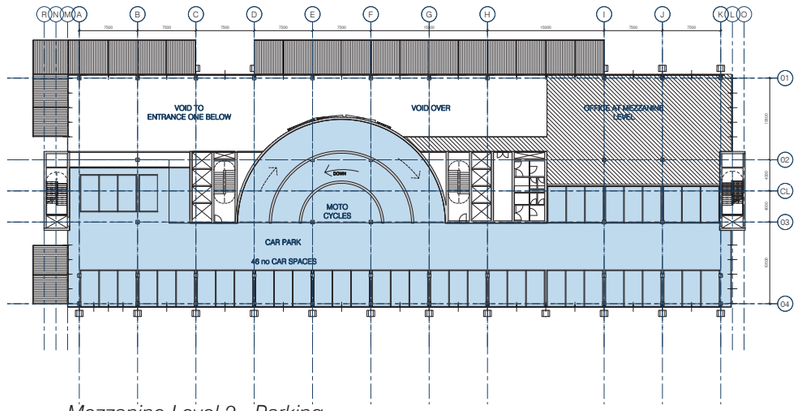
Level -1 - Basement



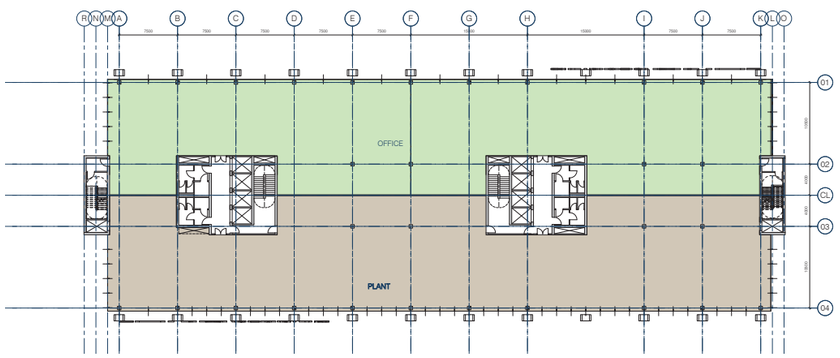
Level 0 - Ground Floor



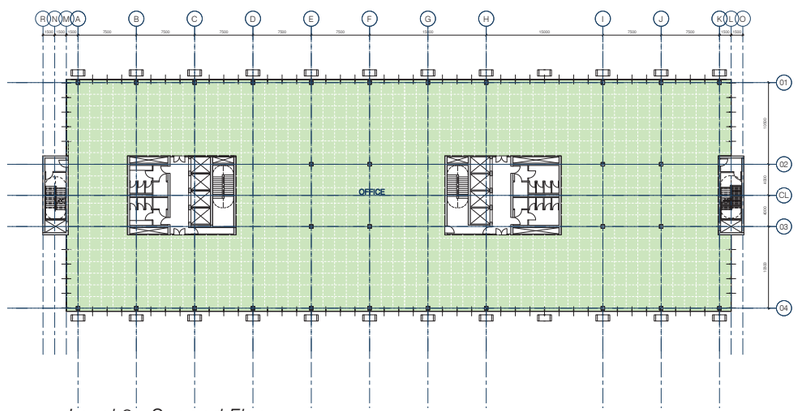
Mezzanine Level 1 - Parking



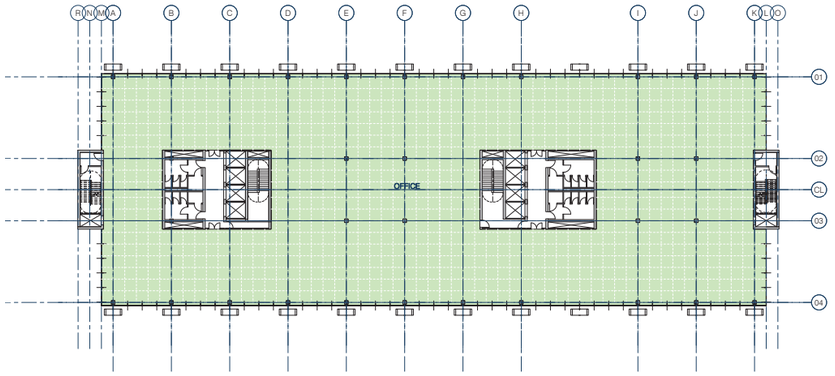
Mezzanine Level 2 - Parking



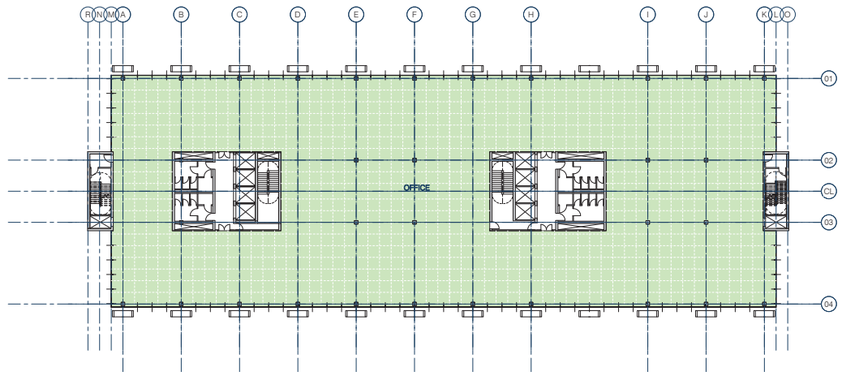
Level 1 - First Floor



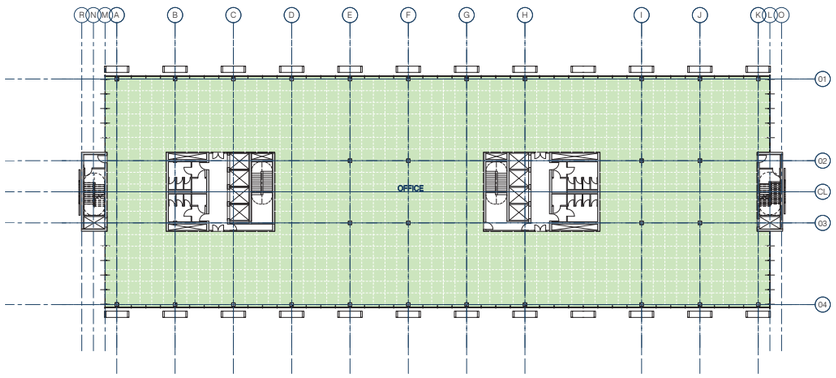
Level 2 - Second Floor



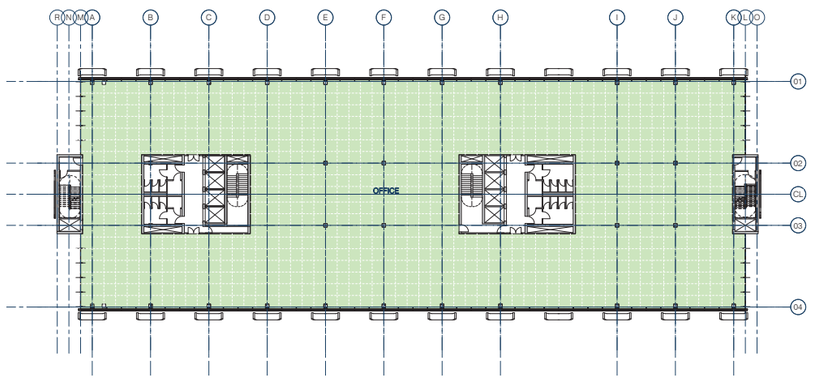
Level 3 - Third Floor



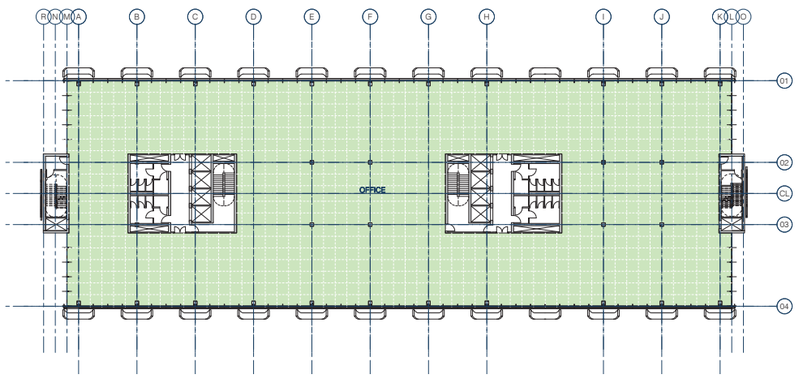
Level 4 - Fourth Floor



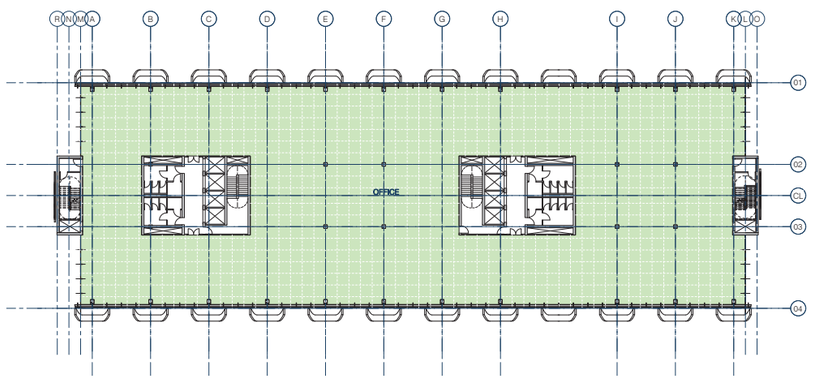
Level 5 - Fifth Floor



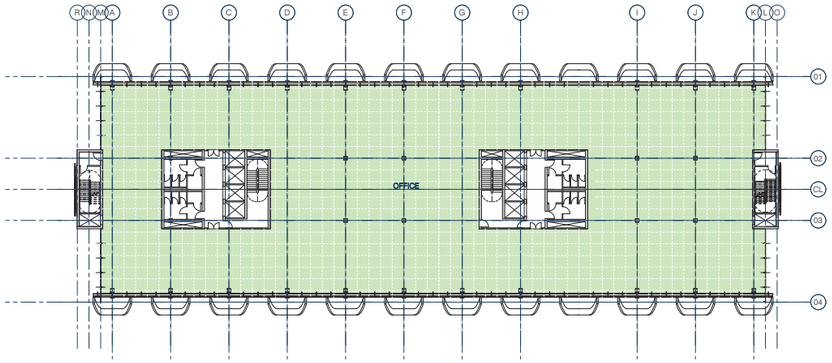
Level 6 - Sixth Floor



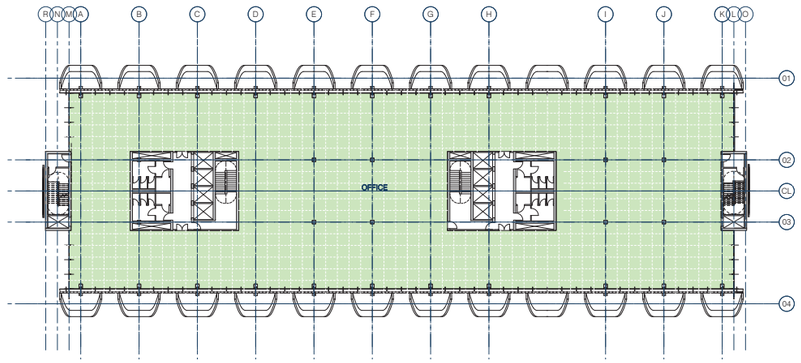
Level 7 - Seventh Floor



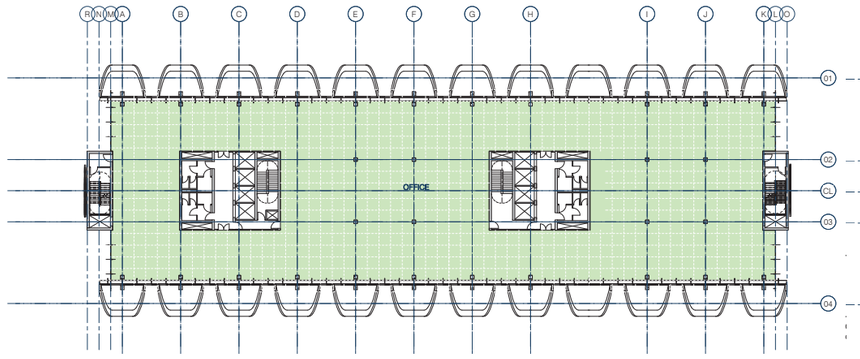
Level 8 - Eighth Floor



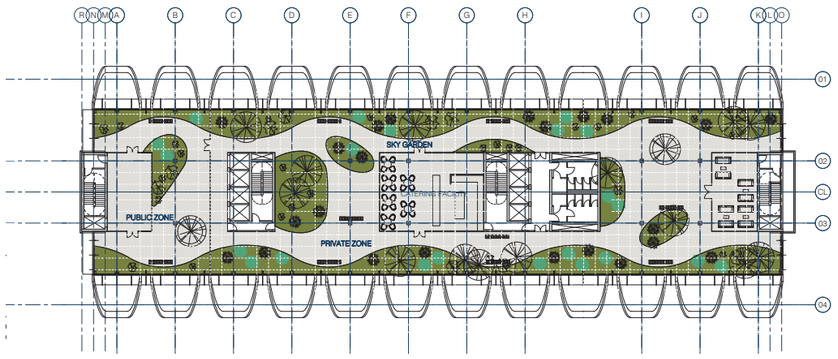
Level 9 - Ninth Floor



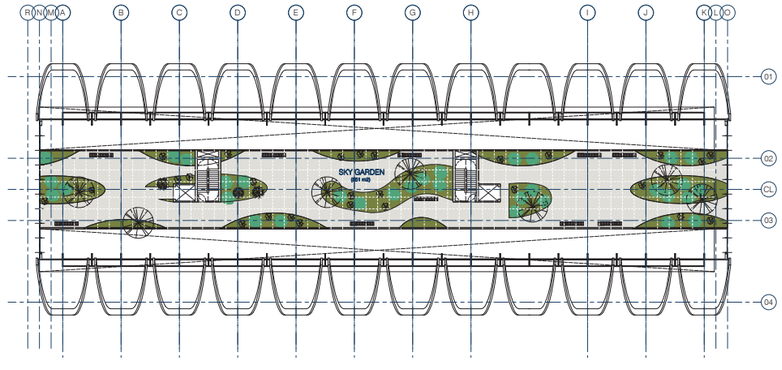
Level 10 - Tenth Floor



Level 11 - Eleventh Floor



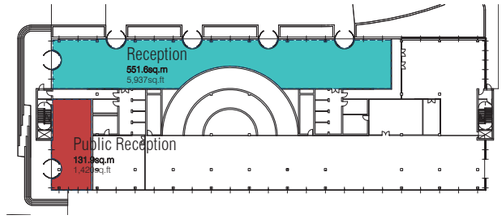
Level 12 - Sky Garden



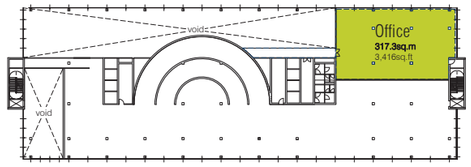
Level 13 - Sky Garden - Mezzanine

4.6 Area Schedule

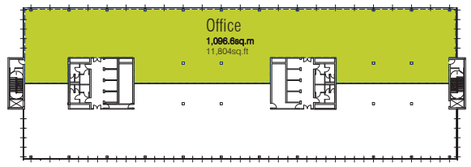
4.6.1 Approximate Net Internal Areas by Floor



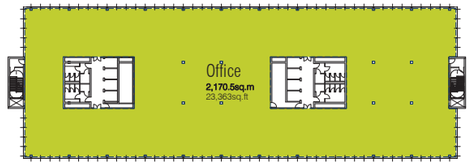
00 Ground Floor, 00 Parking
1 : 500



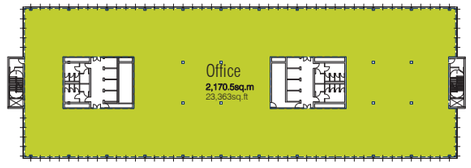
00 Mezz., 01 Car Park
1 : 500



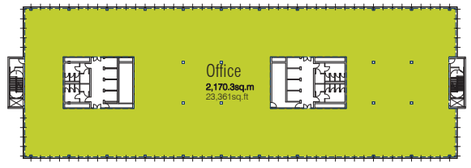
01 First
1 : 500



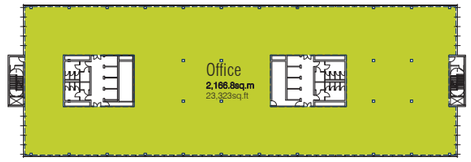
02 Second
1 : 500



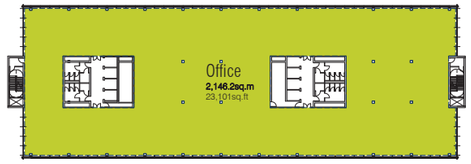
03 Third
1 : 500



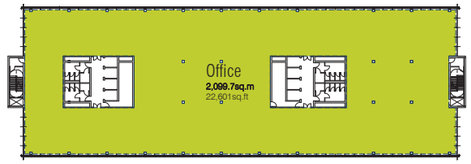
04 Fourth
1 : 500



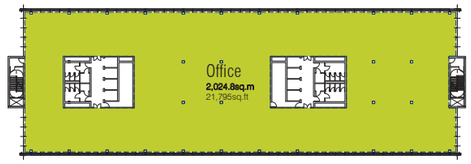
05 Fifth
1 : 500



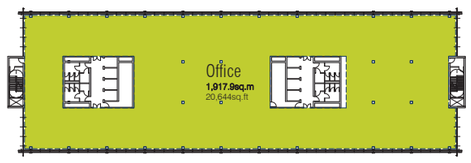
06 Sixth
1 : 500



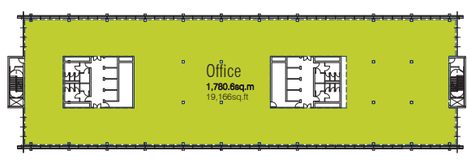
07 Seventh
1 : 500



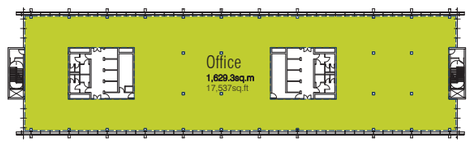
08 Eighth
1 : 500



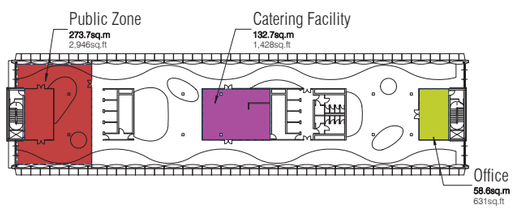
09 Ninth
1 : 500



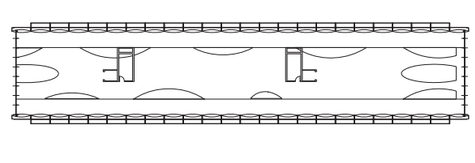
10 Tenth
1 : 500



11 Eleventh
1 : 500



12 Twelfth
1 : 500

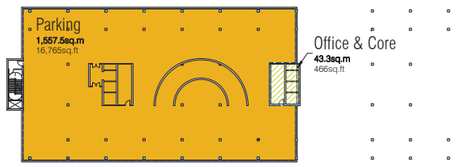


13 Thirteenth
1 : 500

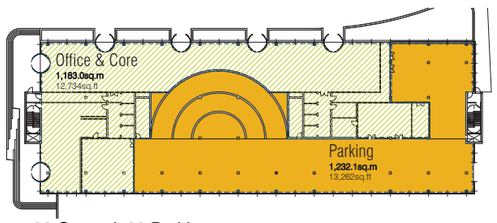
Area Schedule (NIA with Tolerance)

Level	Name	Area (sq.m)	Area (sq.ft)
Not Placed	Corridor / Balcony	Not Placed	
Not Placed	Public Reception	Not Placed	
Not Placed	Area	Not Placed	
00 Ground FFL	Reception	552	5,937.0
00 Ground FFL	Public Reception	132	1,419.7
00 Mezz. FFL	Office	317	3,415.7
01 First FFL	Office	1,097	11,804.0
02 Second FFL	Office	2,170	23,362.7
03 Third FFL	Office	2,171	23,363.2
04 Fourth FFL	Office	2,170	23,360.9
05 Fifth FFL	Office	2,167	23,323.1
06 Sixth FFL	Office	2,146	23,101.5
07 Seventh FFL	Office	2,100	22,600.8
08 Eighth FFL	Office	2,025	21,795.2
09 Ninth	Office	1,918	20,644.5
10 Tenth FFL	Office	1,781	19,166.2
11 Eleventh FFL	Office	1,629	17,537.4
12 Twelfth FFL	Public Zone	274	2,946.3
12 Twelfth FFL	Catering Facility	133	1,428.0
12 Twelfth FFL	Office	59	630.6
		22,839	245,836.6

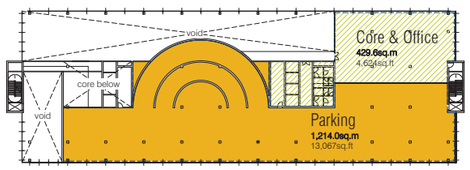
4.6.2 Approximate Gross Internal Areas by Floor



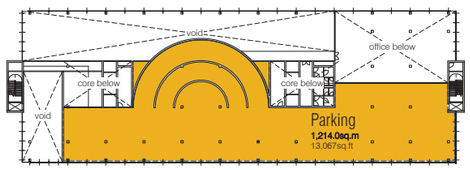
00 Parking -1 (Basement)
1 : 500



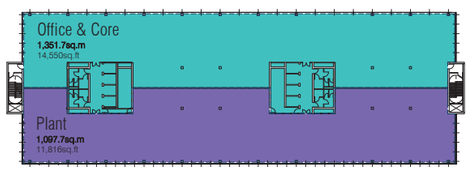
00 Ground, 00 Parking
1 : 500



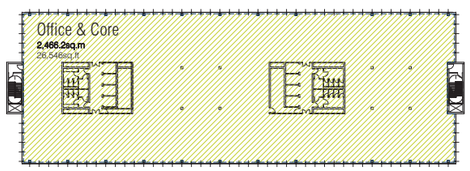
00 Mezz, 01 Parking
1 : 500



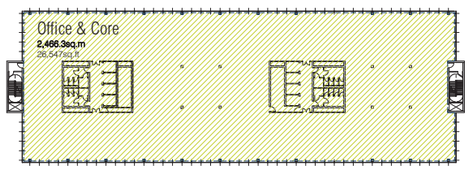
00 Parking 02
1 : 500



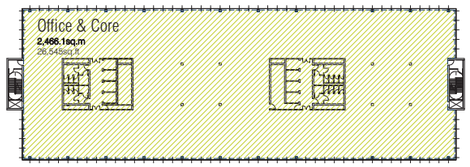
01 First
1 : 500



02 Second
1 : 500



03 Third
1 : 500



04 Fourth
1 : 500



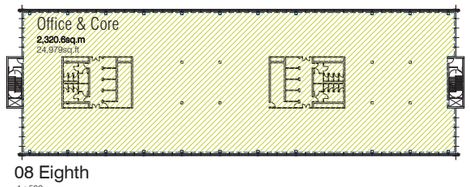
05 Fifth
1 : 500



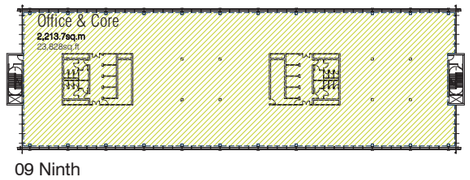
06 Sixth
1 : 500



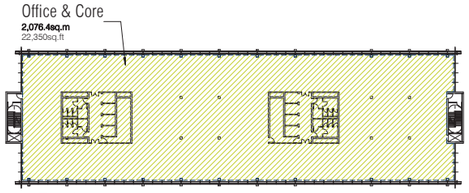
07 Seventh
1 : 500



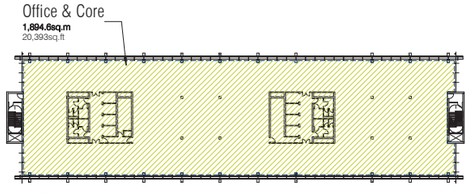
08 Eighth
1 : 500



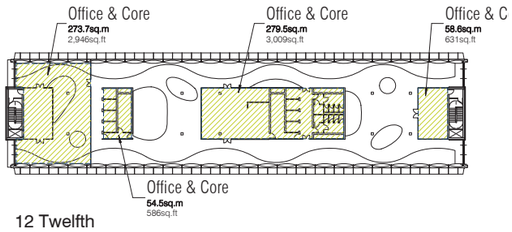
09 Ninth
1 : 500



10 Tenth
1 : 500



11 Eleventh
1 : 500

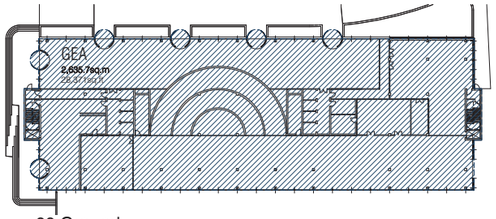


12 Twelfth
1 : 500

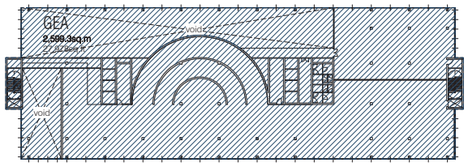
Area Schedule (GIA)

Level	Name	Area	Area (sq.ft)
Not Placed	Office & Core	Not Placed	
Not Placed	Office & Core	Not Placed	
		0	0.0
00 Parking -1	Office & Core	43	466.1
00 Parking -1	Parking	1,557	16,764.6
		1,601	17,230.7
00 Ground FFL	Office & Core	1,183	12,733.6
00 Ground FFL	Parking	1,232	13,262.4
		2,415	25,995.9
00 Mezz. FFL	Parking	1,214	13,067.0
00 Mezz. FFL	Core & Office	430	4,624.0
		1,644	17,691.0
00 Parking 02 FFL	Parking	1,214	13,067.0
		1,214	13,067.0
01 First FFL	Office & Core	1,352	14,549.9
01 First FFL	Plant	1,098	11,815.5
		2,449	26,365.4
02 Second FFL	Office & Core	2,466	26,546.5
		2,466	26,546.5
03 Third FFL	Office & Core	2,466	26,547.0
		2,466	26,547.0
04 Fourth FFL	Office & Core	2,466	26,544.7
		2,466	26,544.7
05 Fifth FFL	Office & Core	2,463	26,506.8
		2,463	26,506.8
06 Sixth FFL	Core & Office	2,442	26,285.2
		2,442	26,285.2
07 Seventh FFL	Core & Office	2,395	25,784.6
		2,395	25,784.6
08 Eighth FFL	Office & Core	2,321	24,979.0
		2,321	24,979.0
09 Ninth	Office & Core	2,214	23,828.3
		2,214	23,828.3
10 Tenth FFL	Office & Core	2,076	22,350.0
		2,076	22,350.0
11 Eleventh FFL	Office & Core	1,895	20,393.1
		1,895	20,393.1
12 Twelfth FFL	Office & Core	274	2,946.3
12 Twelfth FFL	Office & Core	54	586.3
12 Twelfth FFL	Office & Core	280	3,008.9
12 Twelfth FFL	Office & Core	59	630.6
		666	7,172.1
		33,193	357,287.4

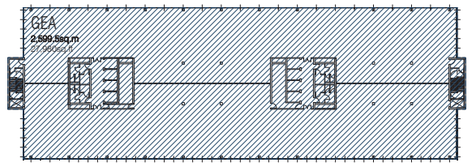
4.6.3 Approximate Gross External Areas by Floor



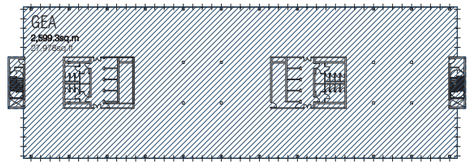
00 Ground
1 : 500



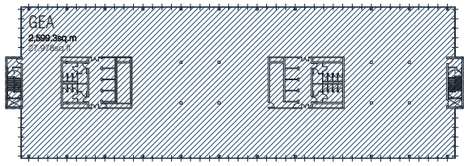
00 Mezz., 01 Car Park
1 : 500



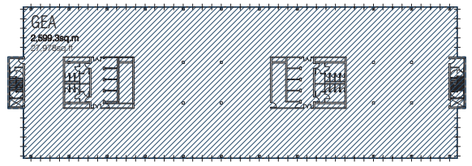
01 First
1 : 500



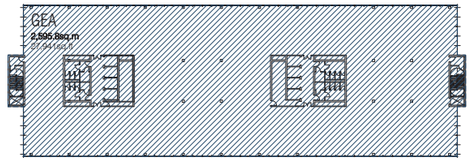
02 Second
1 : 500



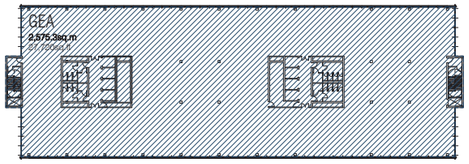
03 Third
1 : 500



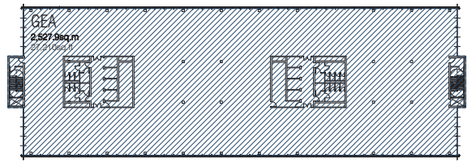
04 Fourth
1 : 500



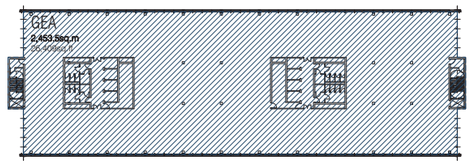
05 Fifth
1 : 500



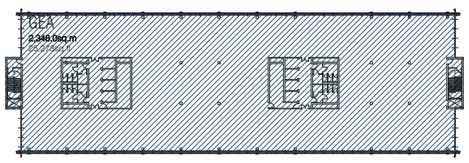
06 Sixth
1 : 500



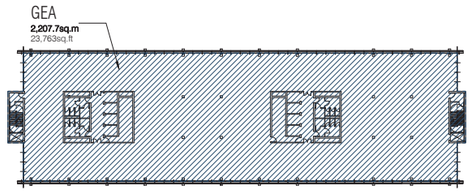
07 Seventh
1 : 500



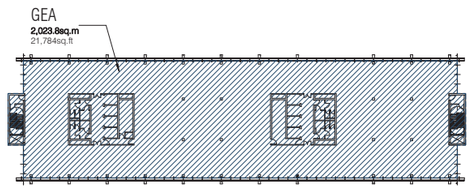
08 Eighth
1 : 500



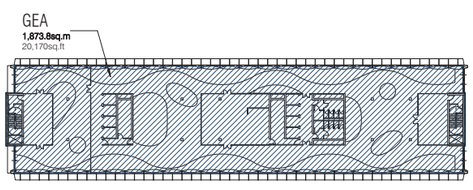
09 Ninth
1 : 500



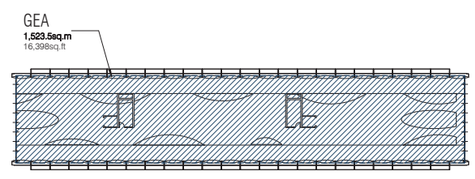
10 Tenth
1 : 500



11 Eleventh
1 : 500



12 Twelfth
1 : 500

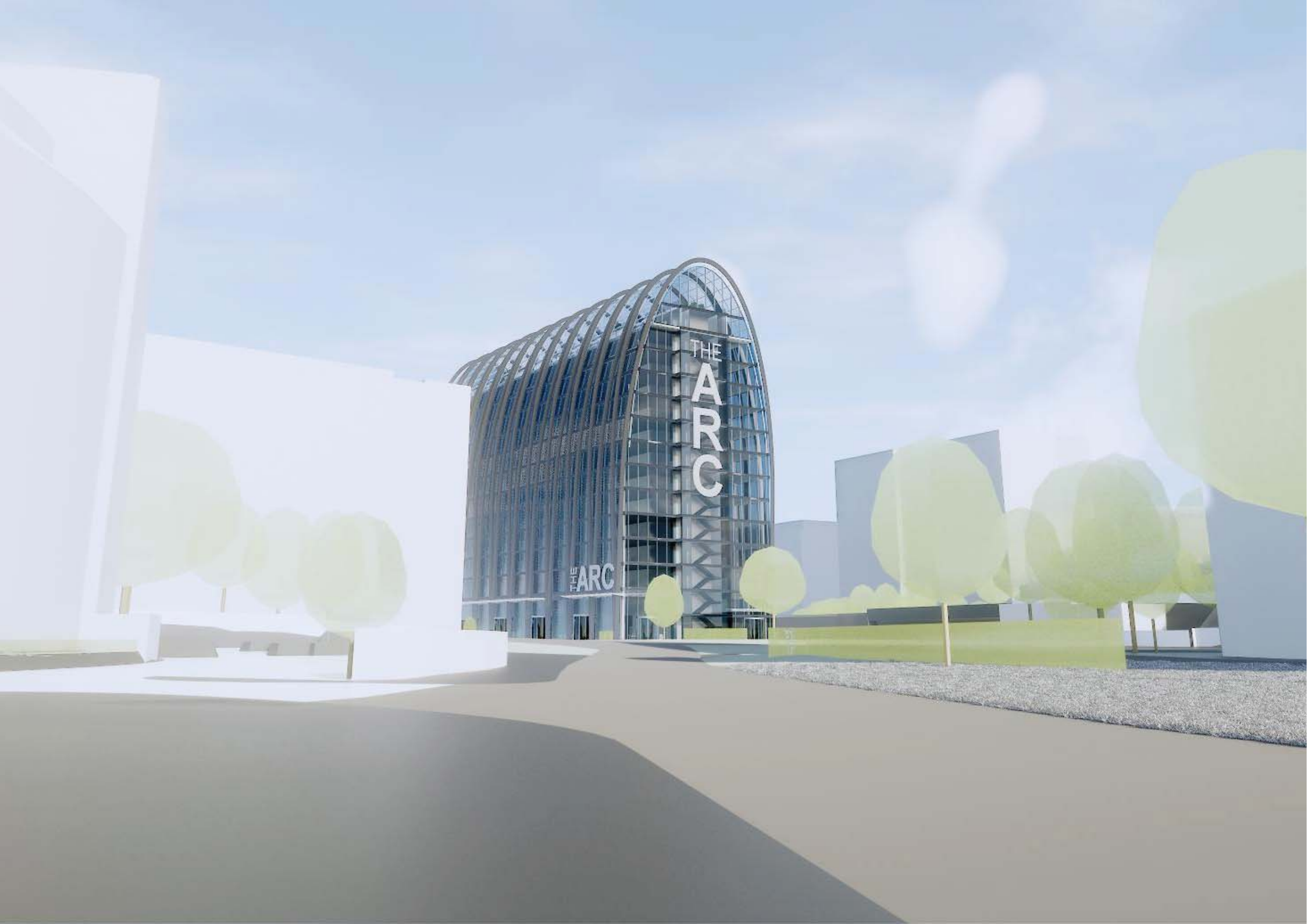


13 Thirteen
1 : 500

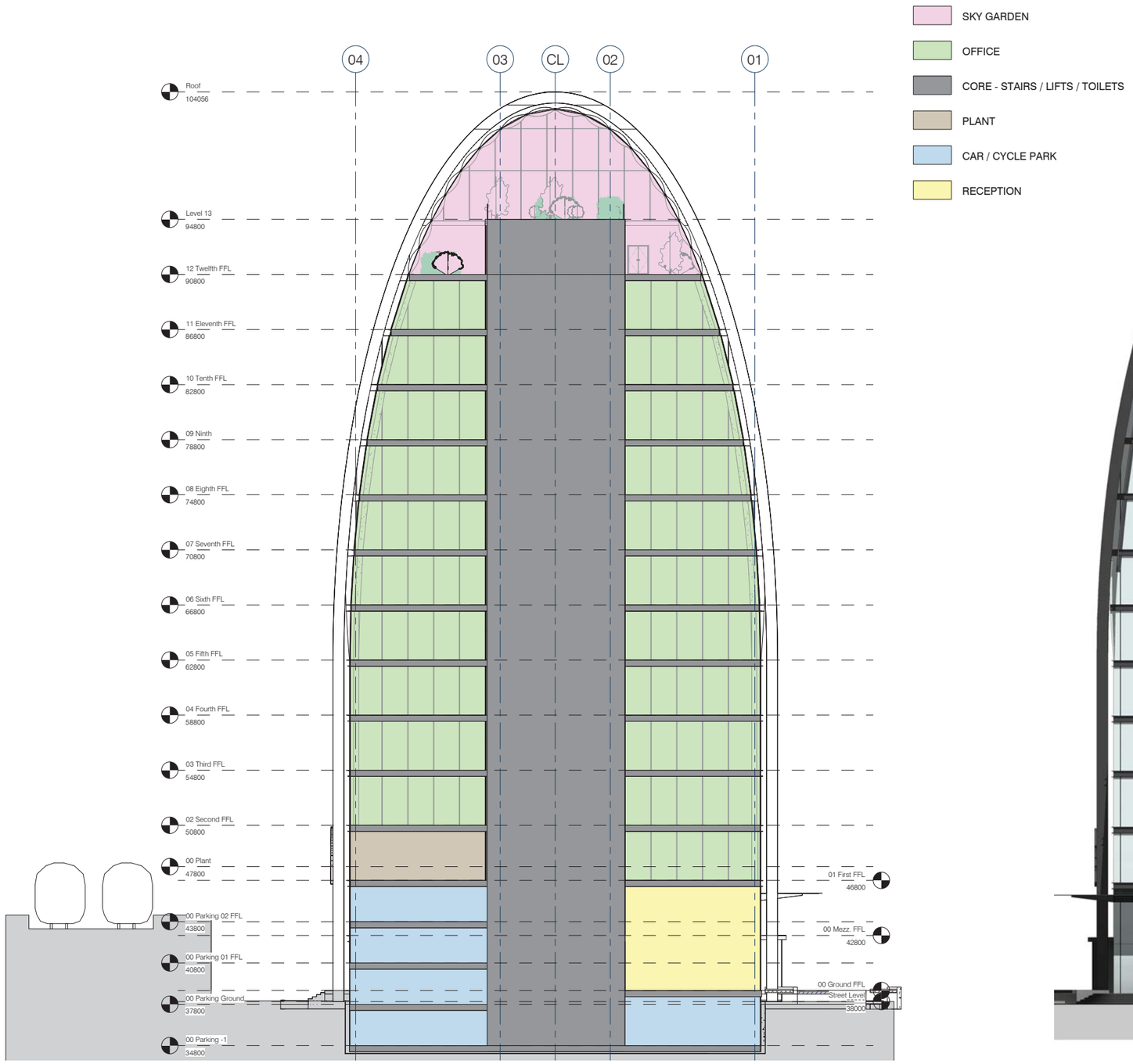
Area Schedule (GEA)

Level	Name	Area (sq.m)	Area (sq.ft)
00 Ground FFL	GEA	2,636	28,371.0
00 Mezz. FFL	GEA	2,599	27,978.1
01 First FFL	GEA	2,599	27,980.4
02 Second FFL	GEA	2,599	27,978.1
03 Third FFL	GEA	2,599	27,978.1
04 Fourth FFL	GEA	2,599	27,978.1
05 Fifth FFL	GEA	2,596	27,941.3
06 Sixth FFL	GEA	2,575	27,720.3
07 Seventh FFL	GEA	2,528	27,210.3
08 Eighth FFL	GEA	2,454	26,409.3
09 Ninth	GEA	2,348	25,273.1
10 Tenth FFL	GEA	2,208	23,763.2
11 Eleventh FFL	GEA	2,024	21,783.7
12 Twelfth FFL	GEA	1,874	20,169.9
Level 13	GEA	1,523	16,398.4
		35,761	384,933.6

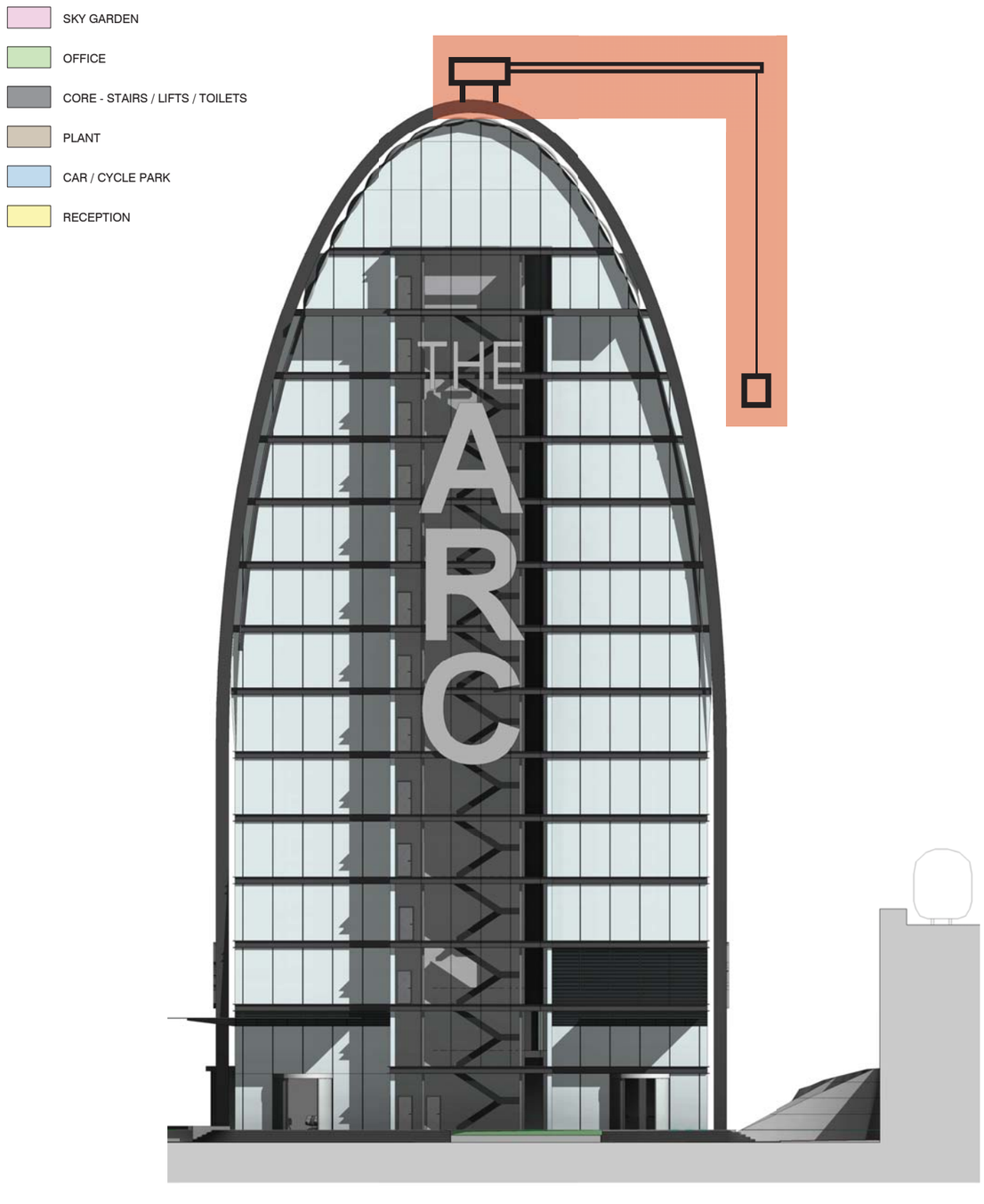

THE ARC
THE ARC
THE ARC


THE
ARC
THE ARC

4.7 Building Sections / Elevations

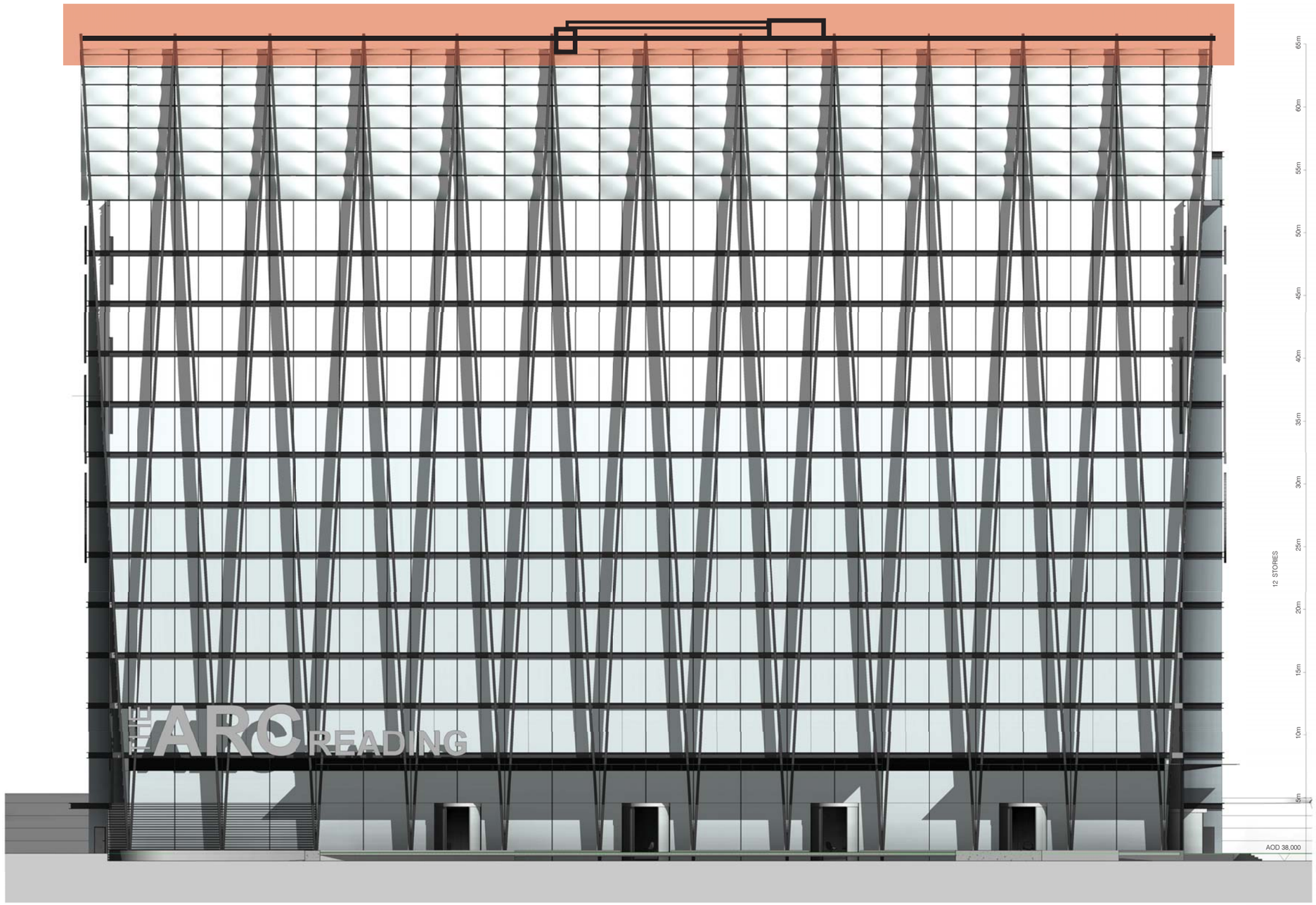


Cross Section



West Elevation

Window Cleaning Strategy - movable crane with extendable platform that can be lowered down the exterior face of the building



North Elevation



4.8 Materiality

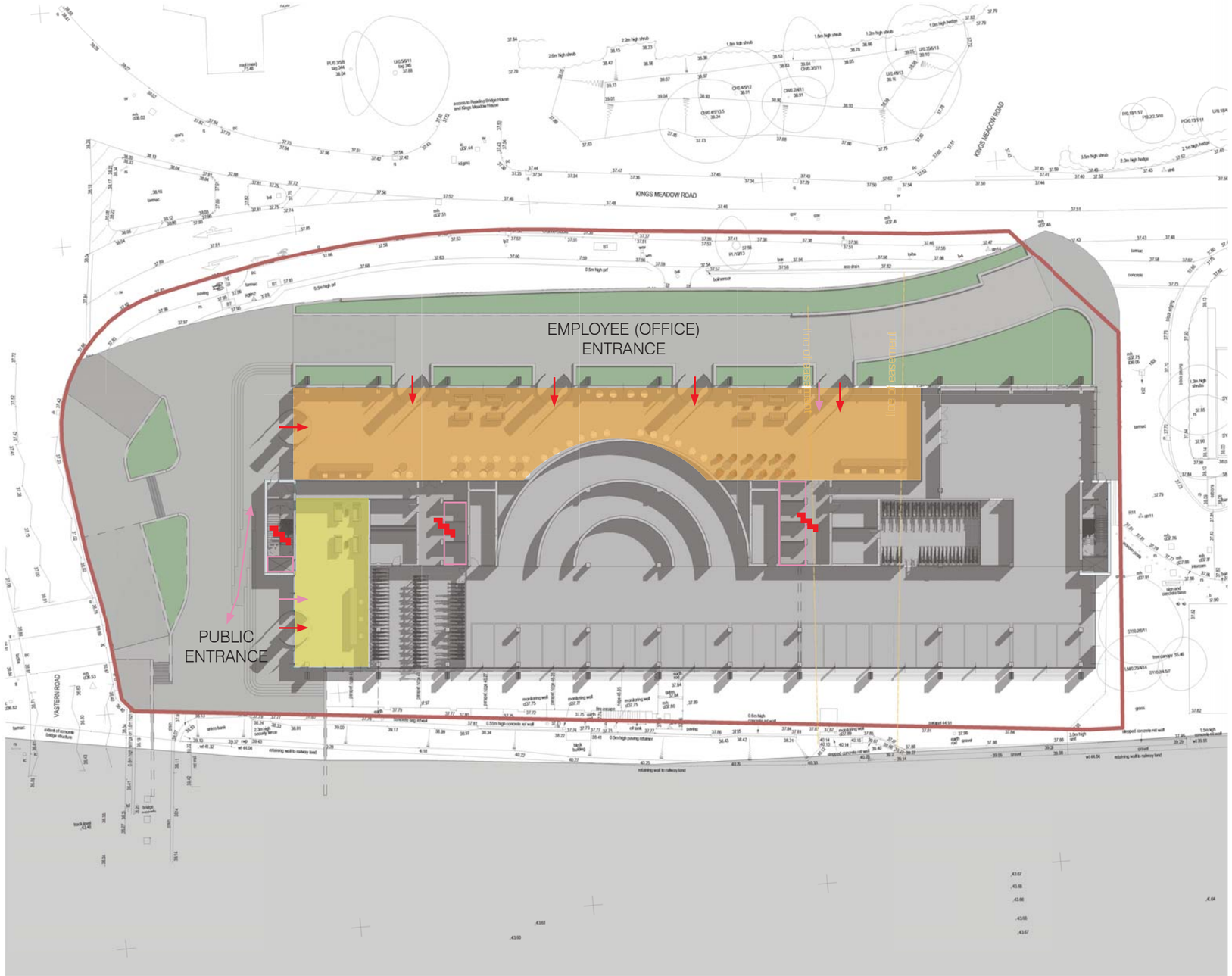
The external facade of the building is largely expressed via the exposed ‘V-shaped’ structure, which makes for a strong motif across the building, distorting the linear rectangular floor plan inside.

4.9 Building Access

The building provides a total of six points of entry across separate reception areas for employees and the public, the latter offering access to the sky garden via elevator.

The two main building cores are only accessible to building employees, housing circulation spaces including stairs and elevators, as well as toilet and shower facilities. These are located within the centre of the building, allowing for each external face to remain open.

On ground level, ramp access will be provided to account for level changes across the site. This allows for the provision of accessible entrances to both the public and private receptions at the western side of the building. To the north of the site, the level changes are minimal, meaning that accessible entrances are available by default on this side as well.



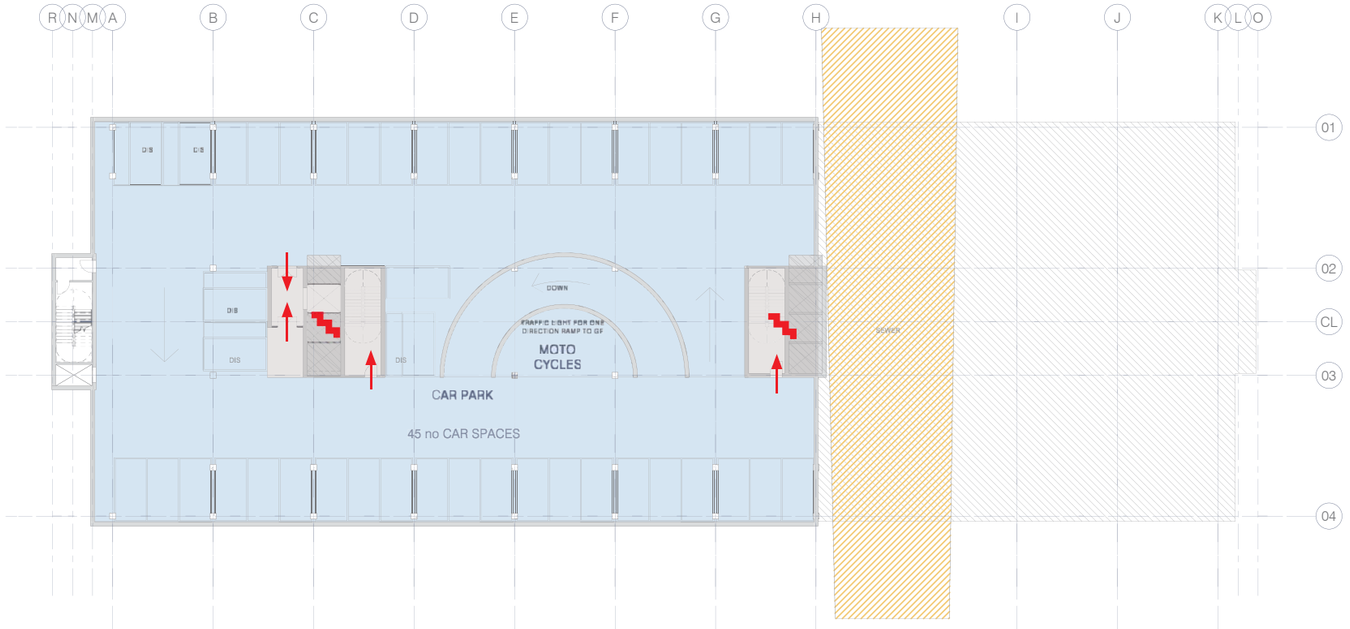
Pedestrian Access

4.10 Parking/Cycle Strategy

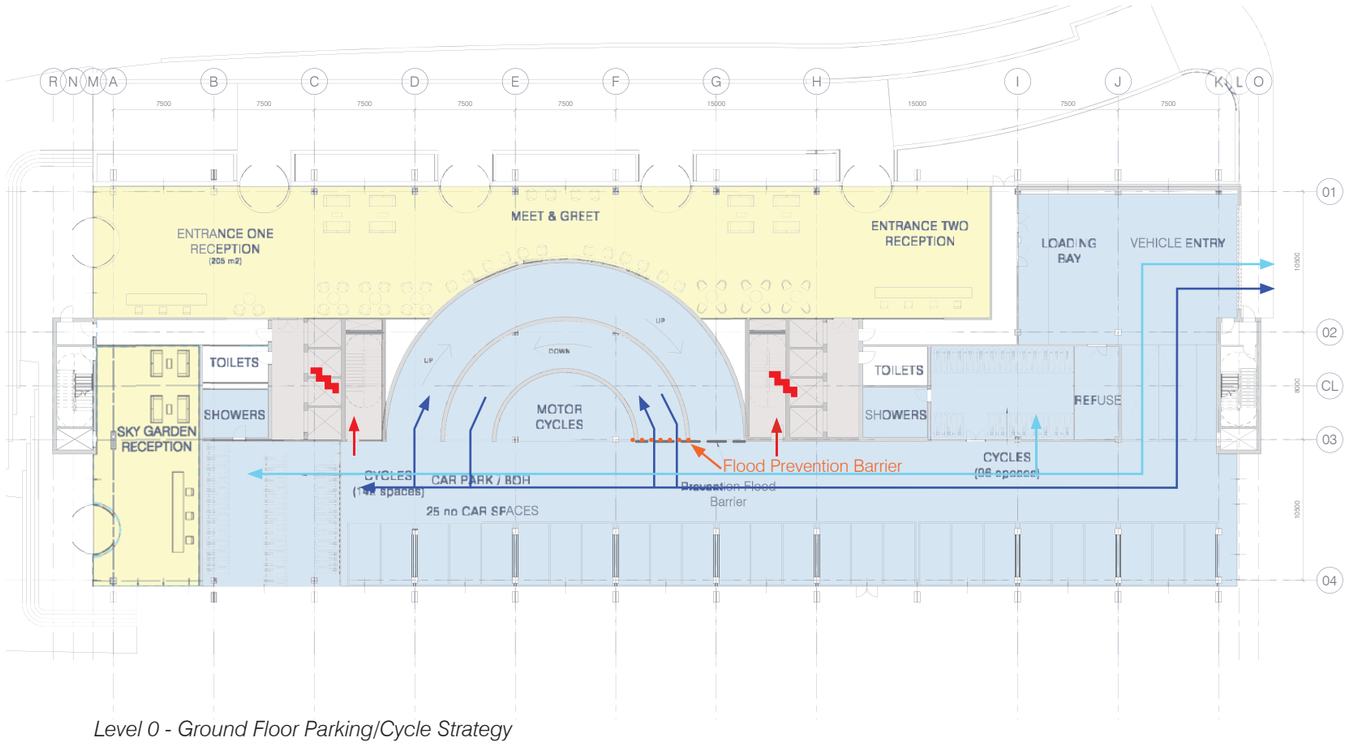
Parking for both cars and cycles is reached via an access road to the east of the site off King's Meadow Road. Entering at Ground Floor level, car and cycle parking spaces are located at the rear of the building to the south, with the exception of the basement level, which features parking across the entire footprint of the building up to an existing sewer.

Access to all parking levels is via a ramp located in the centre of the building, which as well as serving as a functional element of the design creates a unique curved feature wall in the main reception space as shown on the ground floor plan.

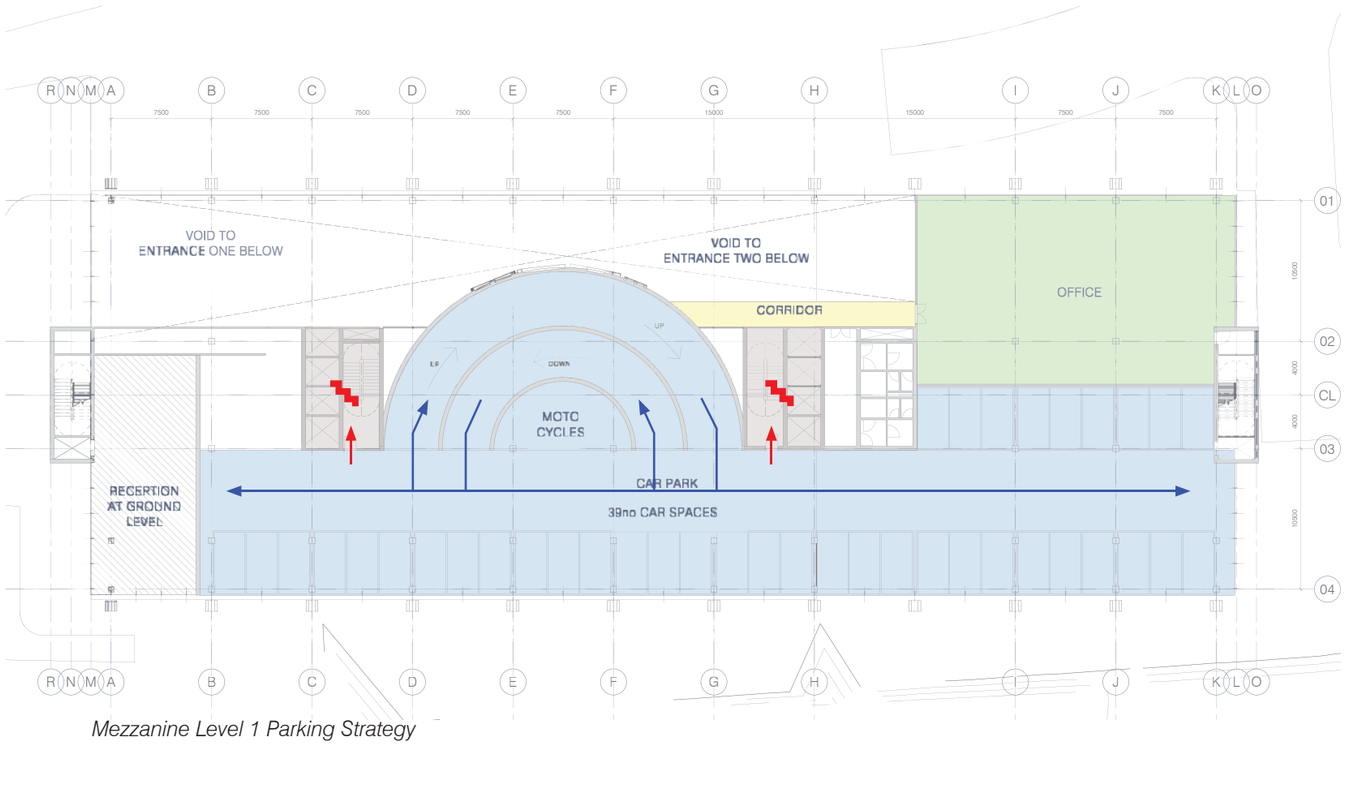
Dedicated cycling space is also available on the ground floor, providing separate, safe spaces for cyclists to park that are located close to the building's two main cores.



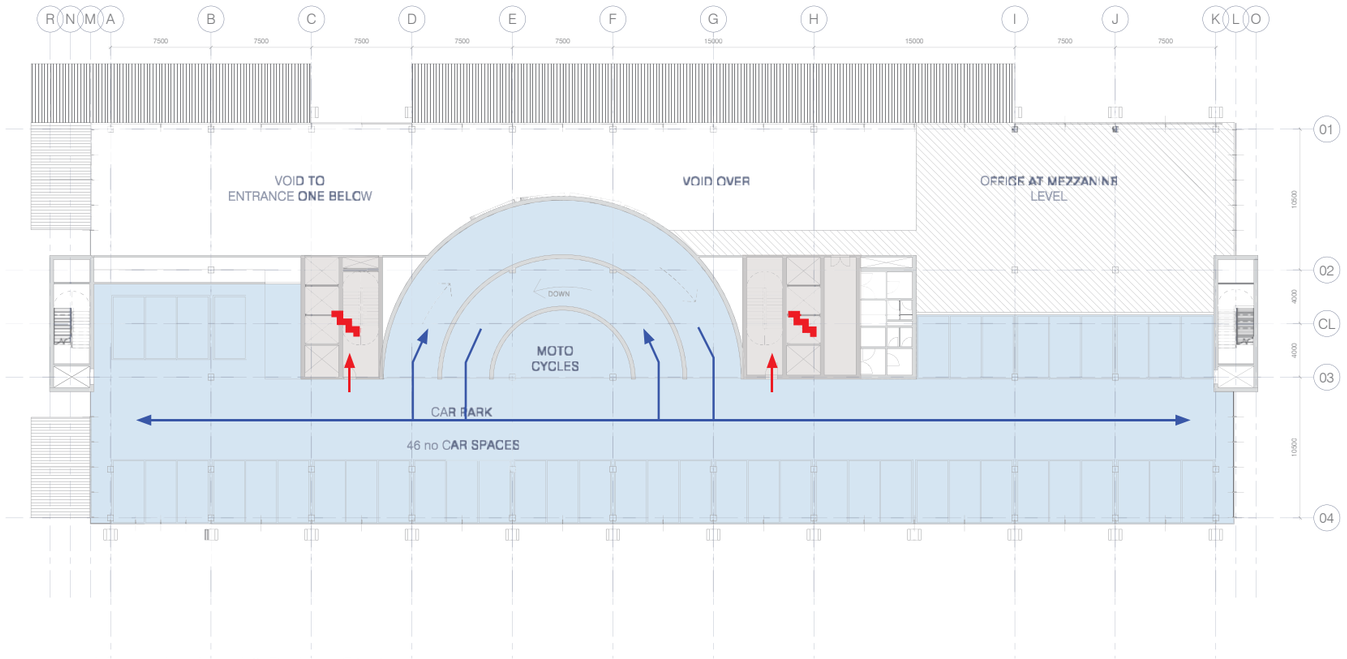
Level -1 - Basement Parking Strategy



Level 0 - Ground Floor Parking/Cycle Strategy



Mezzanine Level 1 Parking Strategy



Mezzanine Level 2 Parking Strategy




THE ARC




THE ARC

4.11 Landscape Strategy

Landscaping is a reserved matter.

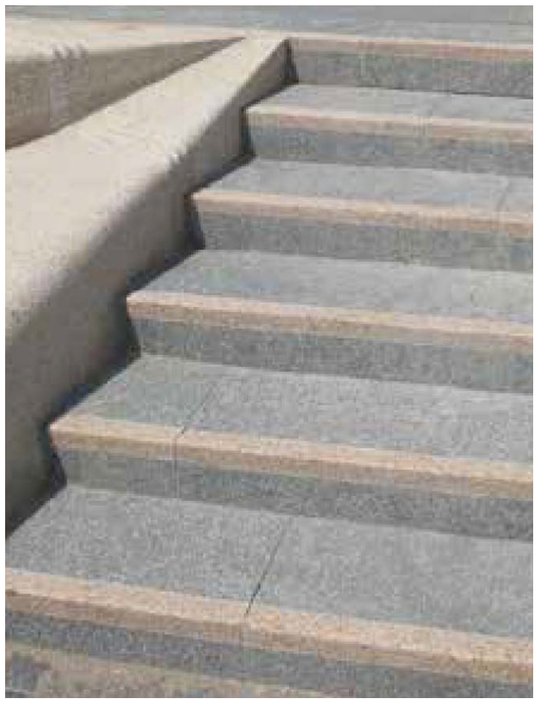
The landscape strategy at ground level includes a mixture of hard and soft lanscaping and planting. The larger external space to the west of the building also includes seating as part of a strategy of encouraging activity within the public realm.

Materiality includes a mixture of stone paving types as well as a number of plant types, including trees, grasses and hedging. The layout and inter-relationships between the hard and soft landscaping are such that the movement of large numbers of people through the space can be accommodated, with protection from the busy junction as well as areas to linger also provided.

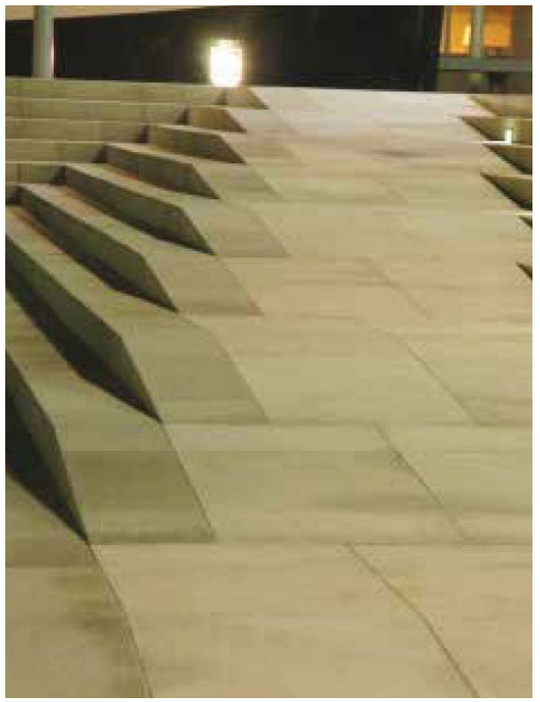
Parts of the landscaping proposal are shown in greater detail across the following pages.



Paving in various tones and sizes to delineate landscape areas



Step access



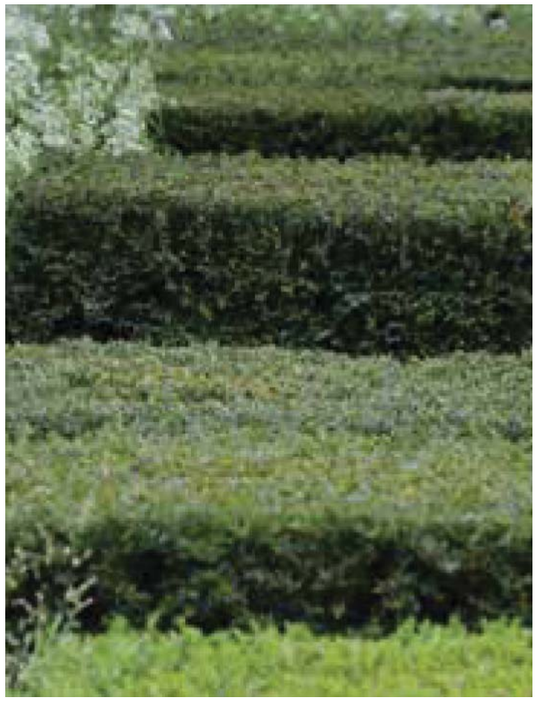
Steps with integrated accessible ramp



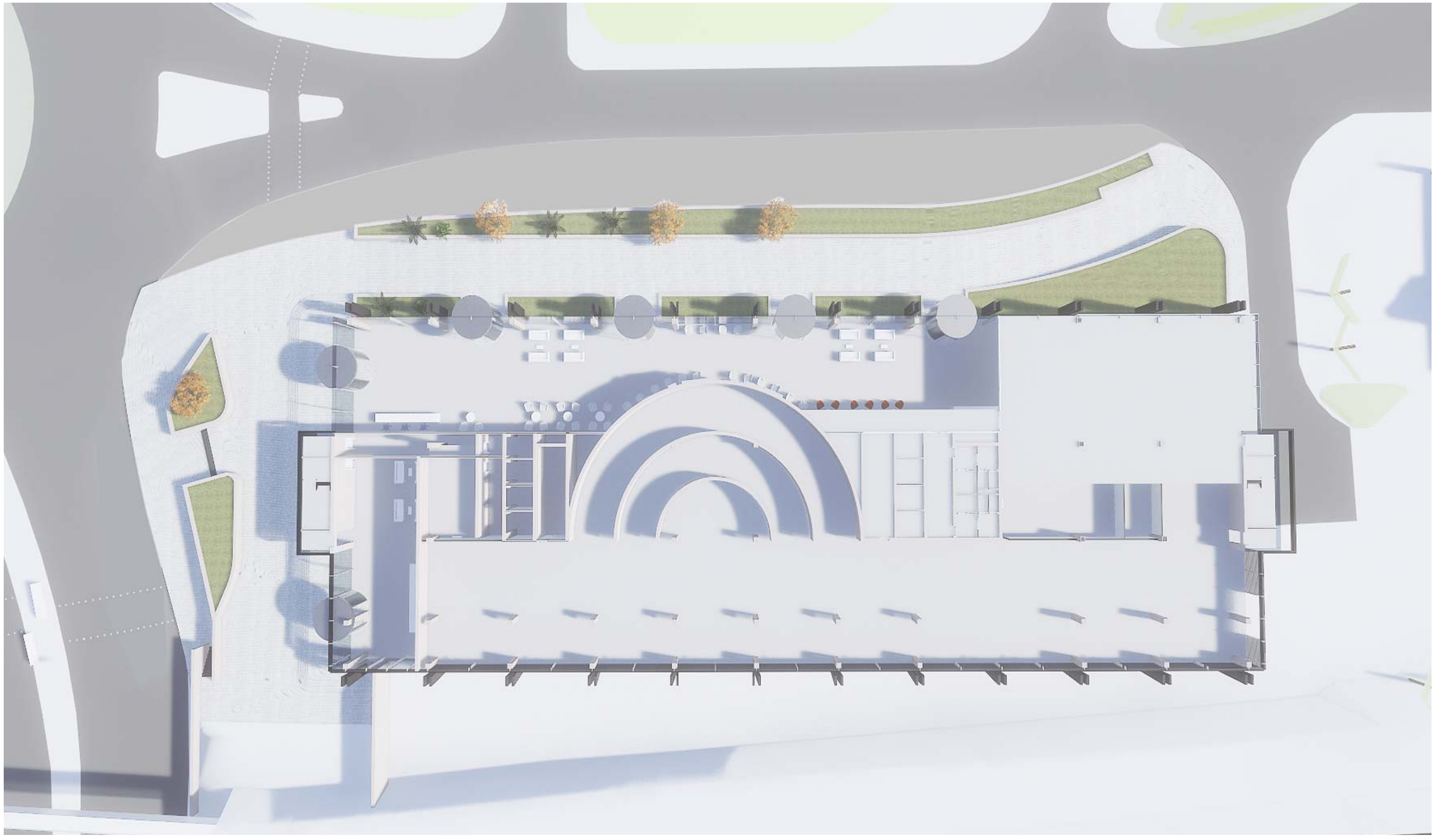
Pyrus calleryana ‘Chanticleer’ trees



Carex morowii grasses

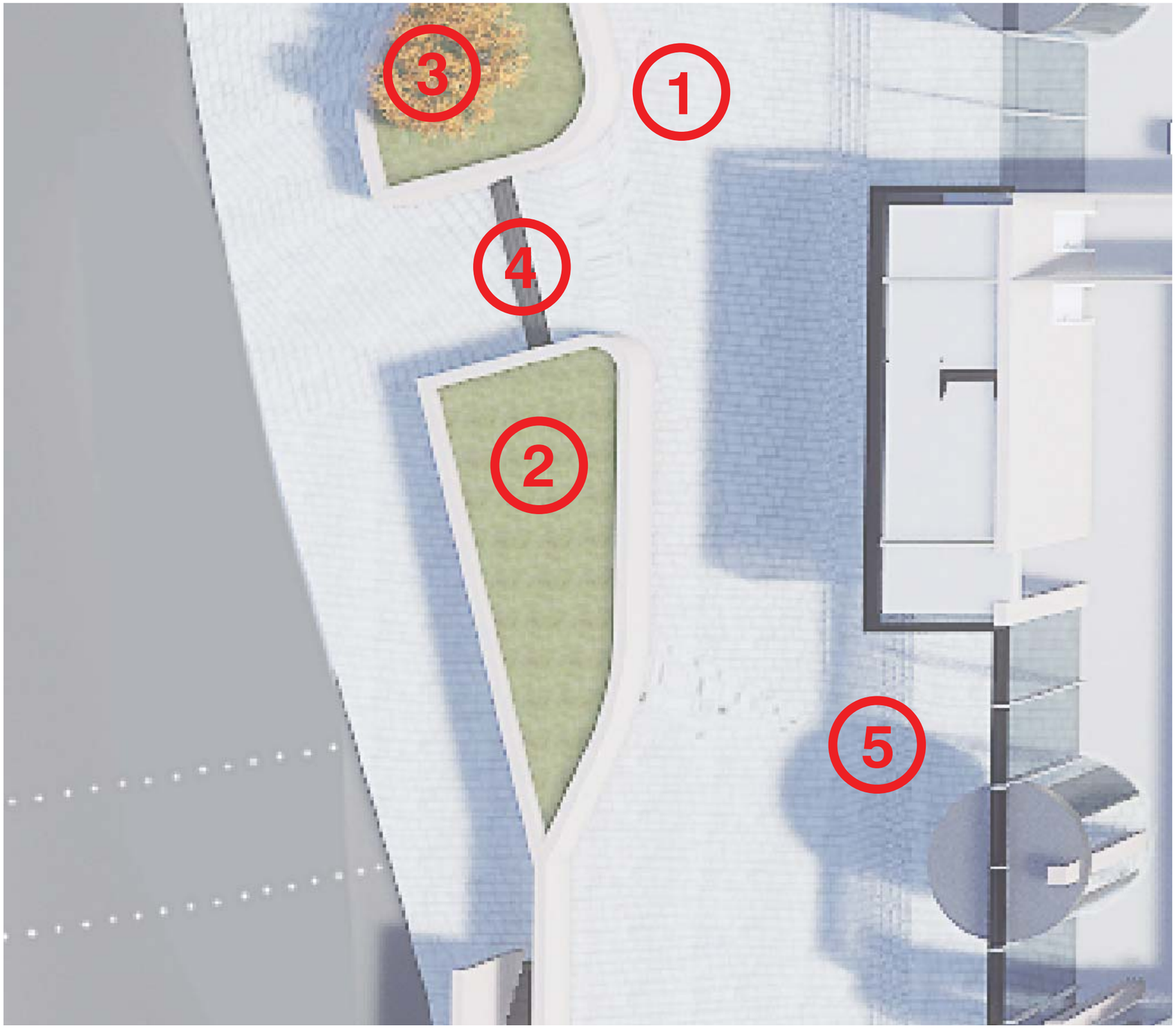


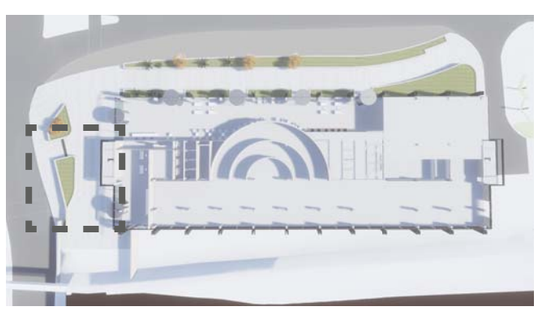
Lonicera pileata clipped linear hedging



4.11.1 Landscape Detail - West

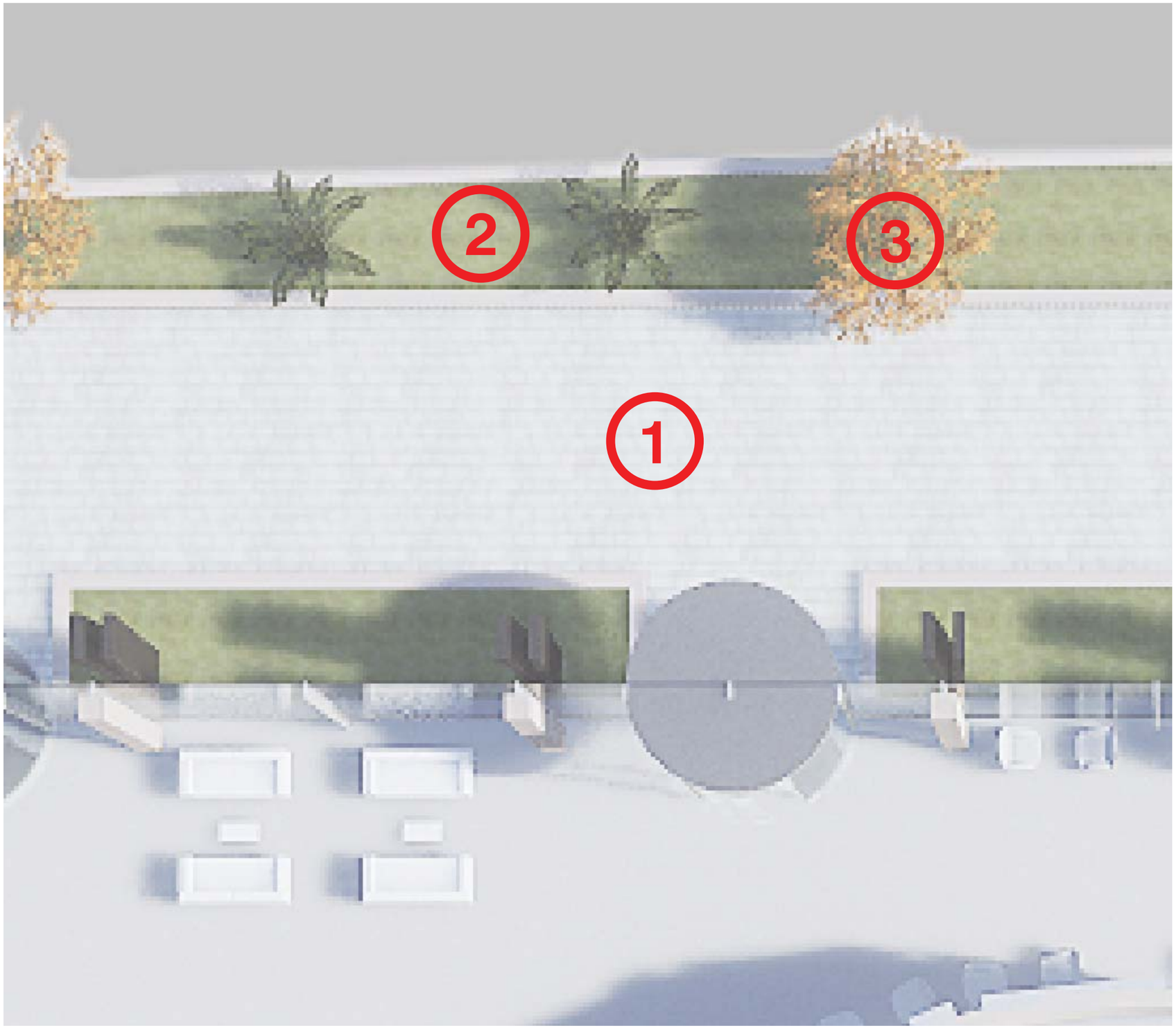
1. Wide pavement area allows for movement of large numbers of people across the site
2. Soft landscaping breaks up the circulation spaces and makes for a more desirable and visually interesting public realm
3. Tree planting enhances the landscape further providing seasonal interest and shading
4. Steps allow for ease of circulation between the pedestrian crossing at Napier Road Junction and the public entrance to the building, whilst addressing the level changes on the site
5. Stepped access to public and private entrances to accommodate site level change, with integrated accessible ramp

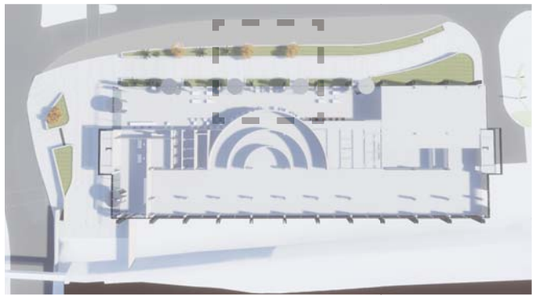


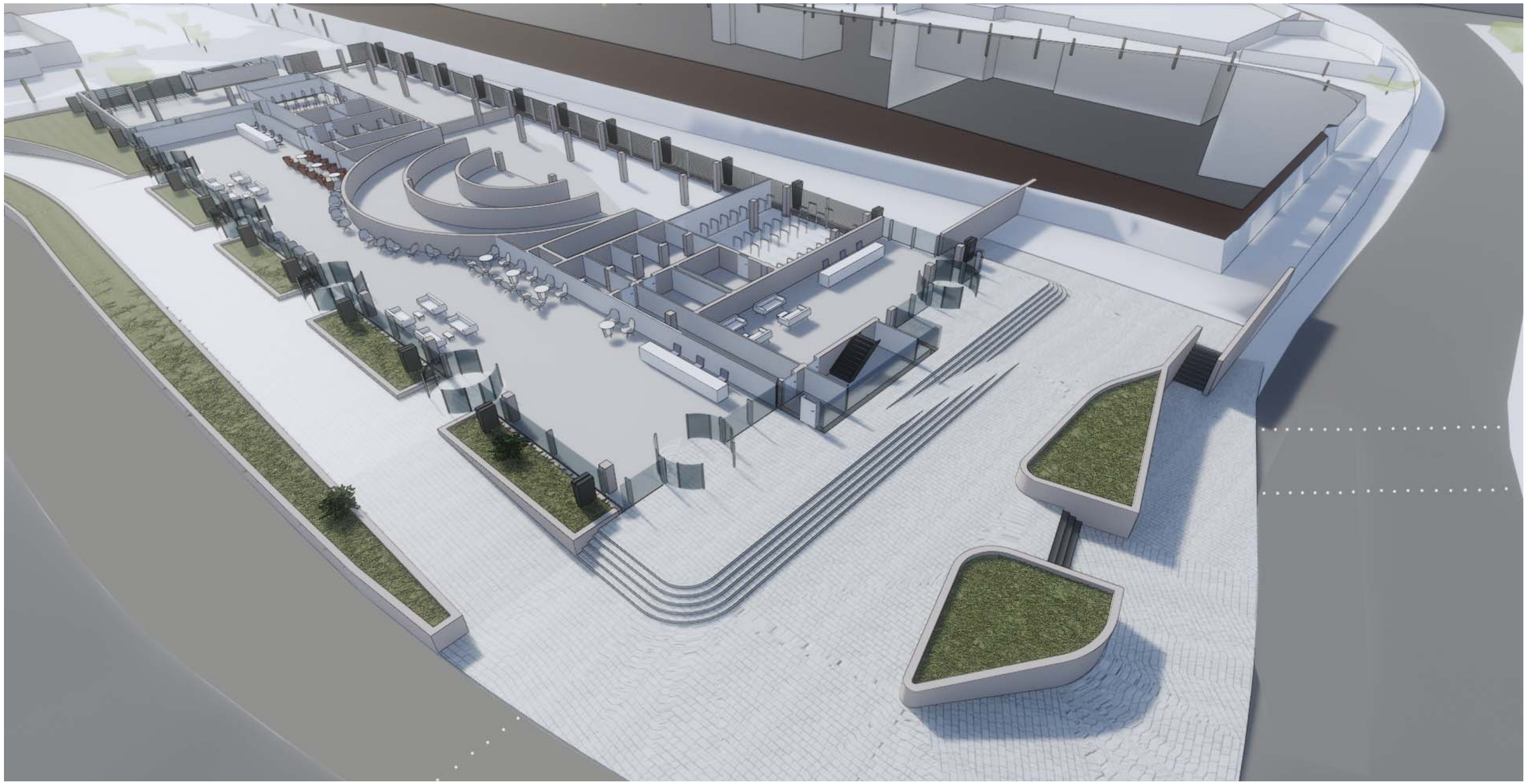


4.11.2 Landscape Detail - North

1. Linear pavement route allows for movement of people across the site
2. Soft landscaping provides barrier between the pavement and road as well as fronting the reception spaces, and makes for a more desirable and visually interesting public realm
3. Tree planting enhances the landscape further providing seasonal interest and shading, as well as strengthening the approach to the entrance spaces

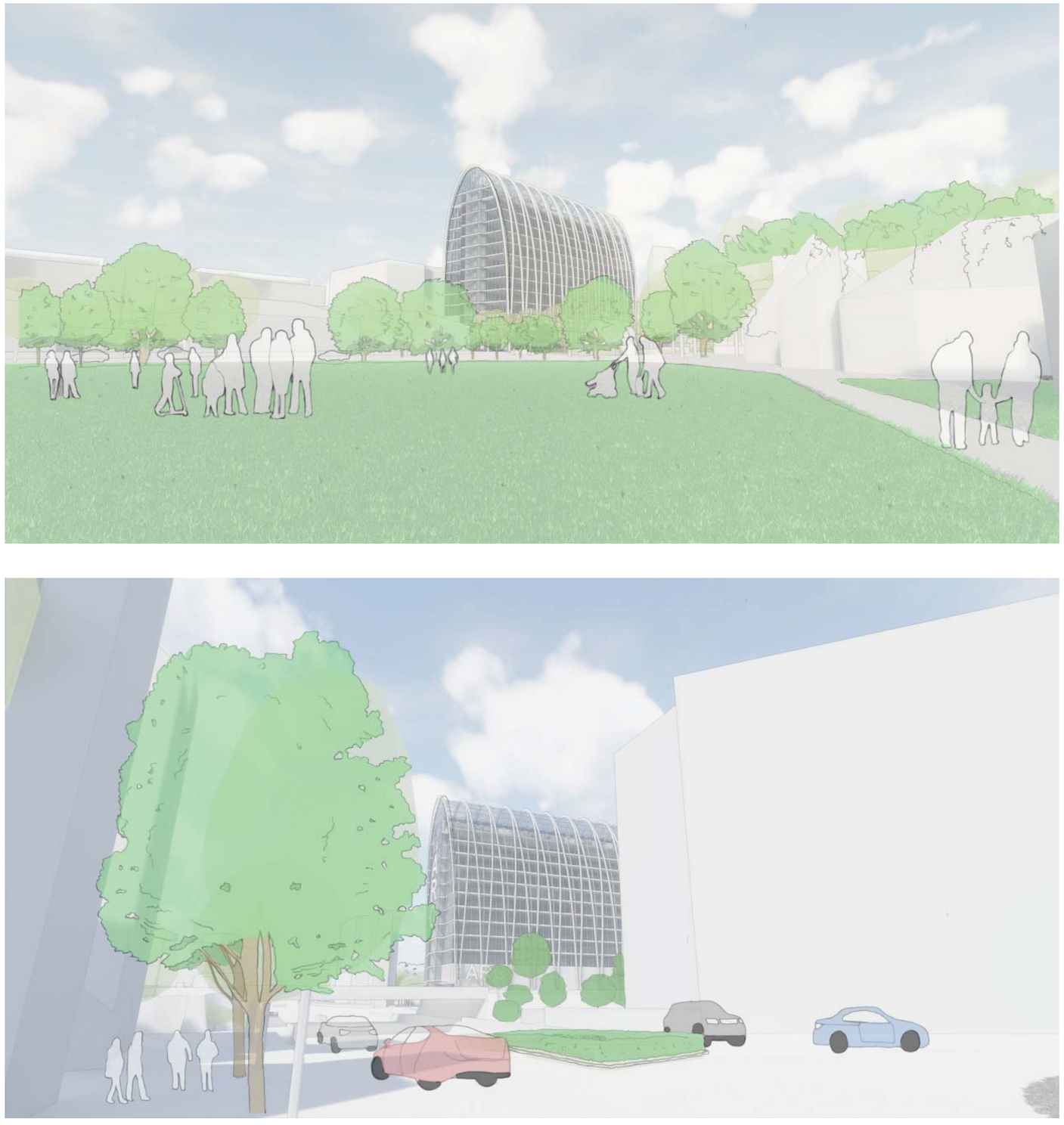









ARC



4.12 Sky Garden

The sky garden offers a unique experience for a high-rise building in Reading, giving both employees within the Arc and the public a distinctive new green space within the town.

Taking precedent from many other sky gardens across London and the UK, the apex of the curved facade will create a roofscape over a double height space, with a mezzanine level built above the core elements. The green spaces are extended over both floors, with a series of meandering paths intertwined with planting and soft landscaping that gives the space a natural feel. A cafe will also enhance the use of the space throughout the day.



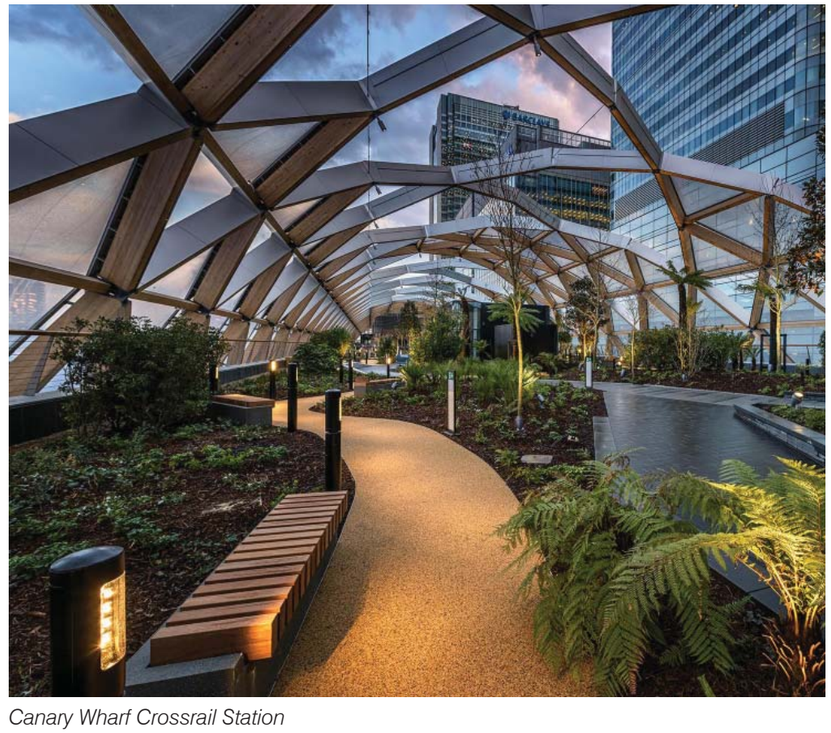
Electronika Office Park



20 Fenchurch Street (Walkie Talkie)

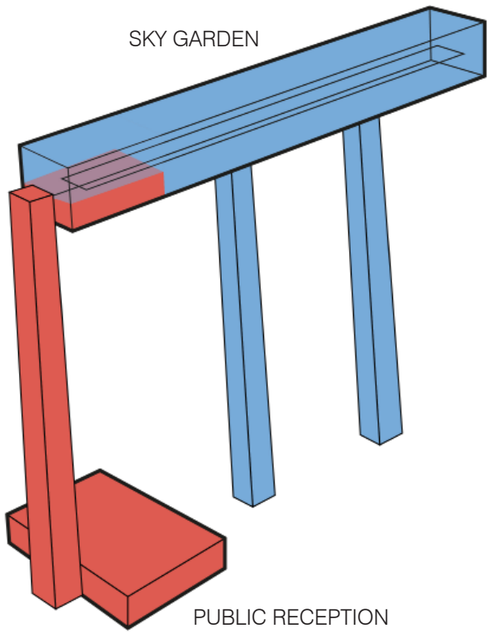


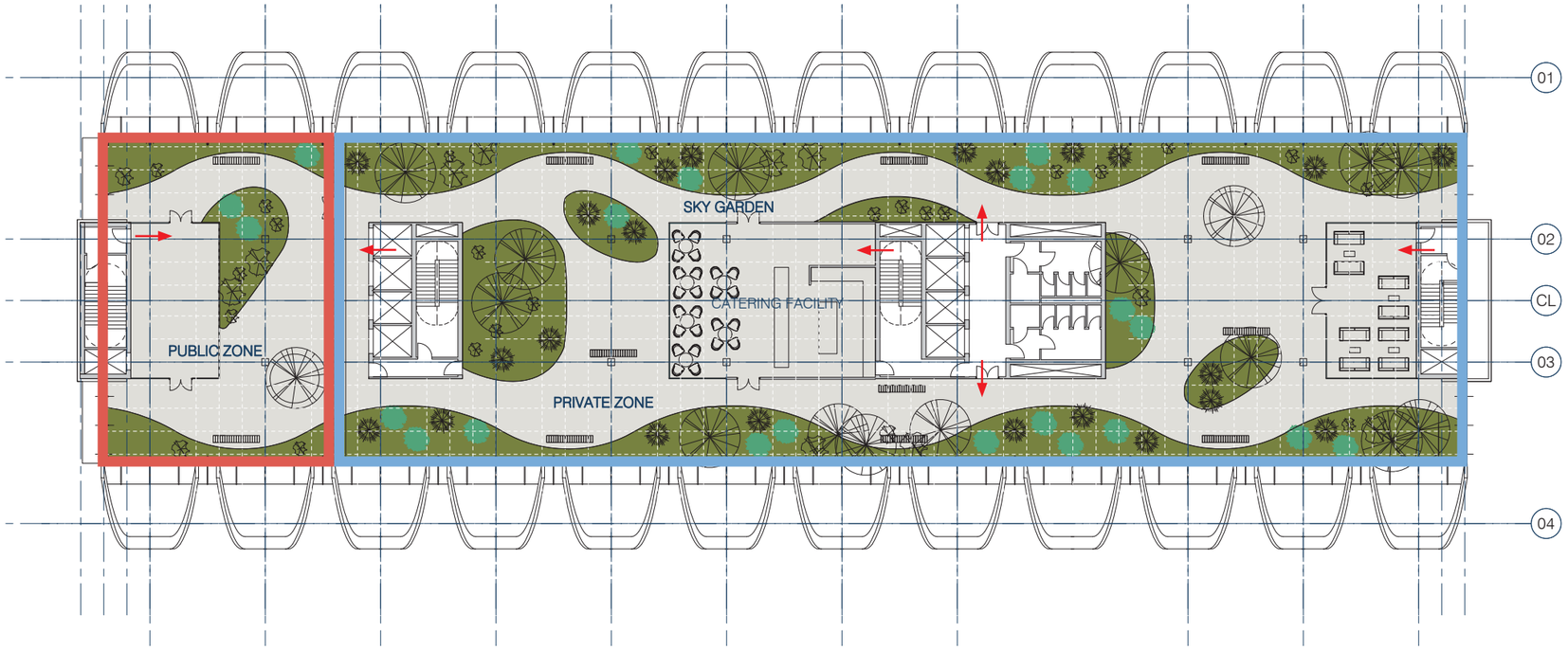
Sheffield Winter Gardens



Canary Wharf Crossrail Station

Sky Garden Precedents





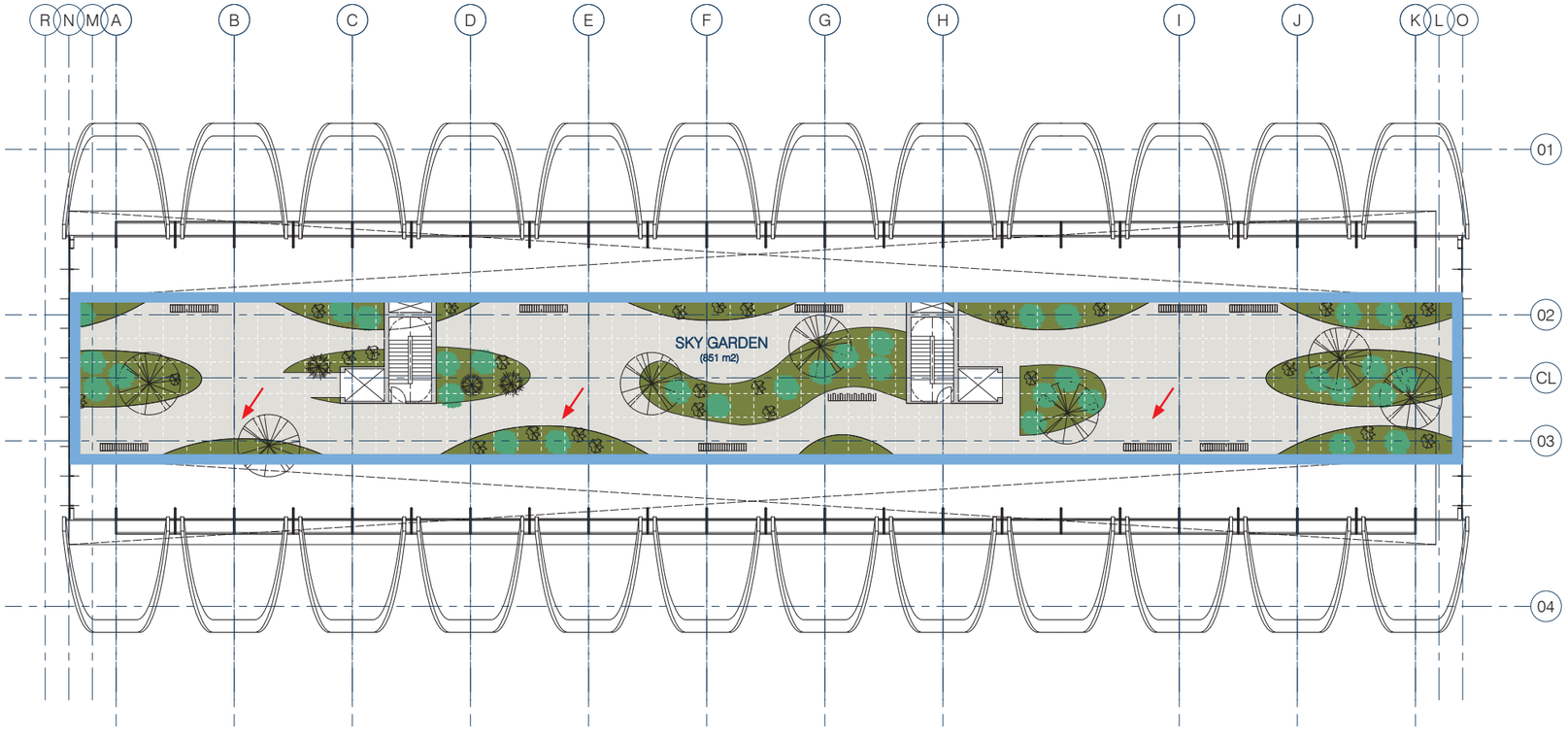
Public Access (via elevator on west facade)

Private Access (via internal cores)

Hard Landscaping

Soft Landscaping

Entry Point

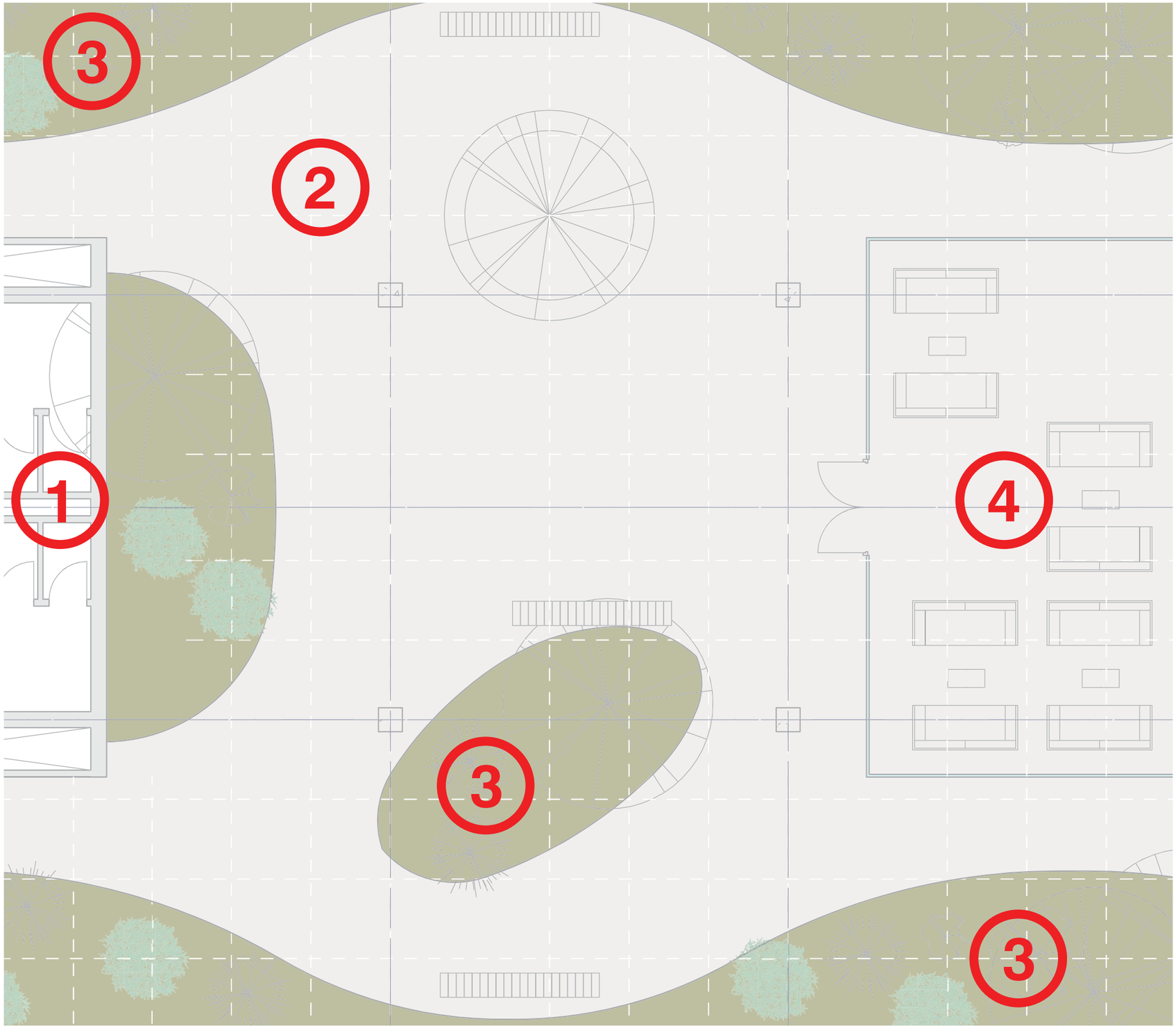


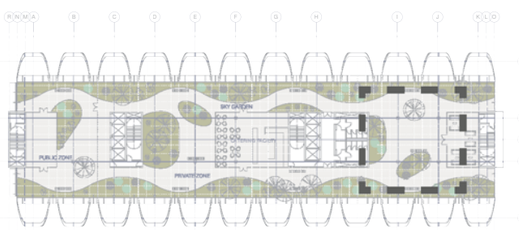
4.12.1 Landscape Detail - Sky Garden

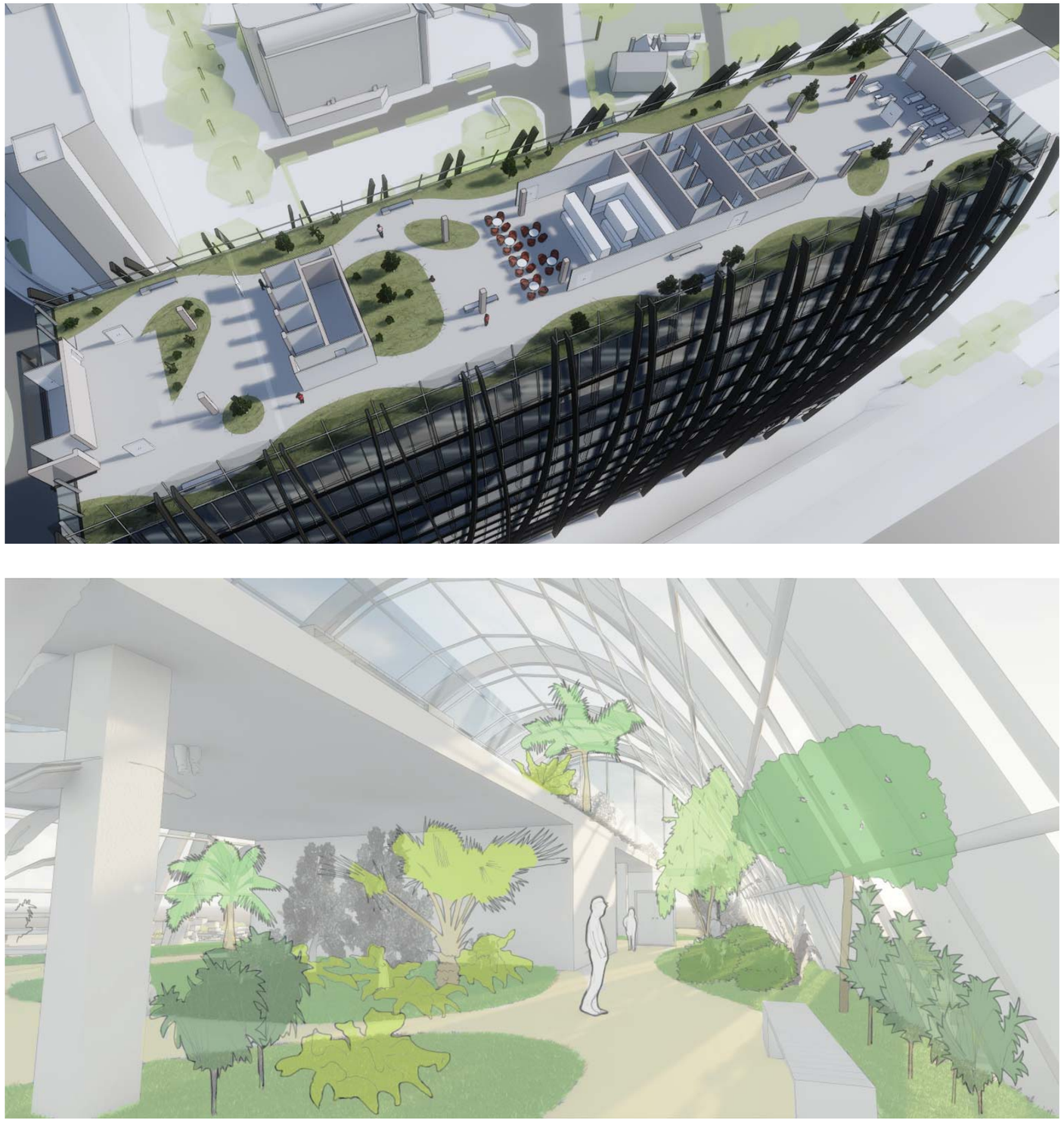
1. Core (lifts, stairs, WC's)
2. Hard Landscaping (paving)
3. Soft Landscaping (grasses, planting, trees)
4. Enclosed seating area

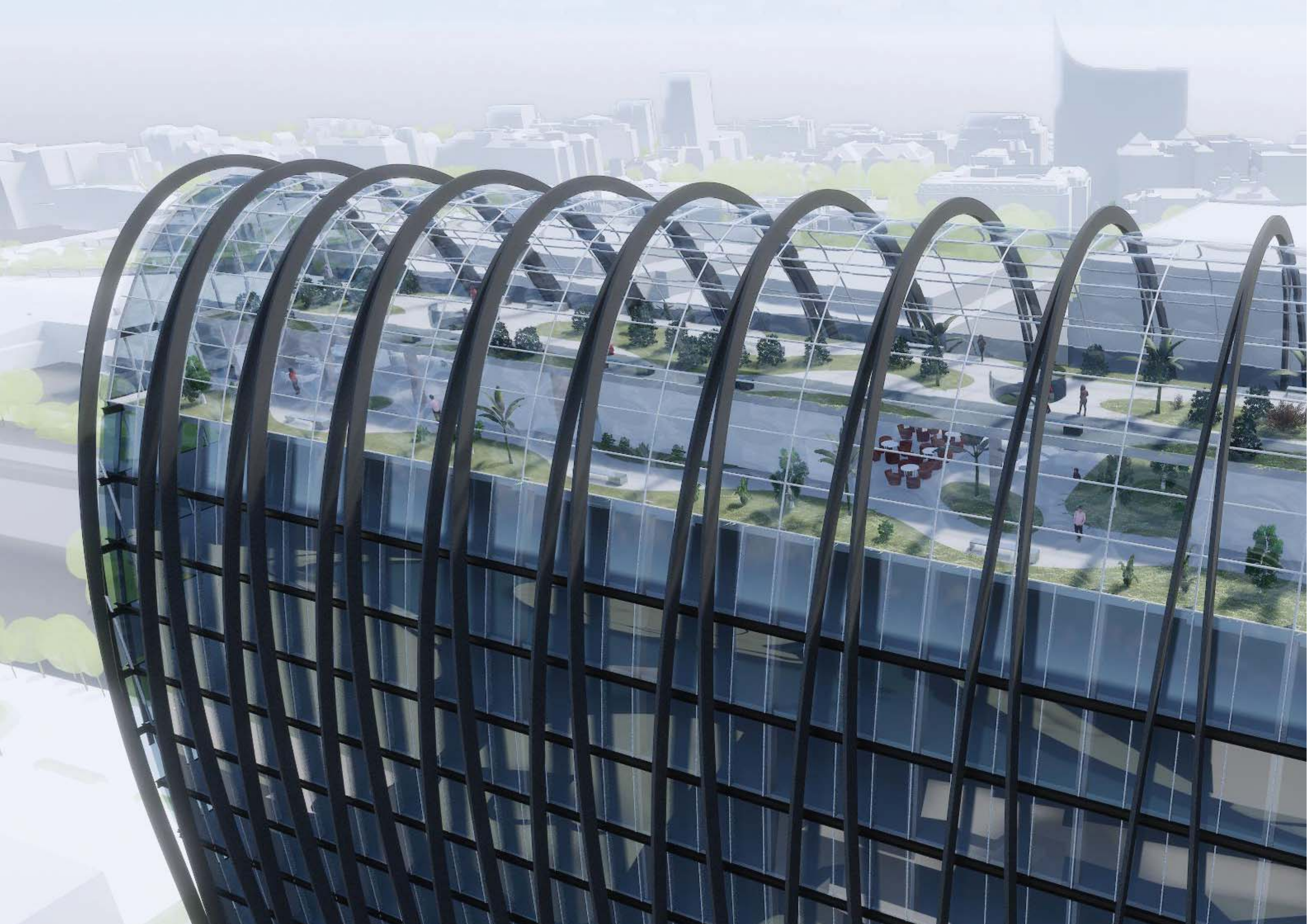
Hard Landscaping

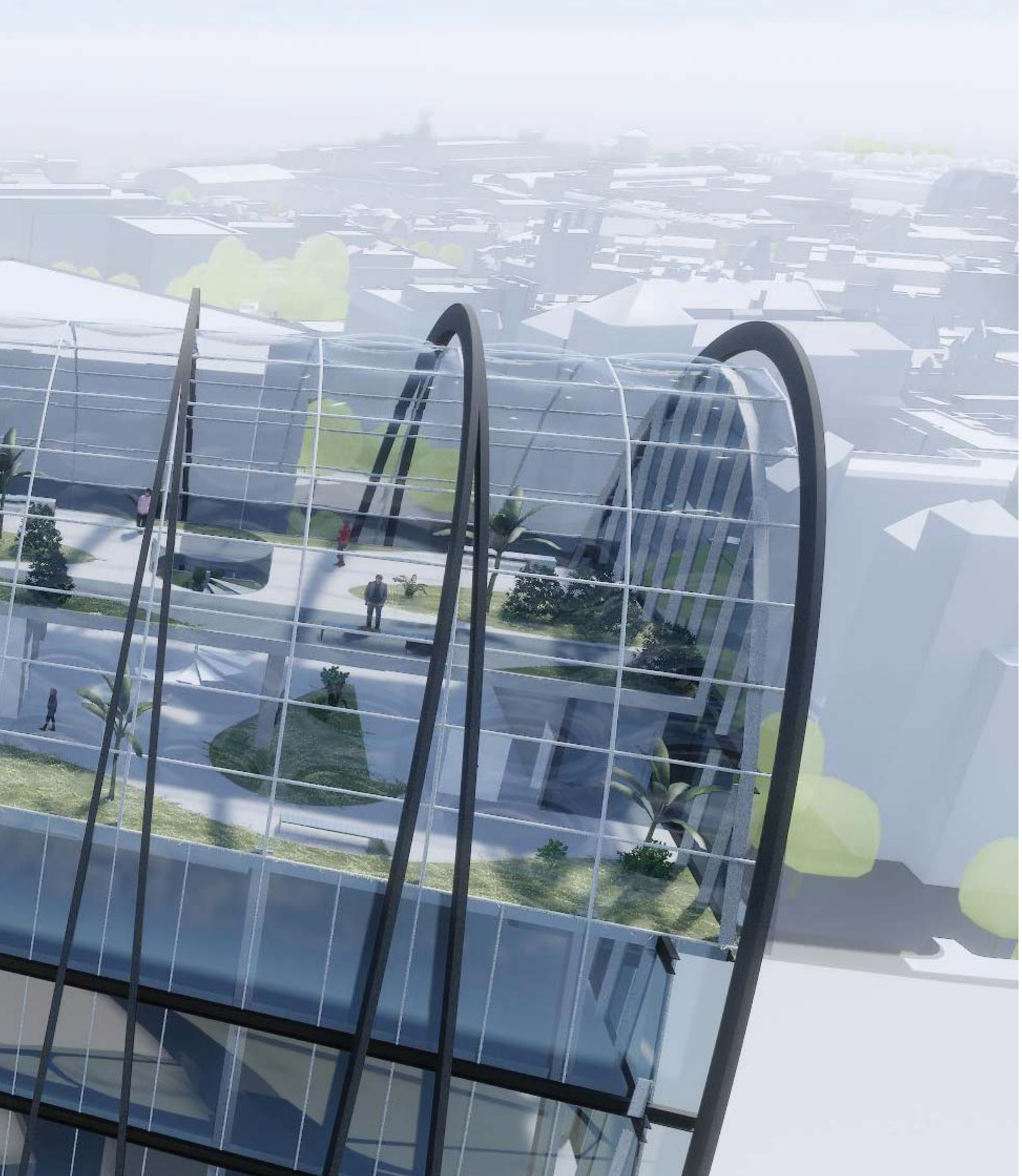
Soft Landscaping











4.13 Concluding Statement

The Arc will be a unique addition to the skyline of Reading. Set within a prominent position in the town centre, the distinctive curved design will sit proudly alongside the increasing collection of high-quality commercial architecture in the area.

The Arc will offer over 20,000m^2 of office space, which will overlook expansive views of Reading centre to the south and the River Thames and beyond to the north. Over 150 car parking spaces are provided for employees, in addition to cycle and motorbike provisions. The building is also located in close proximity to bus, rail and pedestrian routes, being around a ten minute walk from the town centre.

The entrance to the building will be fronted by a redeveloped public realm including a new plaza to the west of the site, with planting and seating providing a destination point that will encourage movement and activity around the building. The provision of green space extends into the building itself with a unique sky garden on the top two floors. This will include areas accessible to both employees and the public, offering views across the area from one of the highest points in Reading.

With all these aspects, the Arc seeks to provide a building that offers something for all, enhancing Reading's commercial portfolio whilst creating a new attraction for the public with unique accessible spaces within the town centre. The Arc is a unique piece of architecture and one that intends to be a shining example of new construction in Reading and helps to reinforce Reading's city status.