Robin Partington & Partners

built around people

Design and Access Statement

March 2016

400 Longwater Avenue, Green Park

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This document is to be read in conjunction with documents from the following consultants;

Transport Statement, Travel Plan, Utility Infrastructure Site Approval Report, Flood Risk Assessment, Geotechnical and Geoenvironmental Investigation and Preliminary Ecological Assessment	PBA
BREEAM Pre-Assessment, Sustainability Statement, Energy Statement & MEP Strategy and Fire Strategy	Hoare Lea
Landscape Strategy	PLACE
Preliminary Ecological Assessment	PBA
Archaeological Statement on the Development	Oxford Archaeology

1.0 Introduction

1.01 Purpose of Document

This document supports an application submitted to Reading Borough Council ('RBC') on behalf of Green Park Reading No.1 LLP, the owner and applicant (the Applicant) for a 5 storey office development. Oxford Properties is the asset manager for Green Park Reading No.1 LLP.

1.02 Brief for the Proposed Development

The brief is to submit and service a detailed planning application for two 5 storey office buildings with floor plate sizes in the order of 20,000-30,000sq.ft. with a glass to glass dimension of circa 18m plus edge zone, totalling circa 290,000sq.ft GEA, and associated car parking structures creating circa 722 spaces in total.

The concept and its landscaping should complement the wider masterplan, becoming an integral part of the development as a whole, whilst recognising the particular landmark qualities and visual importance of this site.

The team has worked closely with the client to develop the brief and the resultant buildings that match their aspirations. The proposal aims to maximise efficiency whilst maintaining flexibility to respond to changing market conditions.

1.03 Structure of the Document

The content of the Design and Access statement is divided into the following sections:

Section 1.0 Introduces the project brief, the structure of the document and the professional team.

Section 2.0 Describes the site, relationship to the existing consented masterplan, surrounding context and planning policy context.

Section 3.0 Describes the development of the design highlighting key moves and concepts that have emerged during consultations with planning officers and the client.

Section 4.0 Introduces the design proposal for the office buildings and associated parking structures.

Section 5.0 Highlights the technical considerations and key strategies, including parking, fire, access, stuctures, landscape, waste and maintenance.

Section 6.0 Conclusion

Section 7.0 Appendices



▲
Figure 1.1
Aerial view of site

1.0 Introduction

1.04 Client and Professional Team

Oxford Properties

Forming the retail part of OMERS, Oxford Properties invest, develop and manage properties across the world.

Oxford Properties have developed and invested in successful projects across London, such as the Leadenhall Building, a 47 storey commercial development in collaboration with British Land, and St James' Market, a mixed use retail, restaurant and commercial scheme developed with the Crown Court.

With Green Park, Oxford Properties aim to continue creating sustainable developments with "green" credentials. Along with a parkland landscape, create a beautiful place for people to work productively, surrounded by a wealth of amenities.

Architect: Robin Partington & Partners

Robin Partington & Partners (RPP) are an award winning architectural design studio. RPP work in a collaborative, transparent and logical way. They do not have a 'house' style and look at every project afresh.

They aim to create attractive places to live and work that are richly detailed and diverse in character, celebrating the climate, culture, customs and heritage of their setting, reinforcing a sense of identity and place.

The Partnership has been awarded the Be Inspired Innovation in Generative Design Award for Park House, the Architects Journal 'Best Place to Work London/ South East' for the last two years.

Landscape Architect: Place Design + Planning

Place Design + Planning are an award winning London based landscape and urban design practice. The practice has an expansive portfolio of projects including residential, commercial, educational and leisure developments.

Place have already worked on a number of projects in Green Park: the cafe and leisure quarter of the park, Lime Square and two commercial developments, 100 Longwater and 500 Brook Drive. Their work in Green Park has won them, among others, the Wildlife Trust Biodiversity Benchmark Award 2015 and Civic Trust National Award 2014 Commendation. Other notable projects include Regents Place, London, a public square at the centre of British Land's mixed-use development.

Professional Consultants

- Project Manager & Employers Agent: Tuffin Ferraby Taylor LLP
- Quantity Surveyor: Gardiner & Theobald LLP
- Planning Consultant: Deloitte LLP
- Principal Designer (CDM): Robin Partington & Partners
- Facilities / Park Manager: Green Park Property Services
- Structural and Civil Engineers: Ramboll
- Building Services Engineer, BREEAM Assessor and Sustainability Champion: Hoare Lea
- Environmental, Ecology, Flooding, Infrastructure and Transport Consultant: Peter Brett Associates



▲
Figure 1.2
Leaden Hall Building, City of London, an Oxford Properties Development



▲
Figure 1.3
Park House, Oxford Street - Robin Partington & Partners



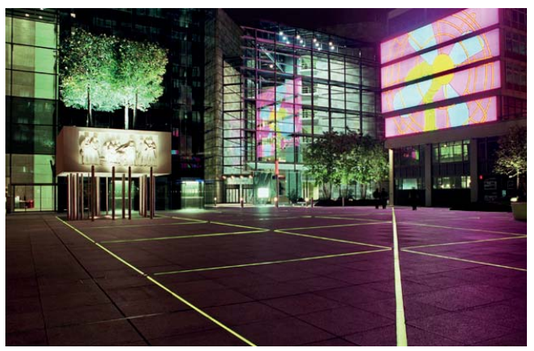
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Figure 1.4
Green Park Business Park, Reading, Place Design + Planning



▲
Figure 1.5
St. James' Market, West End, London, an Oxford Properties Development



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Figure 1.6
1 New Street Square, London EC4, Robin Partington & Partners



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Figure 1.7
Regents Place, London, Place Design + Planning

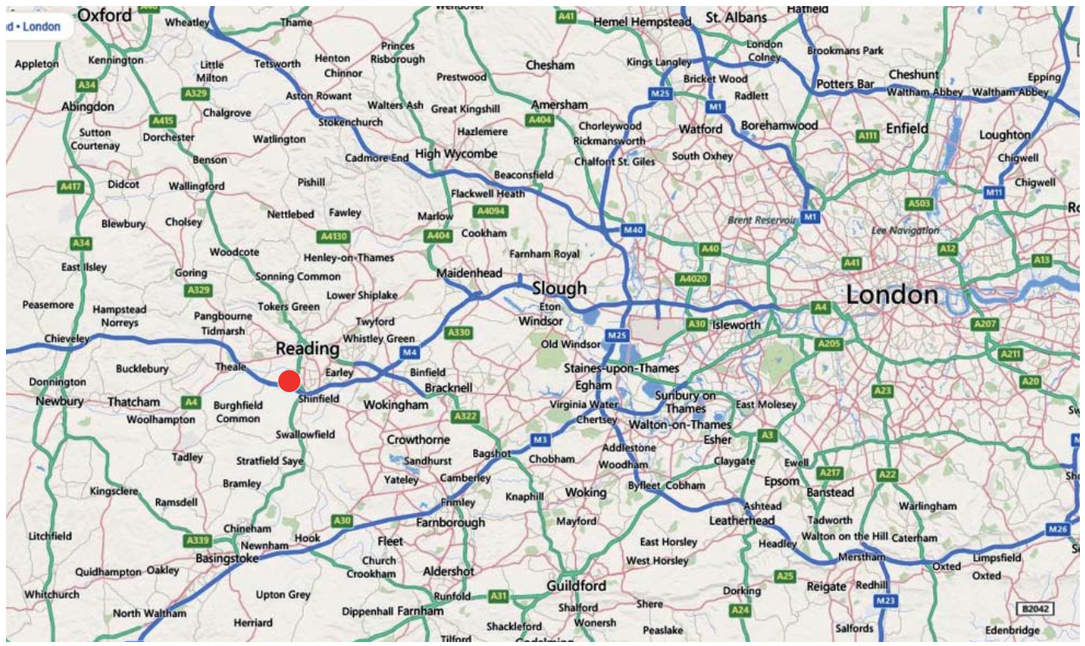
2.0 Site Context

2.0 Site Context

2.01 Site Location

400 Longwater Avenue (plot 3.2) lies towards the south western end of the Green Park development in close proximity to the M4 Motorway. This 7.36 acre site forms part of a wider masterplan that has been progressively implemented over the past decade.

The site lies at the heart of a thriving business community that benefits from excellent transport and communication links and close proximity to the centre of Reading.



▲
Figure 2.8
Location of GreenPark



▲
Figure 2.9
Access to GreenPark

2.0 Site Context

2.02 The Site

Approximately 7.36 acres in size, Plot 3.2 at 400 Longwater Avenue is highly visible from the pedestrian bridge that links the business park with the Madejski Stadium to the east. It is bounded to the west by Longwater Avenue, to the North by 350 Longwater Avenue and to the South by the Lily Pond Area.

The perimeter road provides access to the site at one location. Access to the main entrance, goods entrance and visitor drop off will use this single access location.

Bus shelters are located to the south of the site on Longwater Avenue which provides good public transport access to the site and links to the centre of Reading.

The 39.1m AOD contour line defines the maximum level for the area of flood storage. Any water identified above this contour cannot be counted as flood storage for the site.

A summary of site levels across the site is tabled below. Any development on the site would take these levels into consideration during the design development.

Summary of site levels, that have been established for the application site (can be found in the flood risk assessment report, prepared by PBA)

Current site level (average)	:+39.5m AOD
Maximum ground floor level	:+40.25m AOD
Minimum car park level	:+40.25m AOD



2.0 Site Context

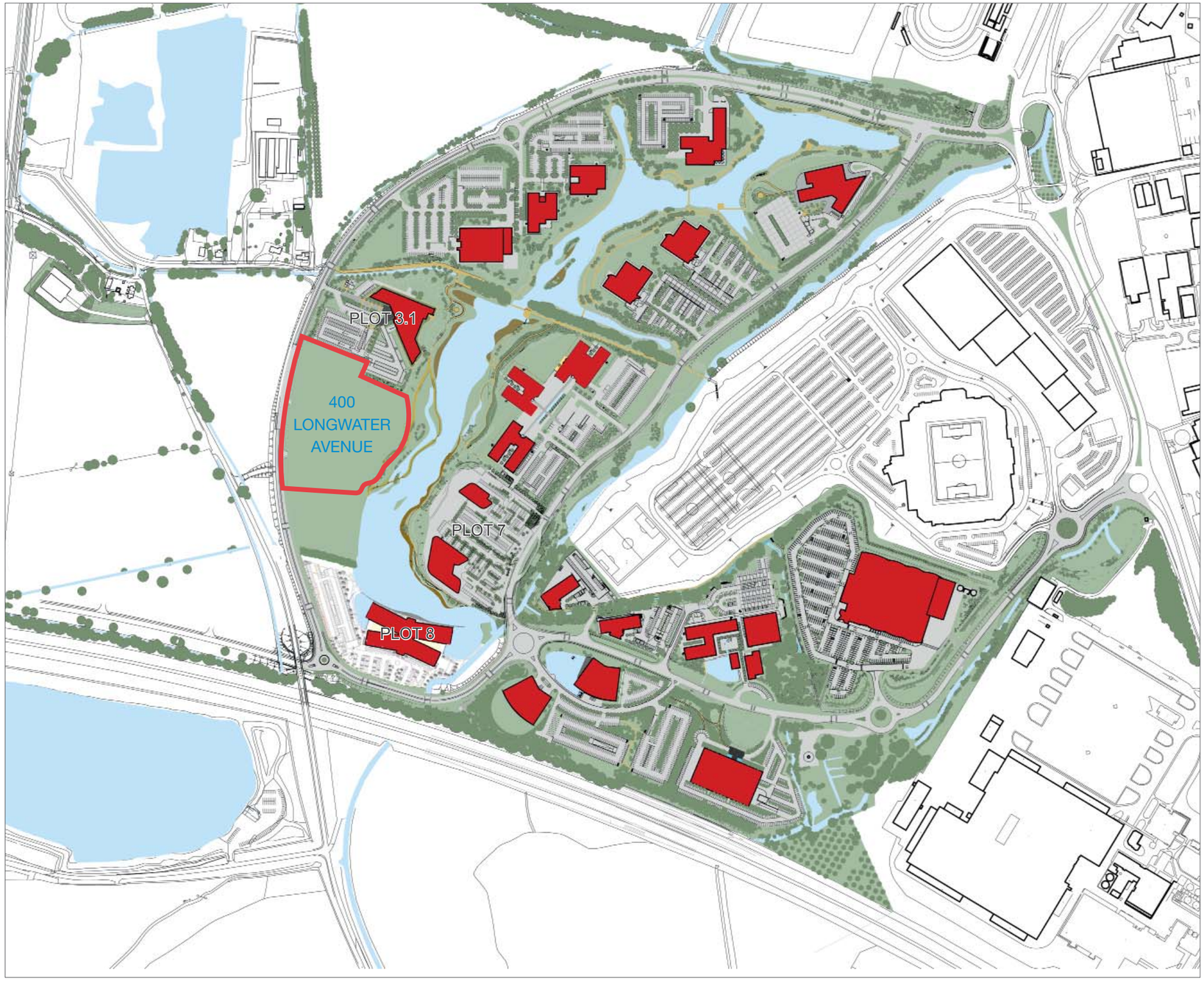
2.03 Site Relationship to Existing Masterplan

400 Longwater sits within the Green Park Masterplan designed by Foster and Partners in 1997. The original masterplan was based upon American examples such as Silicon Valley. The masterplan aims to create an easily accessible business park within a parkland setting, away from urban centres.

The Site lies at the south western boundary of the park between Plot 3.1 (350 Longwater Avenue) to the North and Plot 7 (500 Brook Drive) to the east on the other side of the lake. To the south are the future Lily Pond plot and the future Plot 8 with its trees forming a natural buffer. To the west on the other side of Longwater Avenue lies the development of Green park Village (A Berkeley Homes Development).

The eastern boundary of 400 Longwater Avenue is defined by the flood alleviation channel known as Longwater Lake, which runs through the park providing flood storage capacity of 18.4 acres.

The plot is a pivotal site as it provides a link between the established office developments to the north and the consented office schemes in the development pipeline to the south.



2.0 Site Context

2.04 Site Photographs



▲
Figure 2.10
View from South



▲
Figure 2.11
View from East



▲
Figure 2.12
View from North



▲
Figure 2.13
View from West

2.0 Site Context





▲
Figure 2.14
View 1 from North East



▲
Figure 2.15
View 2 from South West



▲
Figure 2.16
View 3 from South East

2.0 Site Context

2.05 Planning Policy Context

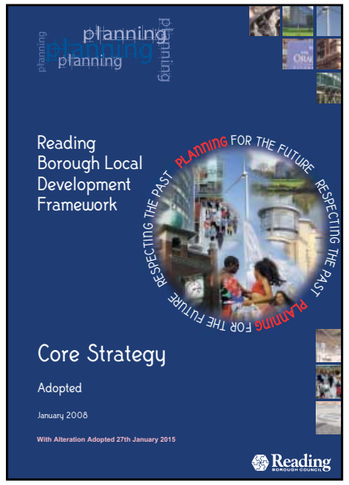
There are a number of key planning policy documents that have been considered during the design process.

Local planning policy:

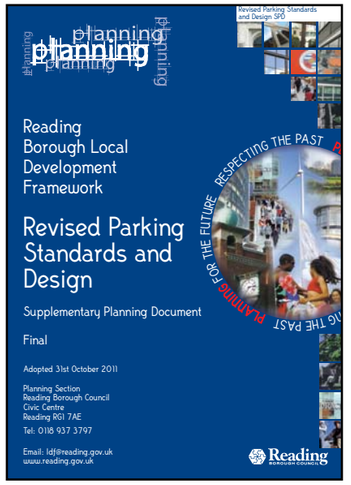
- Reading Borough Local Development Framework Core Strategy (2008, with 2015 alterations)
- Reading Borough Local Development Framework Revised Parking Standards and Design (2011)

Other documents :

- Masterplan Refresh 2015
- BREEAM UK New Construction Non Domestic Buildings (United Kingdom) Technical Manual Issue 4.0 (2014)
- BCO Guide to Specification 2014



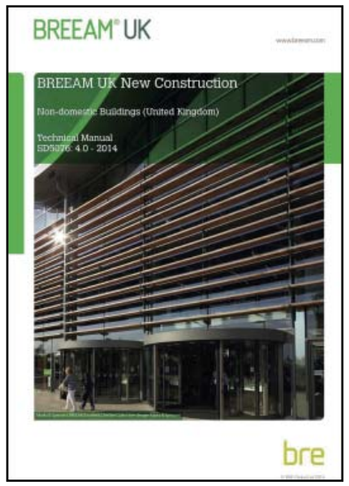
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Figure 2.17
Reading Borough Local Development Framework Core Strategy



▲
Figure 2.18
Reading Borough Local Development Framework Revised Parking Standards and Design



▲
Figure 2.19
Masterplan Refresh 2015



▲
Figure 2.20
BREEAM UK New Construction Non Domestic Buildings (United Kingdom) Technical Manual Issue 4.0



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Figure 2.21
BCO Guide to specification 2014

3.0 Design Development

3.0 Design Development

3.01 Development within Masterplan Context

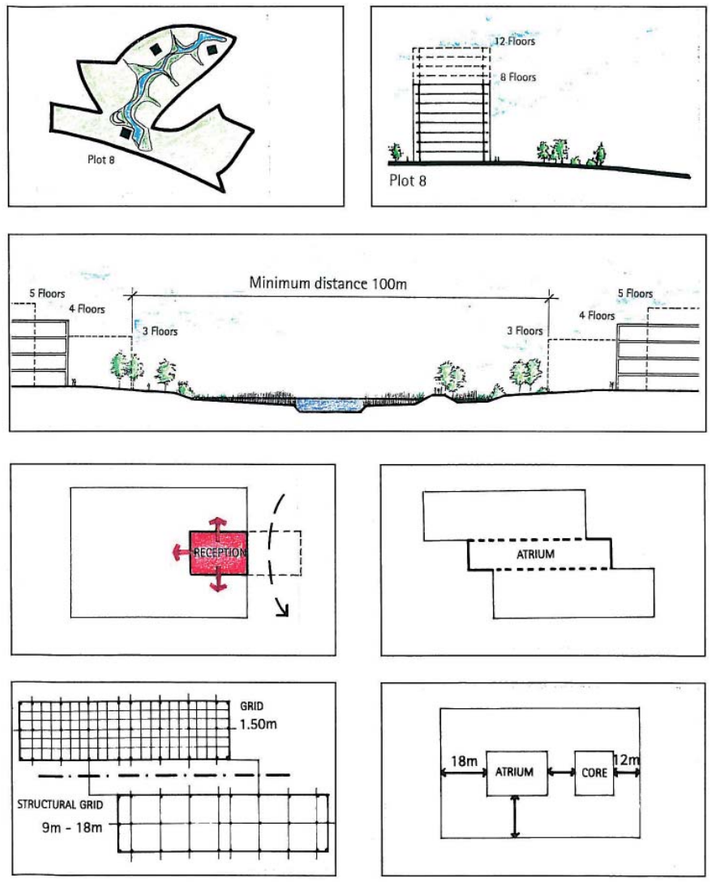
Green Park has an established masterplan handbook developed by Foster & Partners in 1997 which has been used to set the principles of development of the previous plots and the wider park.

The masterplan handbook forms the basis of the design development however, now that the park has matured since the handbook was produced, certain elements have been challenged and reconsidered through the design development of the scheme.

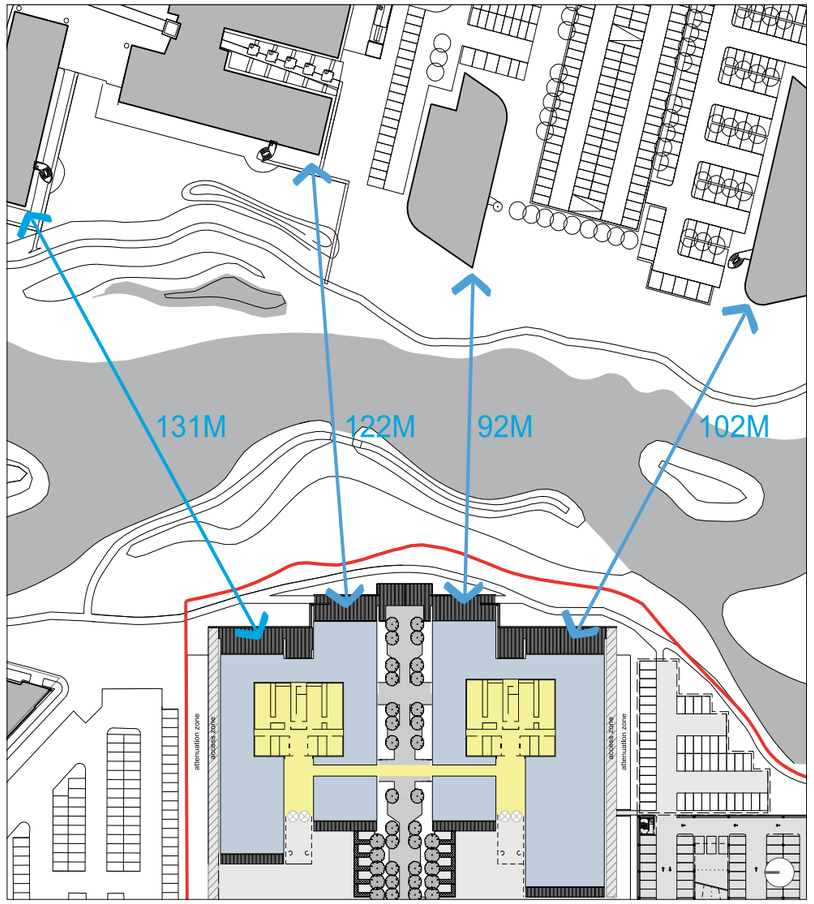
These have been explored and discussed in depth with Reading Borough Council (RBC) through a detailed pre-application period, and have been supported.

Upon commencing the design development of the 400 Longwater Avenue site, and with the benefit of a matured and considerably developed masterplan for reference, a number of issues have been identified which it was felt were not as successful as they could have been on other plots located within the masterplan. These include the approach to parking provision and the landscaping of the sites.

The handbook refers to the quality of building materials and restrained colour, these are captured and expressed in the proposal but mindful of the current level of maturity of the landscape and wider park, which allows for a slightly different approach from the current buildings but within the constraints of the handbook. These issues are explored and captured within this report.



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Figure 3.22
Key building guidelines as illustrated in the Masterplan Handbook by Foster & Partners 1997



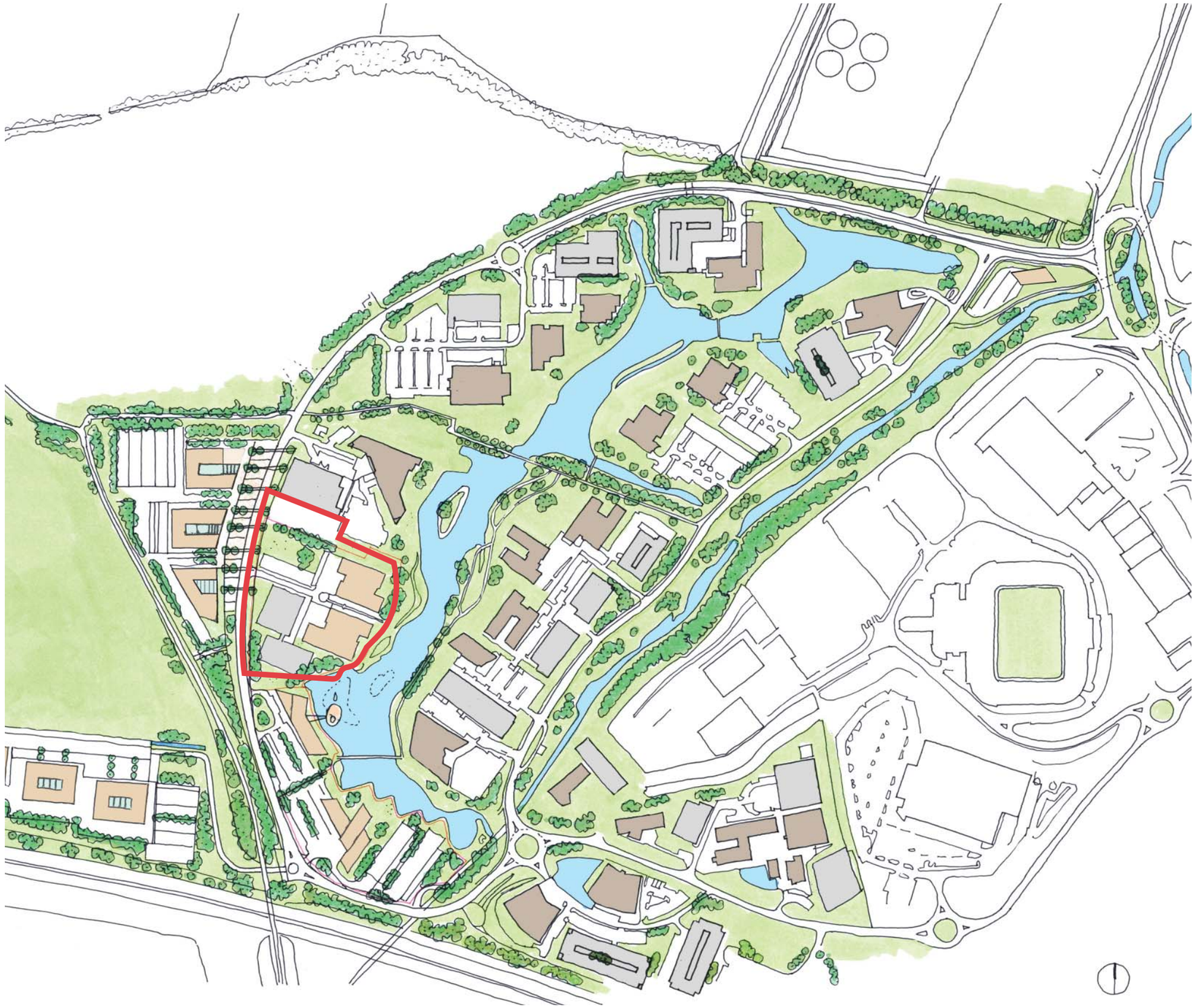
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Figure 3.23
Relationship with other masterplan buildings

3.0 Design Development

3.02 Illustrative Masterplan

The development is currently outside of the consented masterplan and forms part of the updated masterplan produced by Aukett Swanke in 2015. This has not yet formally adopted, but the principles have been agreed with Reading Borough Council. The masterplan has been updated to include constructed and consented schemes and looks again at the infrastructure of the site as a whole.

The majority of the masterplan has been constructed, with the south western corner still remaining unbuilt.



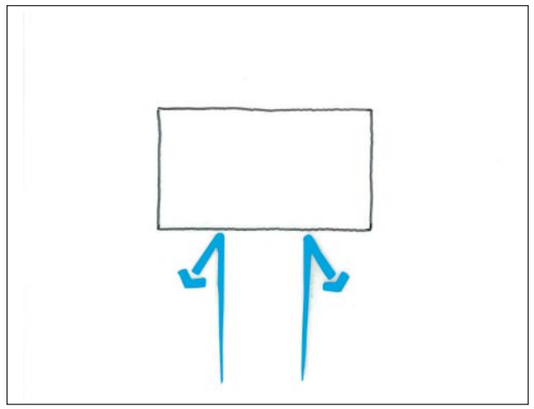
3.0 Design Development

3.03 Concept Design Development & Key Moves

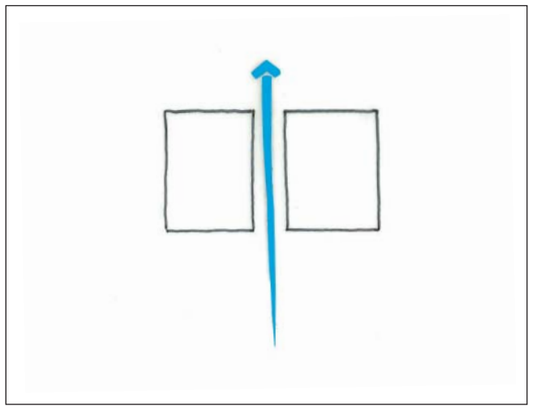
The striking form of the proposed building responds to the desire for a building which confidently addresses the western access to the site and enjoys a spectacular setting with views to surrounding countryside and across the lake.

The building is approached on an axis from the west, presenting a dramatic entrance sequence which draws you towards and into the building and to the lake beyond.

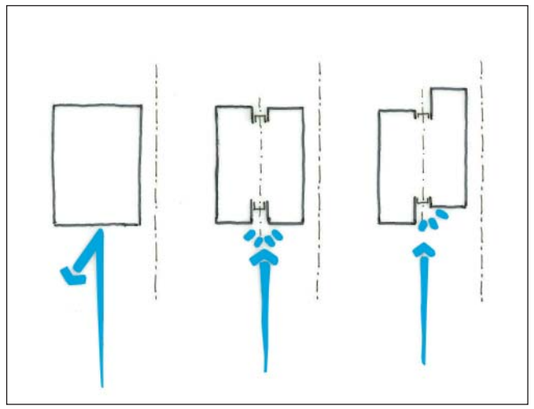
Parking is split into two structures, at either side of the site, to provide minimal impact to the office buildings. Grade parking sits either side of the central spine road, incorporated into the landscaping. Disabled bays assume a very convenient position adjacent to the building entrance and the main drop off point.



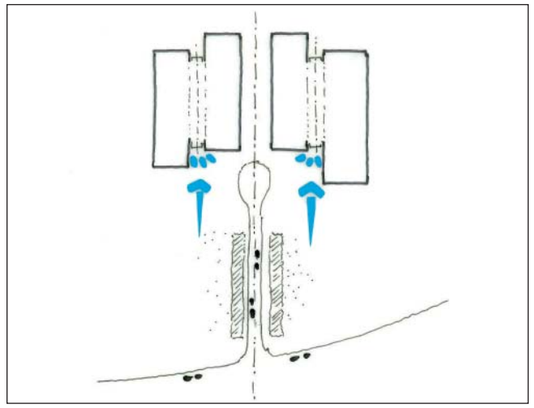
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Figure 3.24
Maximum massing needs articulation.



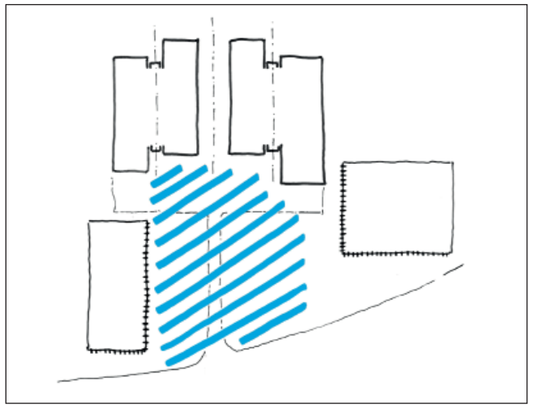
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Figure 3.25
Split into two, creating a route through and more permeability.



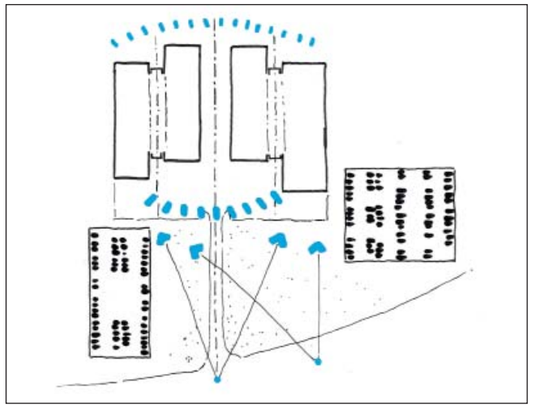
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Figure 3.26
Entrances articulated through being set in. Further articulation through shifting of building fingers.



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Figure 3.27
A central access spine, surrounded by landscape allows the buildings to flip on the axis.



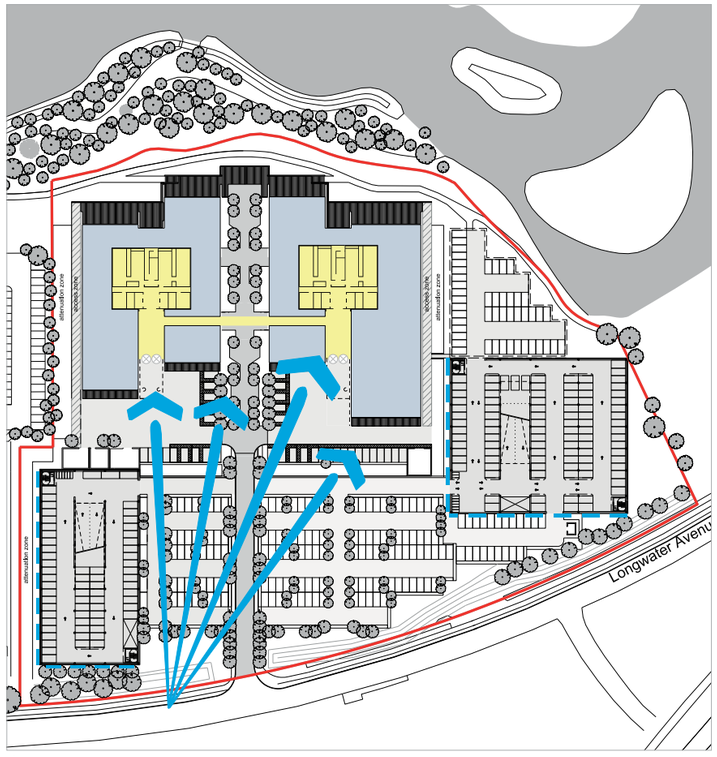
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Figure 3.28
Car parking structures put either side of buildings opening west facade to Longwater Avenue maximises open space at grade in front of the buildings.



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Figure 3.29
A parkland with modern infrastructure: office building set in a lush landscape, looking over a lake, whilst being directly linked to Longwater Avenue and the M4 beyond.

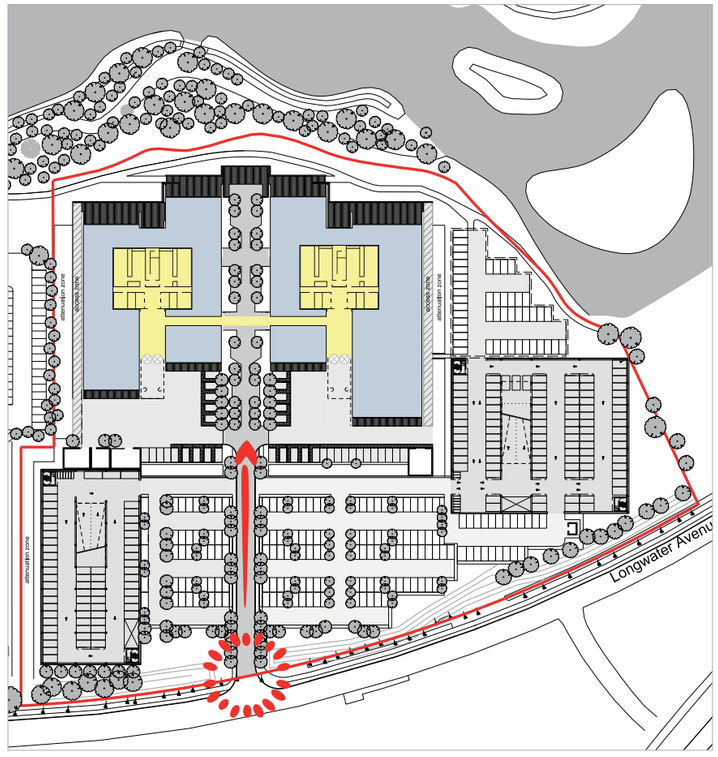
3.0 Design Development

3.04 Building Design Development



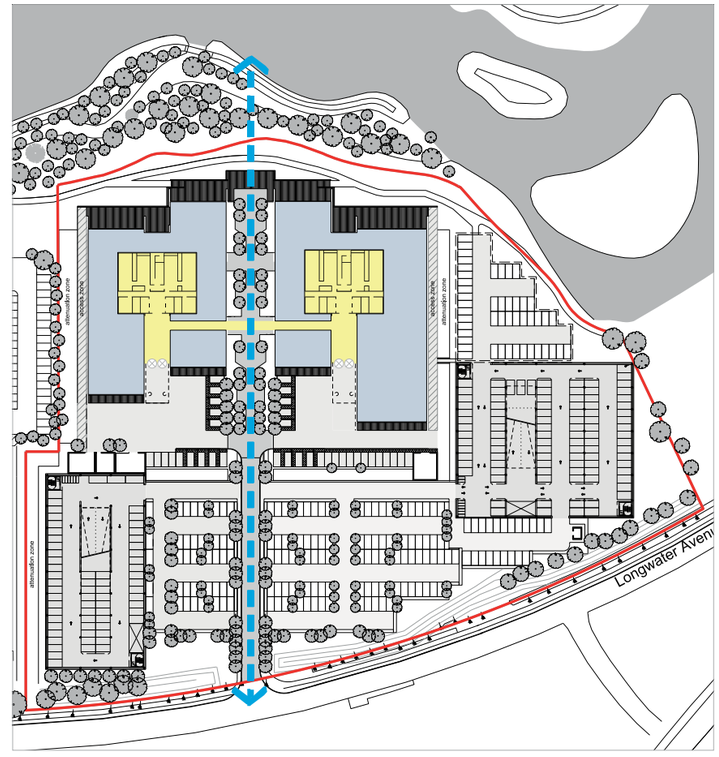
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Figure 3.30
Clear view of proposed development on approach from Longwater Avenue

… on approach the site opens up to a clear unobstructed view, thus creating a strong presence to the western access road Longwater Avenue. The striking building form and articulation create a view which arrests ones attention ….



▲
Figure 3.31
Strong presence created on Longwater Avenue

… the entrance to the site and building holds a strong presence on Longwater Avenue, clearly locating the entrance to the scheme ….



▲
Figure 3.32
Creation of strong arterial link to water from Longwater Avenue

… the main arterial approach to the building provides a direct view to the water beyond, linking it with Longwater Avenue. The form of the building facilitates and embraces this link as a natural method of aiding visitors to locate the main entrances to the building while celebrating an abundance of natural qualities on the site.…

3.0 Design Development

Building Design Development

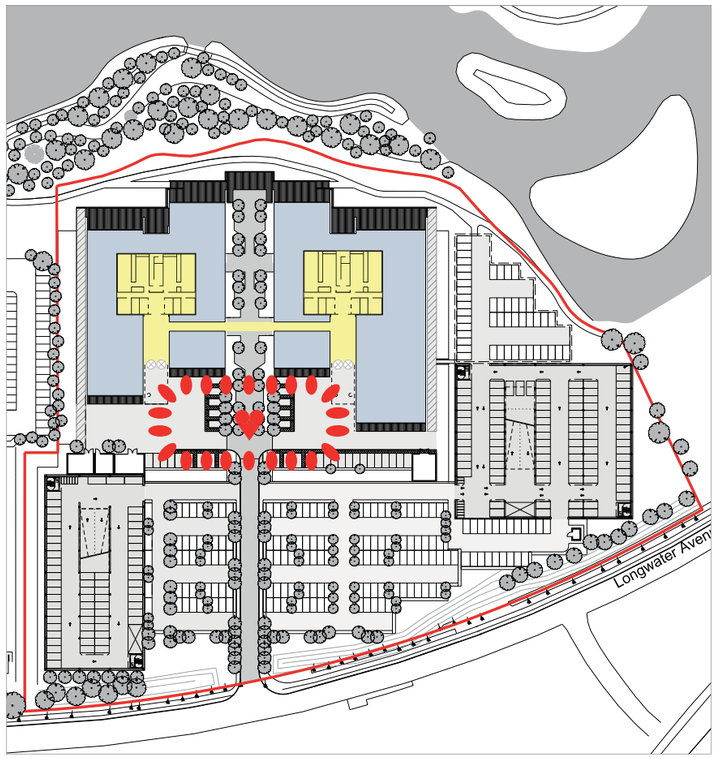


Figure 3.33
Arrival at the heart of the scheme

… the arterial route leads the visitor to the heart of the scheme and the shared surface landscaping at the entrance to the buildings....

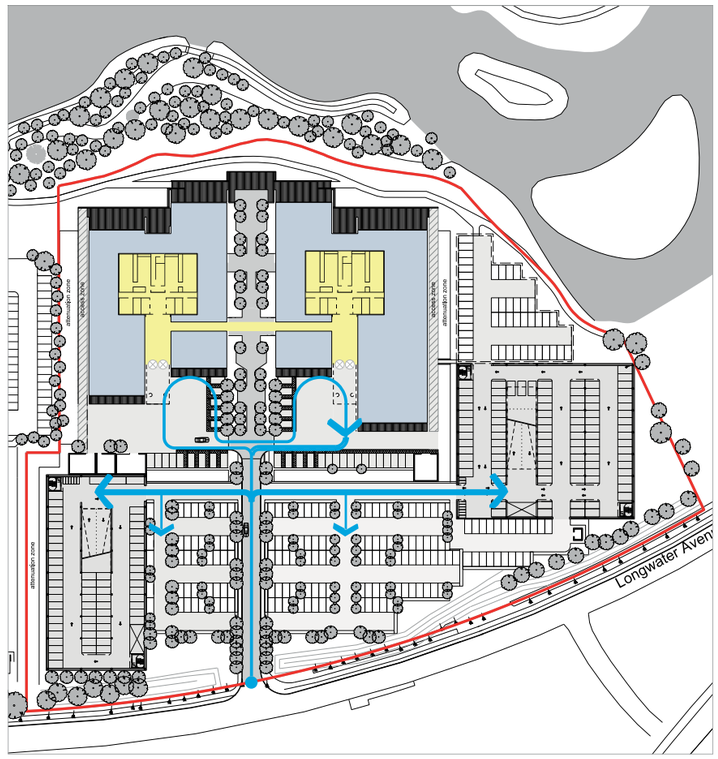


Figure 3.34
Approach and drop off area

… this area also provides a drop off point for vehicular access. A sense of arrival is articulated by the building form which creates a sheltered threshold enclosed by building fingers on either side….

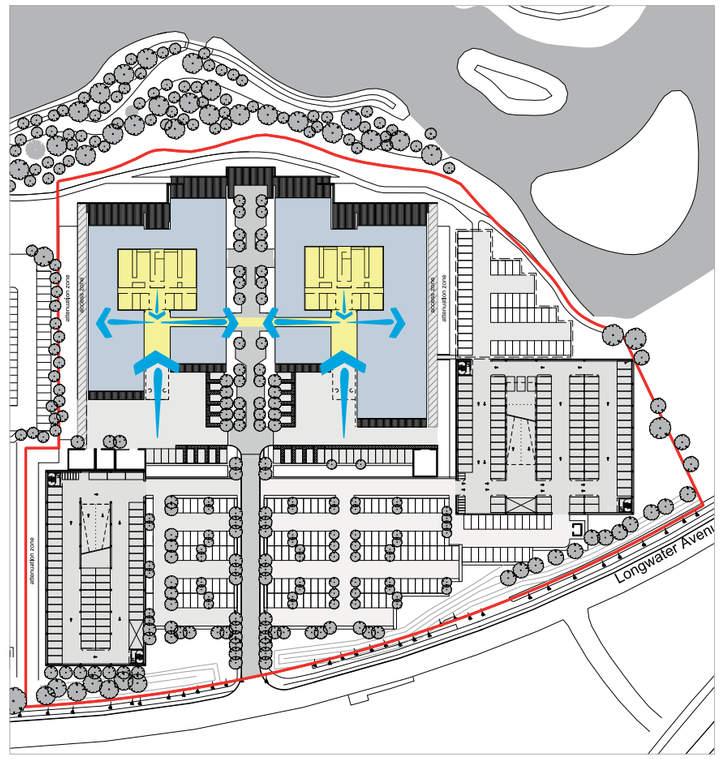


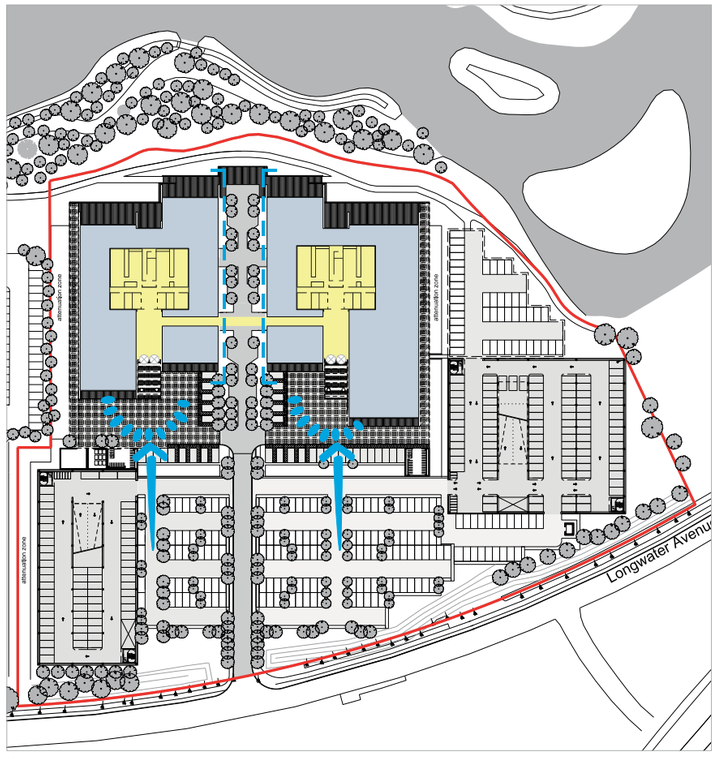
Figure 3.35
Convenient circulation between buildings via link bridge

… the linking bridge provides a route between all cores and all building levels enabling easy movement between floors and fingers....

3.0 Design Development

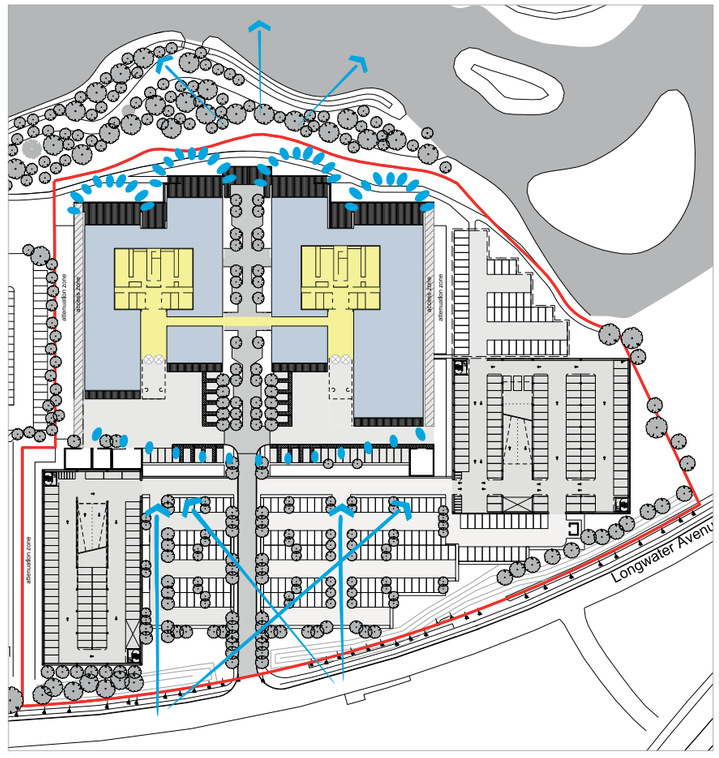
Building Design Development

The flexibility of occupancy within the building is facilitated via two individual entrances and a connection bridge between the two wings. This was a feature developed early in the design stage to enable the building to be highly flexible in terms of tenant occupation options.



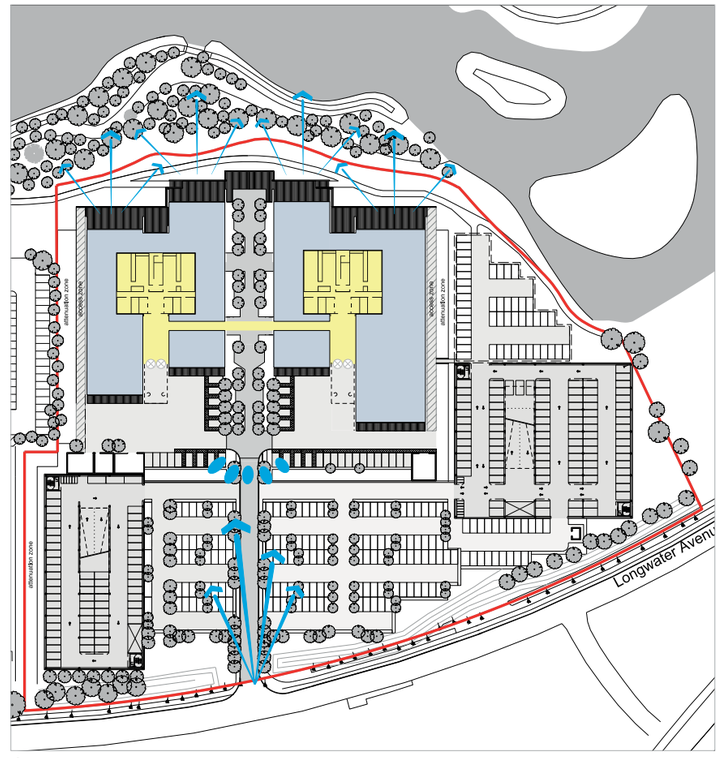
▲
Figure 3.36
Clearly defined independent entrances

… the articulation of the building fingers further enhances the flexibility of the building offering multiple tenancy configurations with independent access ….



▲
Figure 3.37
Articulated building mass

… this articulation also breaks down the building mass into smaller elements which work together with the landscape rather than being a dominating and overbearing presence detracting from it. The fingers benefit from unobstructed views across the lake and towards Longwater Avenue….



▲
Figure 3.38
Landscaping and terraces maximise on view

… the articulation of the building also facilitates the introduction of terraced stairs and deck areas as part of the landscape strategy for the occupants to enjoy looking over the water.

4.0 Design Proposal

4.0 Design Proposal

4.01 Proposed Ground Floor Plan

The brief calls for two 5 storey office buildings which could be adopted as a single tenancy let, while remaining capable of being subdivided for a range of multi let configurations, with floor plates in the order of 20,000sq.ft - 30,000sq.ft.

In addition there will be associated car parking structures and at grade parking creating 722 spaces. This has been calculated in accordance with the standard specification for the development of Green Park. A parking ratio of 1:32 has been applied for the consented quantum of office floor space and a ratio of 1:50 for the uplift.

The concept and its landscape should complement the wider masterplan, becoming an integral part of the development as a whole, whilst recognising the particular qualities and visual importance of this site.

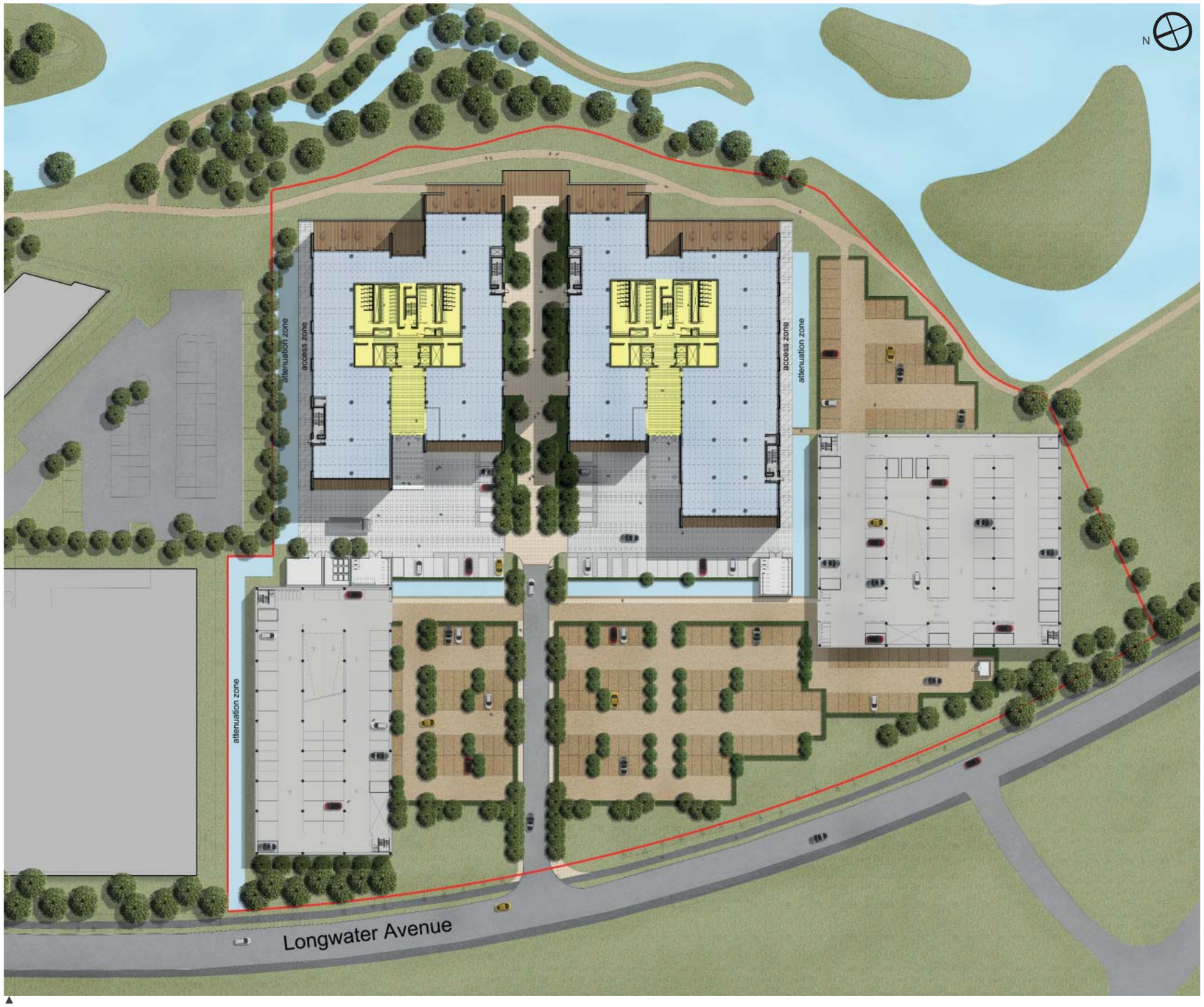


Figure 4.39
Proposed Ground Floor Plan

4.0 Design Proposal

4.02 Accessibility

Entrance

The building is approached from the west via Longwater Avenue. The main entrance is at grade and is connected to Longwater Avenue via a shared surface drop off point at the entrance of each building wing.

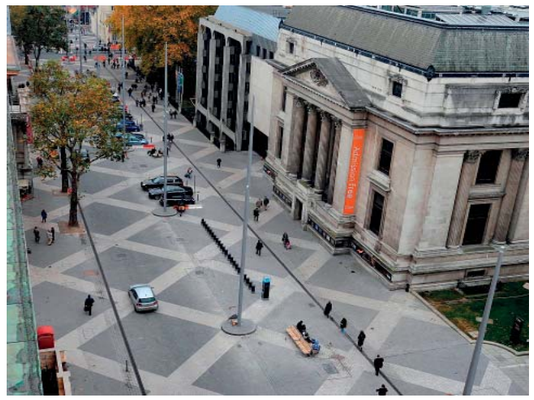
Safe footpaths connect to the network of walkways and pavements within Green Park providing clear access to parking provision and public transportation services, including the local bus services. Hard and soft landscaping are configured to enhance the arrival sequence, accentuating the entrance.

The entrance to each wing is framed by a welcoming atrium roof which extends above the entrance, supported by a sequence of slender columns. This provides a strong presence and sense of place, clearly marking the reception area of each wing.

The main entrance accommodates both revolving and disabled access doors to maintain accessibility for all users. The reception and waiting areas have also been designed to provide immediate lift access to all floors via the lift lobby located directly adjacent to the main reception and waiting area within the main core via a central security point.



▲
Figure 4.43
Main entrances and a sense of arrival



▲
Figure 4.40
Successful shared surface space - Exhibition road London



▲
Figure 4.41
Entrance Canopy 100 Longwater



▲
Figure 4.42
Entrance Canopy 500 Brook Drive

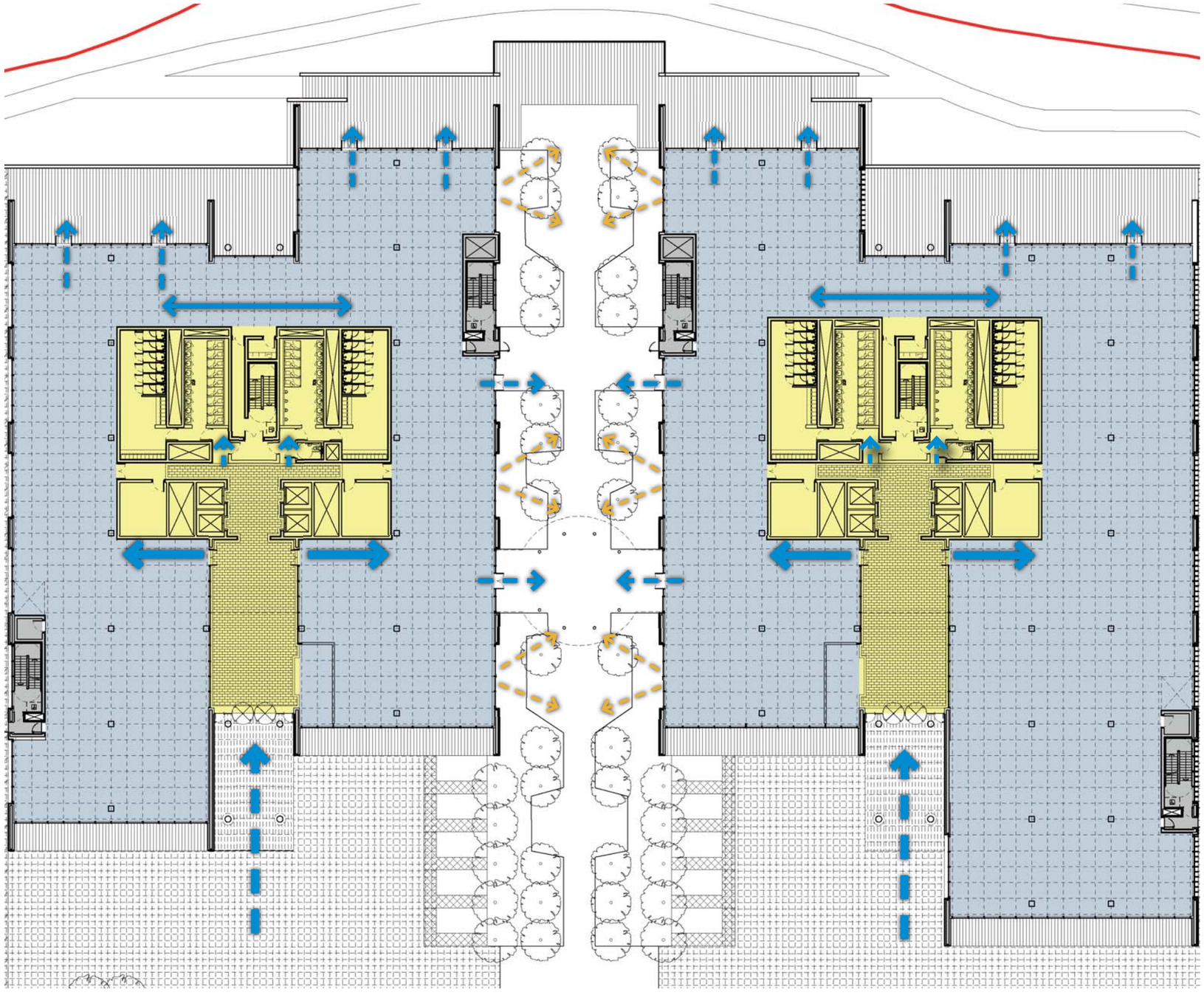
4.0 Design Proposal

4.03 Typical Ground Floor Arrangement

Central satellite core
The ground floor is arranged around a central core which incorporates vertical circulation, risers, toilets and changing facilities.

Office
The office spaces are found opposite with views out across the lake and the surrounding landscaping.

Circulation
The main circulation routes run around the cores, with a secondary route connecting the two buildings across the landscaped central route.

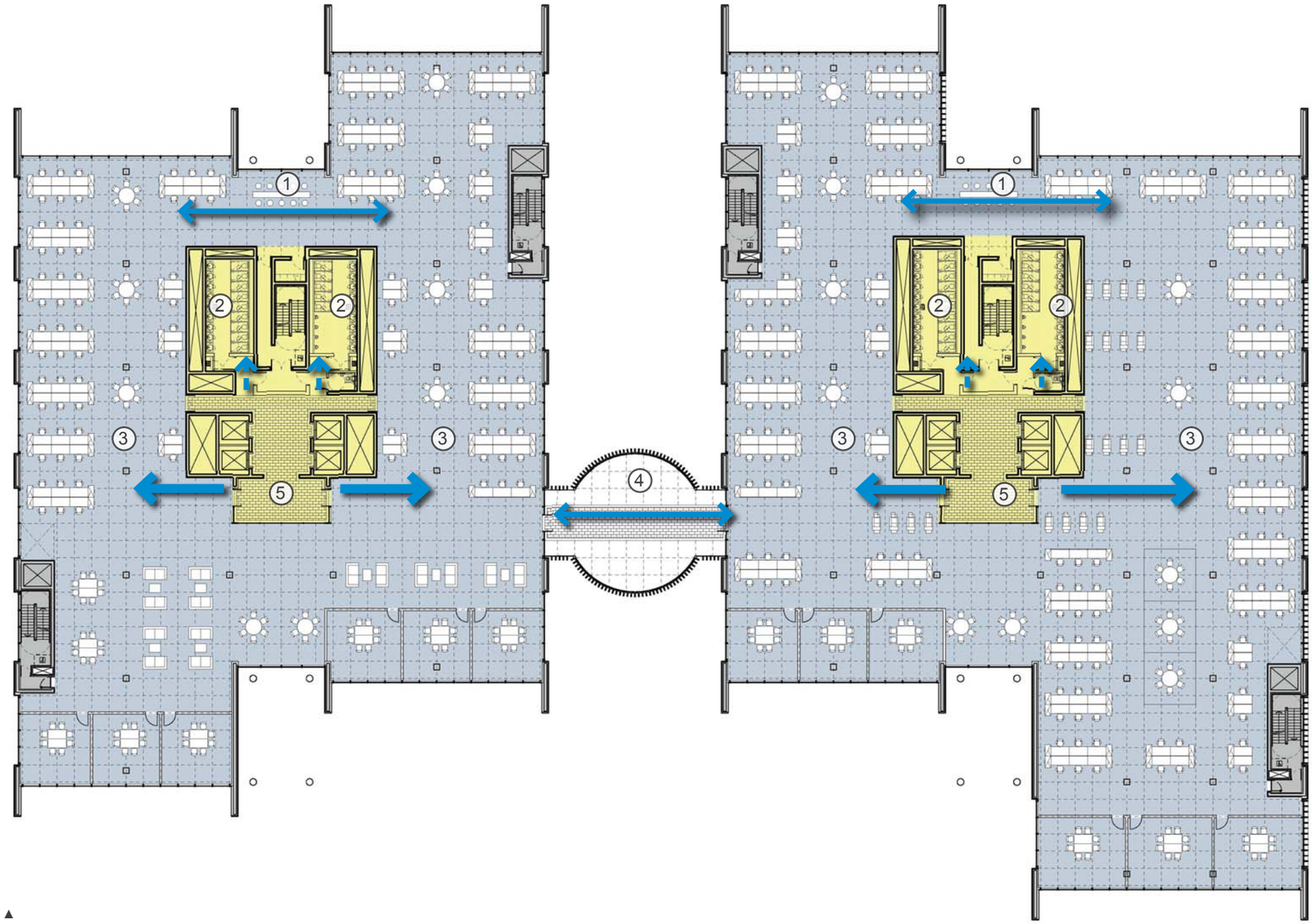


4.0 Design Proposal

4.04 Typical Upper Floor Arrangement

Space Planning
The floor plates within the scheme have been tested with a range of notional space planning layouts, including open plan, cellular and a range of mixes of the two. Many other options are also possible as a result of the inherent flexibility of the scheme

Open Plan Arrangement
The floor plates suggest a very clear space planning layout based upon a 1.5m planning grid. The satellite cores within this grid locate and lock the main circulation routes, with additional circulation possible via escape stairs between floors.



▲
Figure 4.44
Open plan indicative typical layout

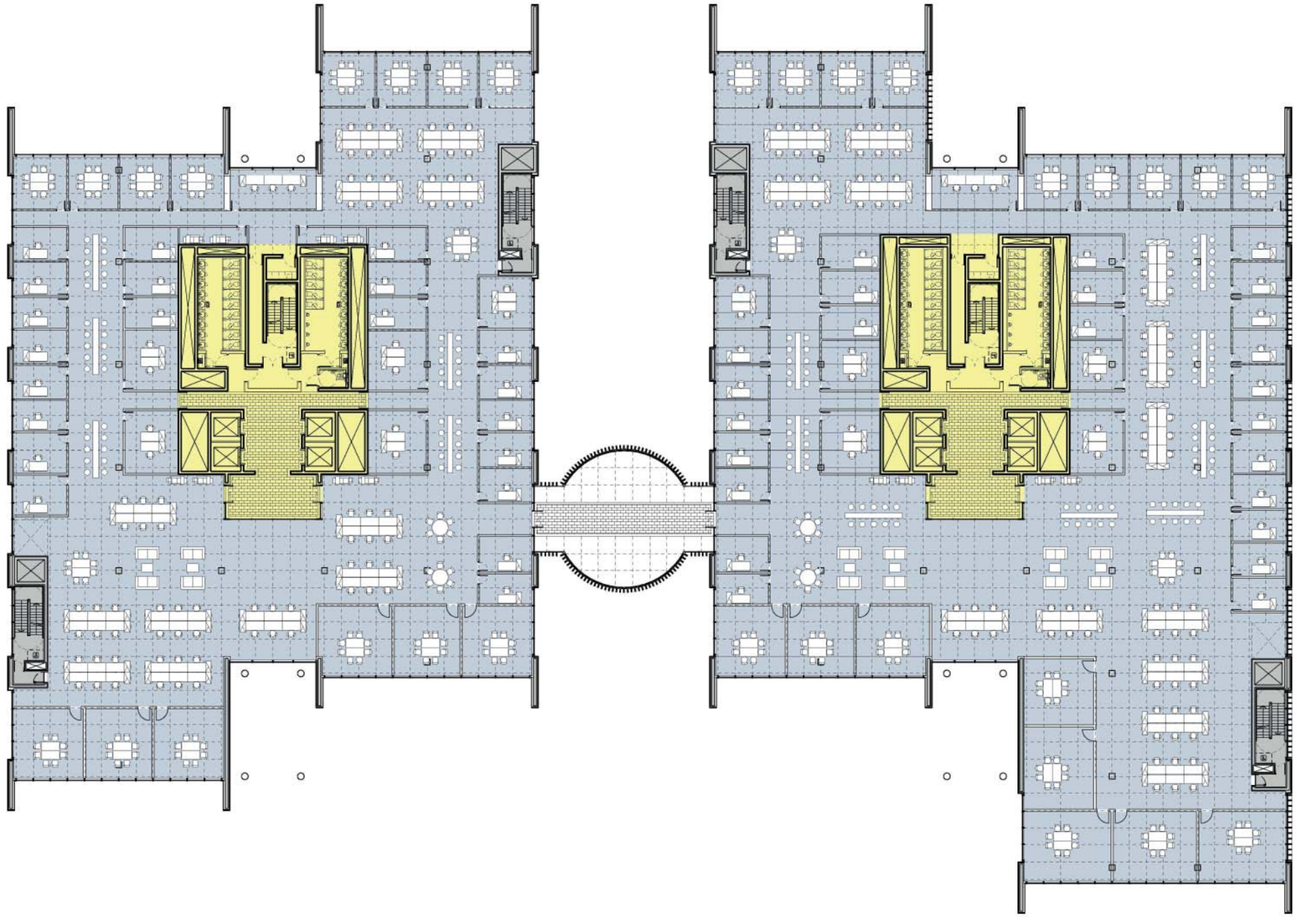
Internal layouts for illustration purposes only*

1. Secondary Link
2. Female/Male WC
3. Office Floor Plate
4. Primary Link Bridge
5. Office Lobby

4.0 Design Proposal

Typical Upper Floor Arrangement

Cellular Arrangement
This option has considered a whole floor divided into partitioned offices using the same base circulation routes as the open plan condition. The central band of offices would have to be transparent or have a clear glazed rear wall to allow light to penetrate into the deep plan spaces. All perimeter offices have a glazed screen facing onto the floor plate, again to allow light to penetrate into the depths of the floor plate.



▲
Figure 4.45
Cellular plan indicative typical layout

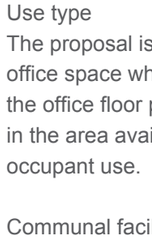
Internal layouts for illustration purposes only*

4.0 Design Proposal

4.05 Building Use

Use type
The proposal is comprised exclusively of Category A office space which is BCO compliant. The design of the office floor plates enables flexibility and variation in the area available for multi-tenancy or single occupant use.

Communal facilities
The communal facilities are focused at the heart of the building in each wing. These include accessible WC's on all levels and shower facilities on the ground floor.



▲
Figure 4.46
Building occupation key

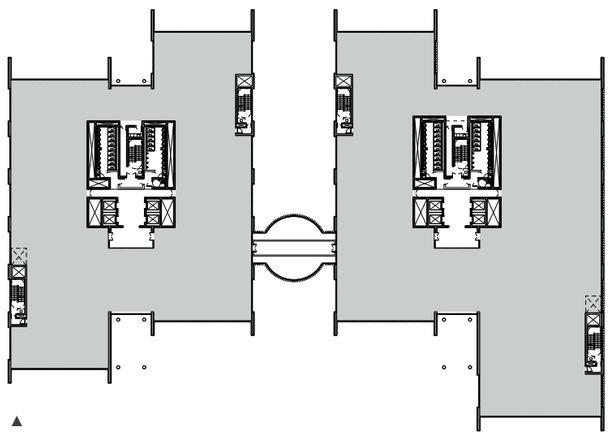


Figure 4.47
Building occupation option 01

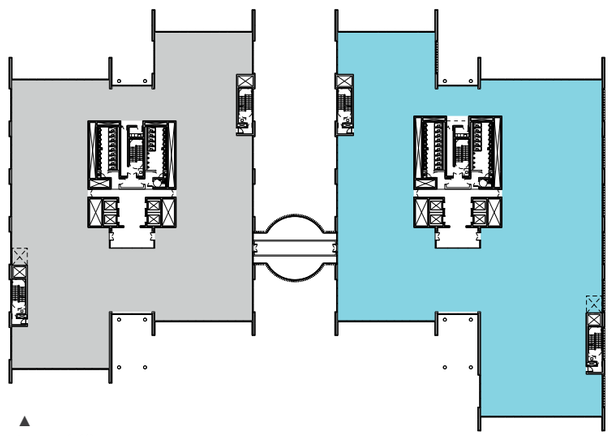
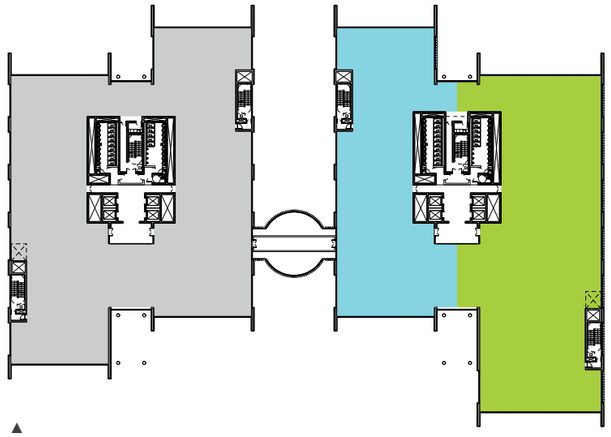
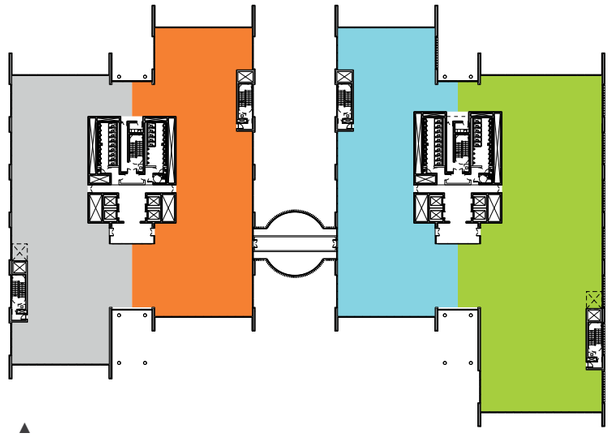


Figure 4.48
Building occupation option 02



▲
Figure 4.49
Building occupation option 03

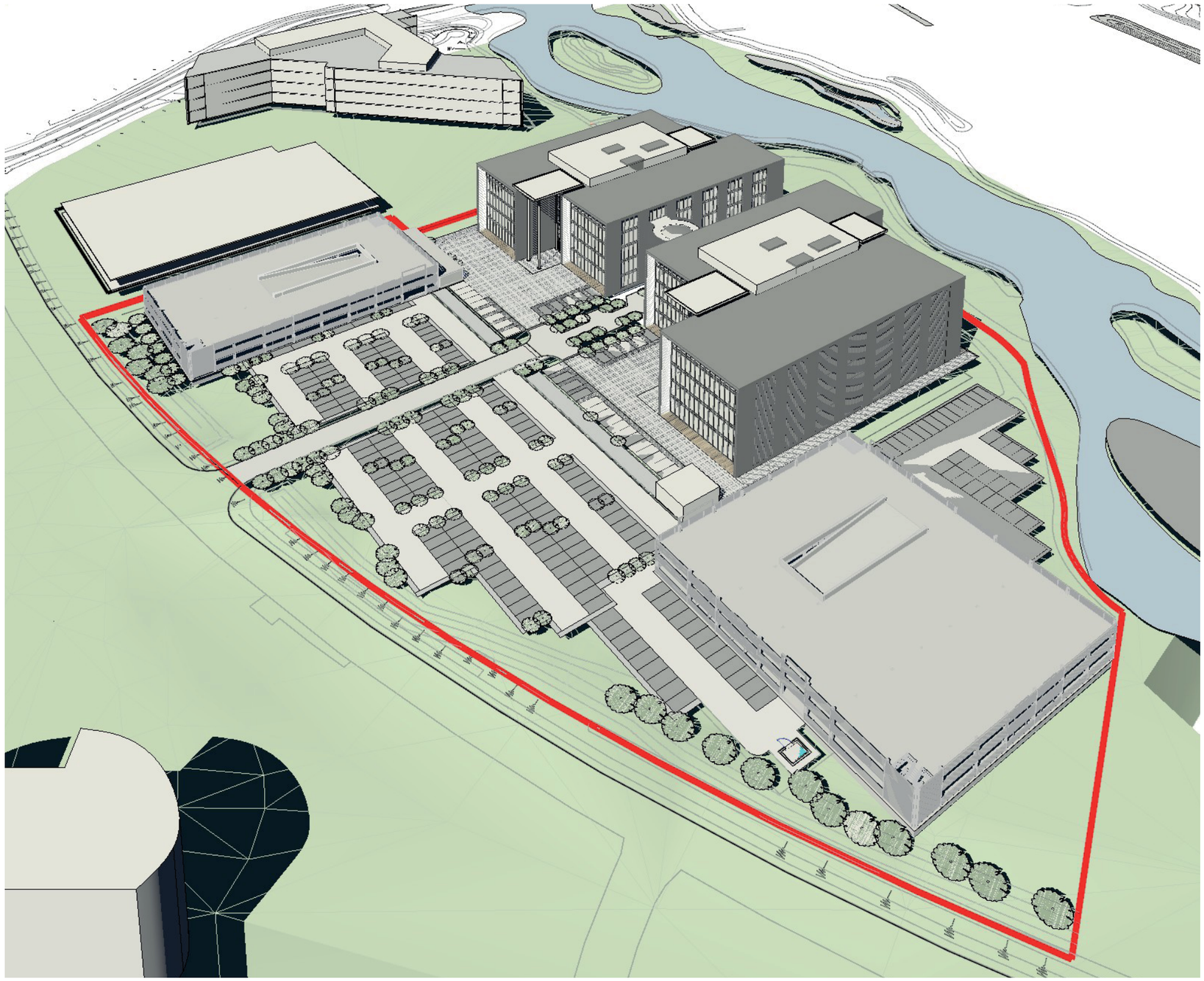


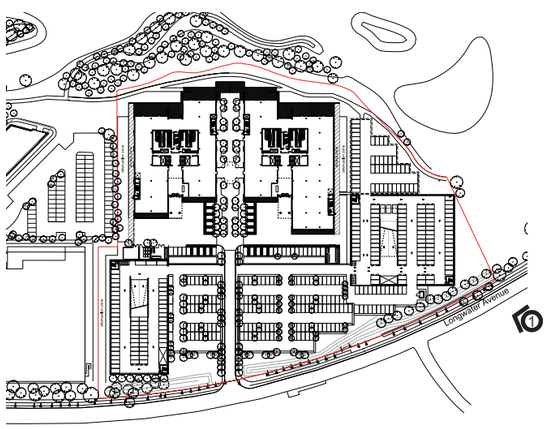
▲
Figure 4.50
Building occupation option 04

4.0 Design Proposal

4.06 Height and Massing

Open green space
The aerial view highlights the openness of the design. The western entrance facades are kept as visible and unobstructed as possible, allowing views from Longwater Avenue. By pushing the parking structures to the northern and southern extents of the site, the zones adjacent to the central access route remain structure free with large open space at grade parking and integrated landscape.

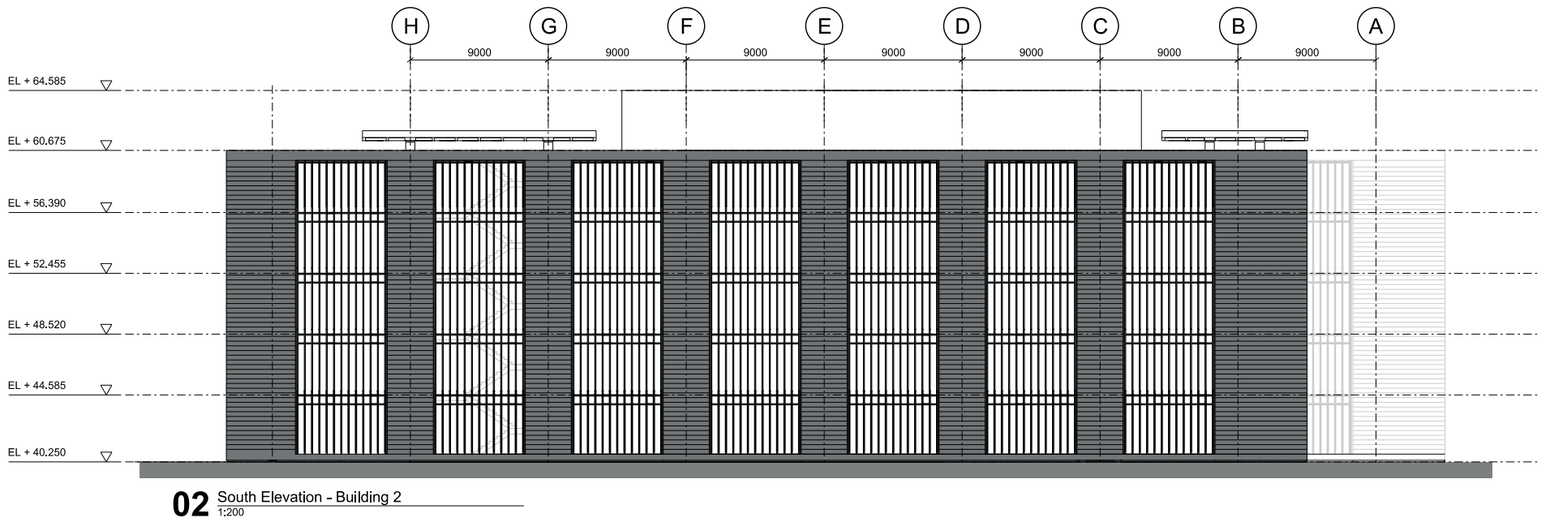




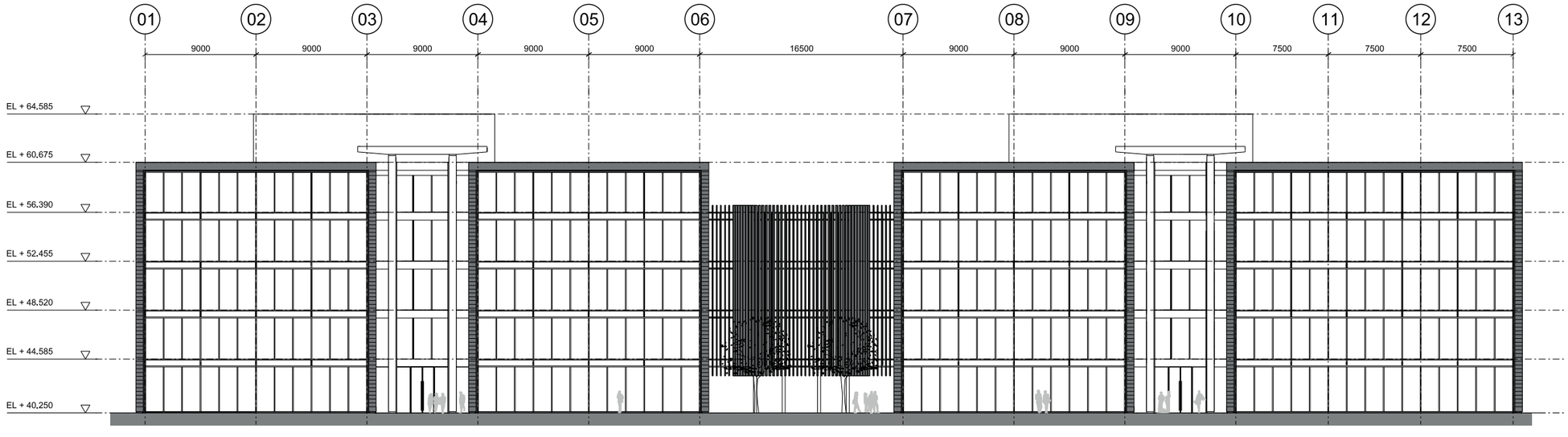
▲
Figure 4.51
Aerial view of scheme

4.0 Design Proposal

4.07 Typical Elevations



02 South Elevation - Building 2
1:200



03 West Elevation

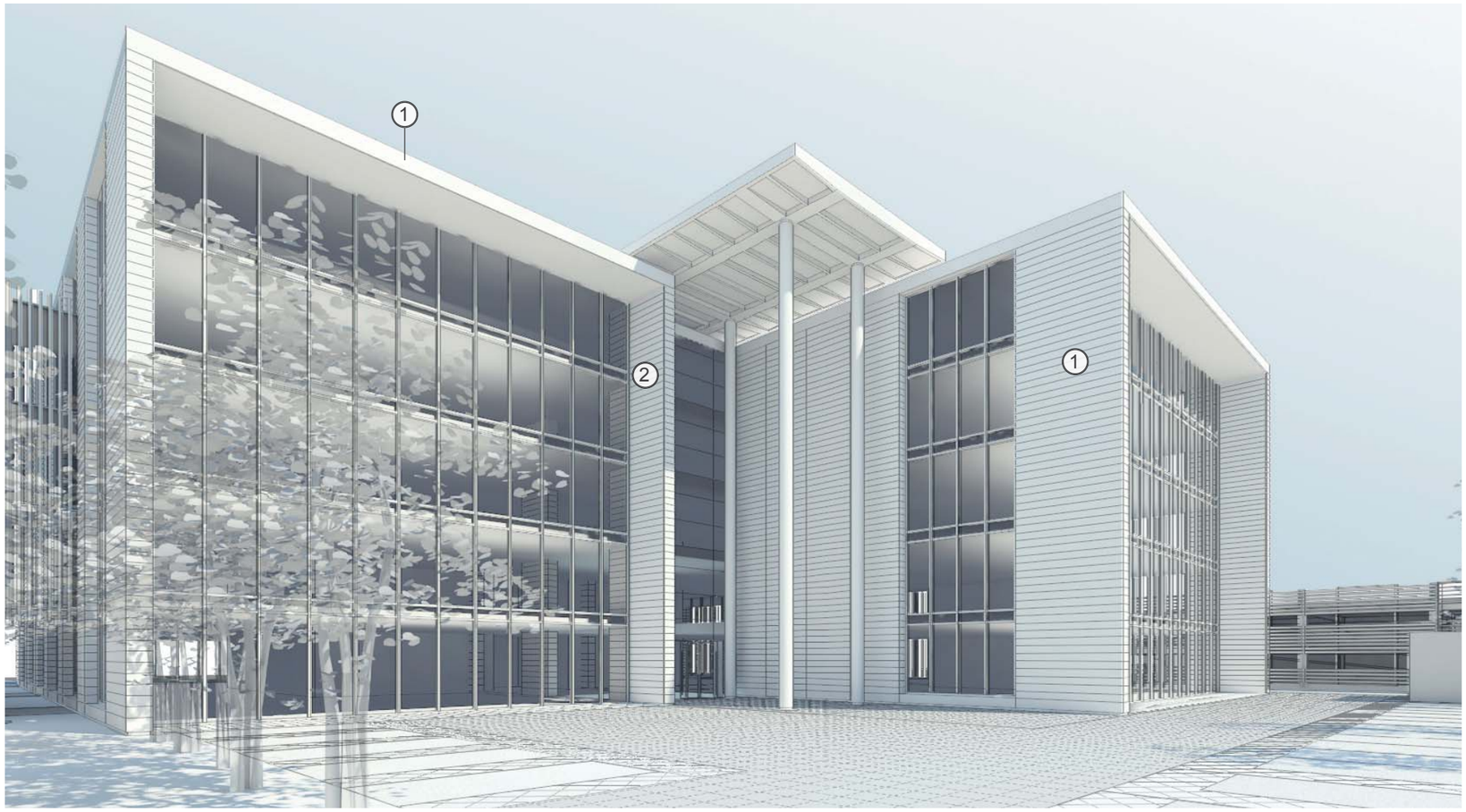
4.0 Design Proposal

4.08 Proposed Materials

The buildings currently on the park could be characterised generally as ‘sleek glass’ buildings, with a minimal material palette and within a small colour range. This language has developed over the years, but is not captured within the Green Park Design Guide. Any new development needs to be aware of the principles that the existing buildings have established, however, the new family of buildings need to deal with a new set of criteria that will inform its language. The parks landscape has matured over the years so the context and issues that need to be addressed have evolved and set new challenges and require new approaches.

The sustainable agenda and aspirations of the current park owner drives a new language of buildings.
The existing buildings start with a glazed and solid elements are introduced, whereas the next generation has to start from a solid expression where glazed elements are introduced.

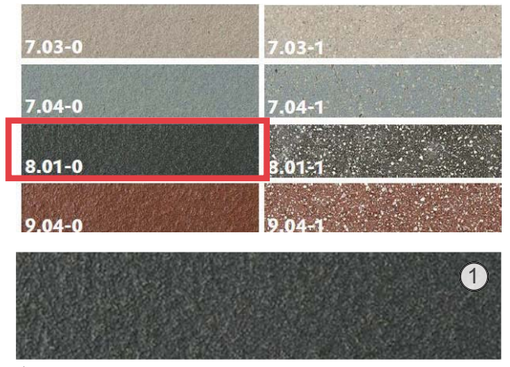
The textural quality of the buildings need to reflect and acknowledge the mature landscape now in place. Therefore the proposal is to use a natural palette of materials with the external facade being of terracotta tile which will give a scaleless quality to the building, and a warm and textured finish. The grey colour to the panels are referencing the colour palette that is evident on the park currently, and therefore should fit well within the existing family of buildings. This will be contrasted with the a white glazed terracotta tile to the inside face of the building.



▲
Figure 4.52
View across the ‘piazza’ towards the entrance of building 2



▲
Figure 4.53
Example of the grey matt terracotta for outter solid panel surfaces and fins



▲
Figure 4.54
Chosen terracota colour and example of its grey matt textural quality



▲
Figure 4.55
Example of white glazed terracotta for the inner surface

Dark cladding panels & mullions

White soffits & internal surfaces

▲
Figure 4.56
Simple,coherent colour scheme

4.0 Design Proposal

4.09 Facade Concept

The ground floor of the building is set at +40.25m AOD.

The floor to floor height for the typical office floor is 3,935 mm which generates a clear floor to ceiling height of 2,800mm.

The raised floor and the suspended ceiling provide ultimate flexibility for the future services installation.

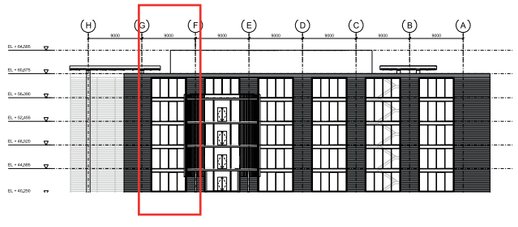


Figure 4.57
South elevation Building 1

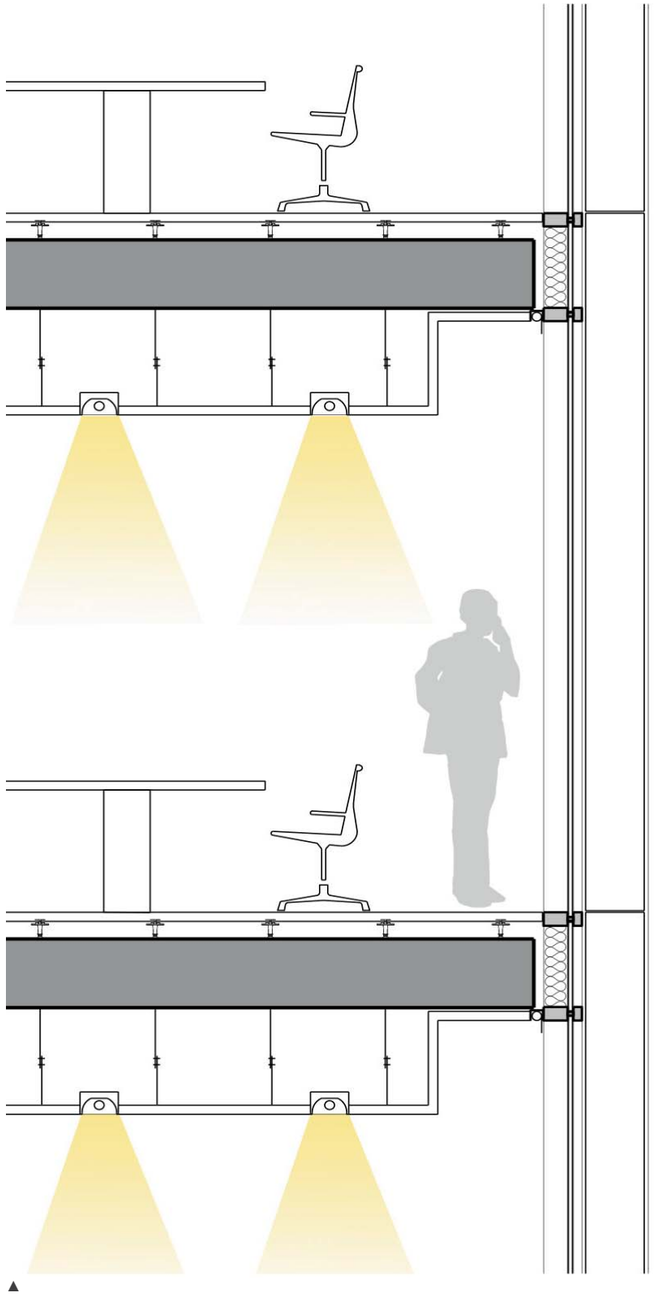


Figure 4.58
Typical office floor



Figure 4.59
External facade - terracotta fins

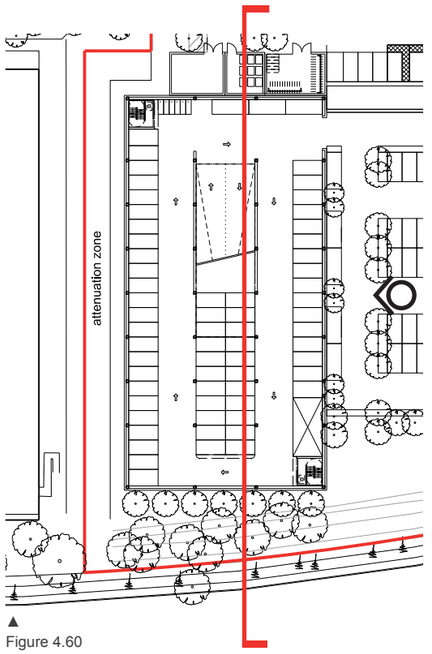
4.0 Design Proposal

4.10 Parking Structures, Facade Design

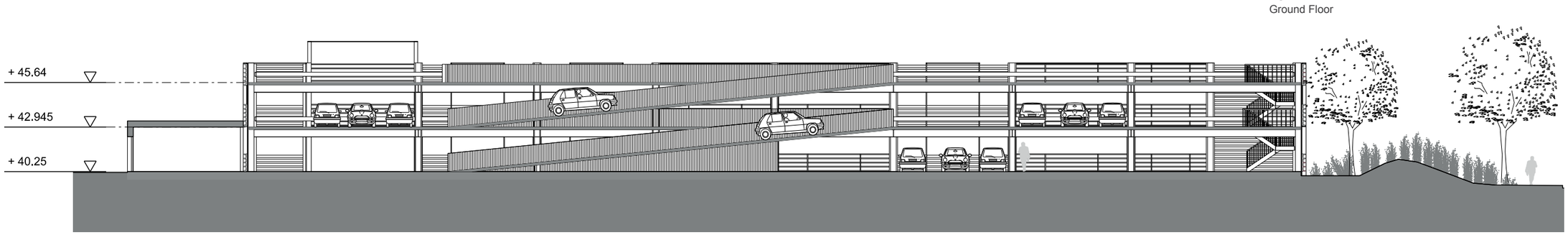
One key element of the original masterplan handbook, was the guidance for parking, this includes parking structures and on grade provision typically to the front of the buildings, and often screened by dense planting of trees.

While a carefully balanced mix of parking and planting can have a hugely beneficial outcome, in many cases the matured planting, parking, or a combination of the two have resulted in the disengagement and a lack of presence of the buildings from Longwater Avenue and other respective approach roads.

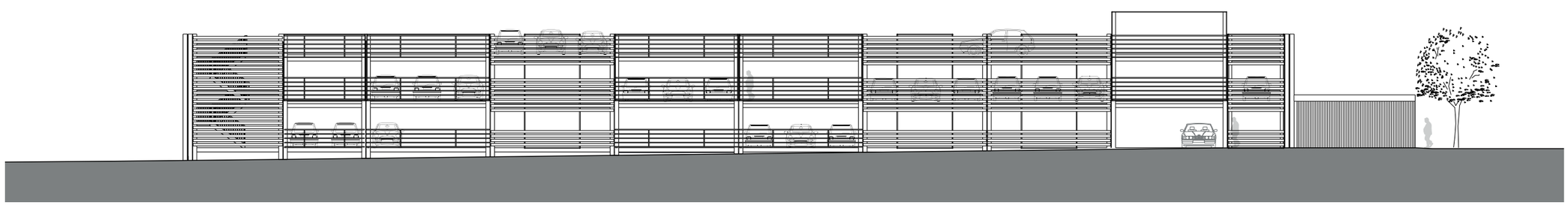
This is something which the design development was keen to take into consideration, to see if there was a way of maintaining the spirit of the guidance but address the perceived problem.



▲
Figure 4.60



▲
Figure 4.61
North parking structure elevation

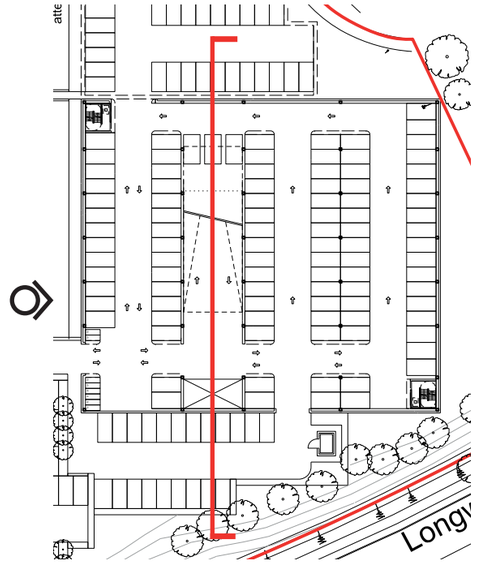


▲
Figure 4.62
North parking structure section

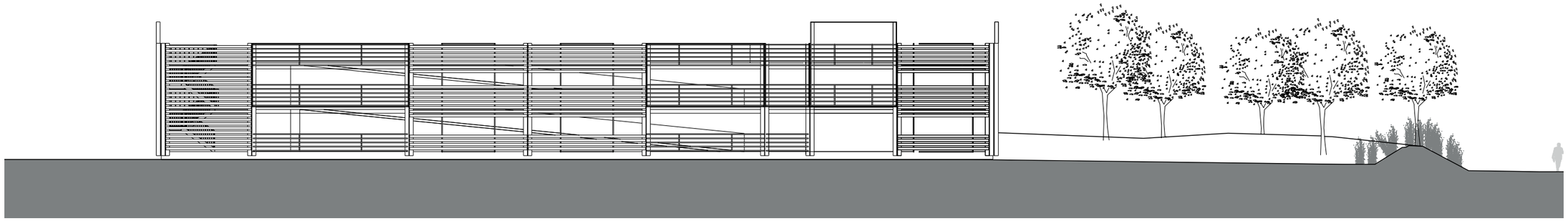
4.0 Design Proposal

Parking Structures, Facade Design

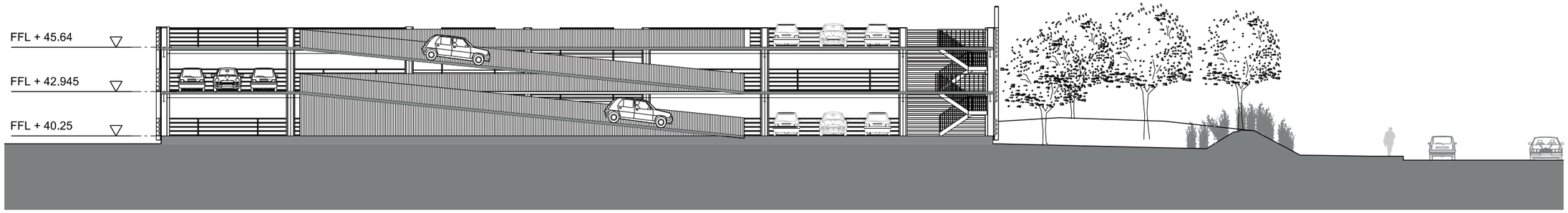
Each building has a dedicated parking structure. This creates a good, simple and clear circulation diagram: parking for north building to the north, south building to the south. Two structures provide less visual impact when compared to one large parking structure. This arrangement results in a large open green space either side of central access route.



▲
Figure 4.63
Ground Floor



▲
Figure 4.64
South parking structure elevation



▲
Figure 4.65
South parking structure section

4.0 Design Proposal

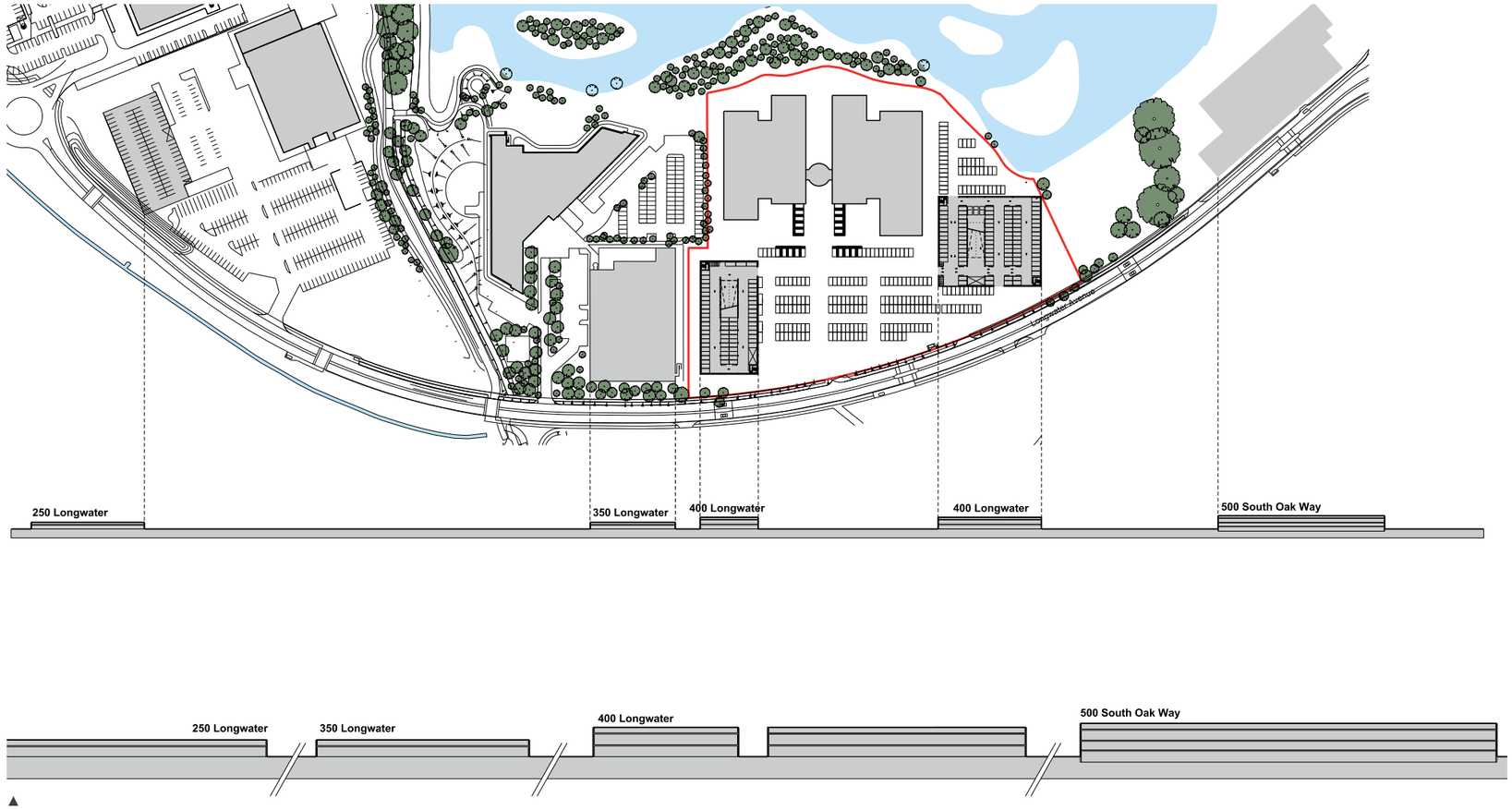
4.11 Parking Strategy - Cars

A strong presence of the building on Longwater Avenue with minimal visual disruption from parking either at grade or in the form of parking structures has played a strong role in the development of the design approach from the outset.

The multi-level car parks sit to the north east and south east of the site. The visitor and disabled car parking are at grade to the west of the main entrance, on the shared surface drop off point, and along the immediately adjacent access road.

The structures sit at 3 storeys each, in keeping with 500 South Oak Way, but stepping up from the 2 storey structure of 350 Longwater.

The structures reduce the amount of at grade parking and maximise open green space whilst remaining low in order to maximise views out from the office buildings.

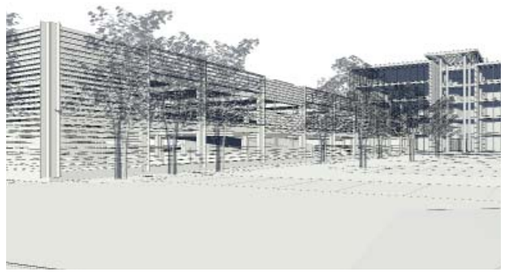


▲
Figure 4.66
Parking structure relationship with other parking structures within Green Park Masterplan. The height is in keeping with that of 500 South Oak Way.

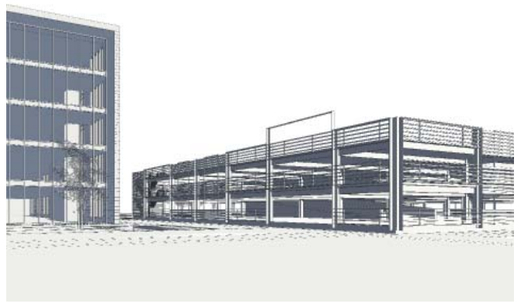
4.0 Design Proposal

4.12 Structure Facade Design

The concept of the car parking structures cladding complements the proposed design of the office buildings.
The cladding system consists of a white painted structural frame with composite concrete floors, shielded by horizontal cladding elements in grey colour that pick up on the horizontality of the terracotta panels on the office building facades.
These horizontal elements vary in density and develop various façade conditions, which articulate the length of the façade and break it up in small chunks, framed by vertical white painted elements that also help define and express the main structure.
Feature landscape will also be integrated in the design as proposed in the landscape report.



▲
View along northern car parking structure towards building 1



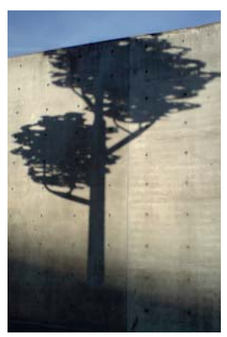
▲
View of entrance to southern car parking structure with at grade parking int the foreground

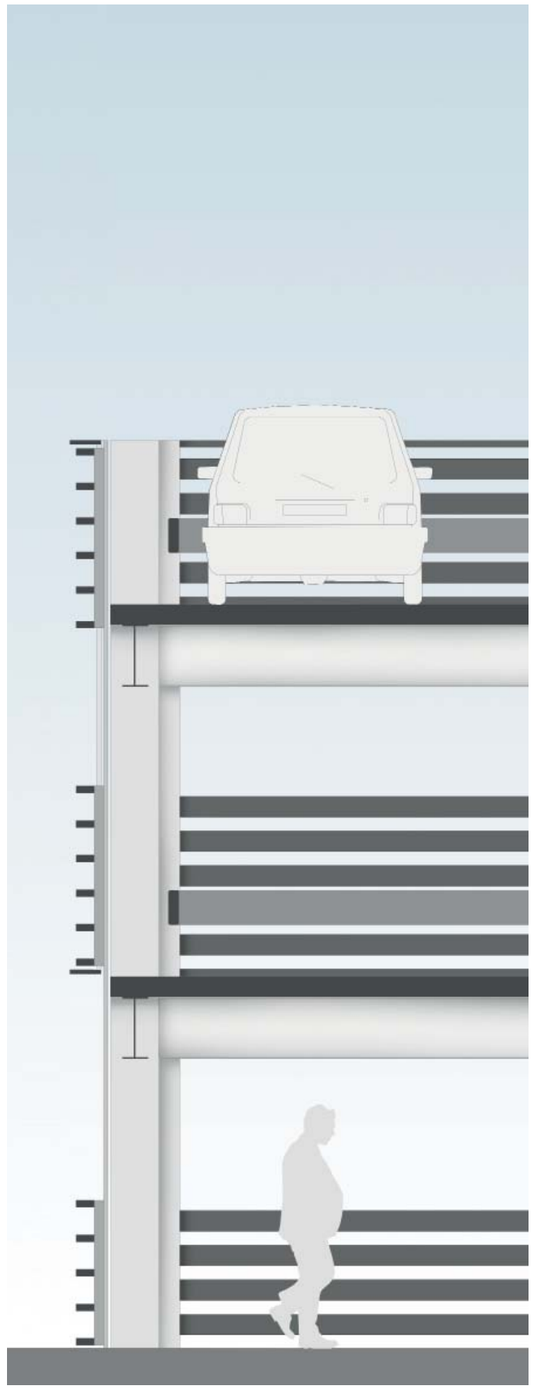


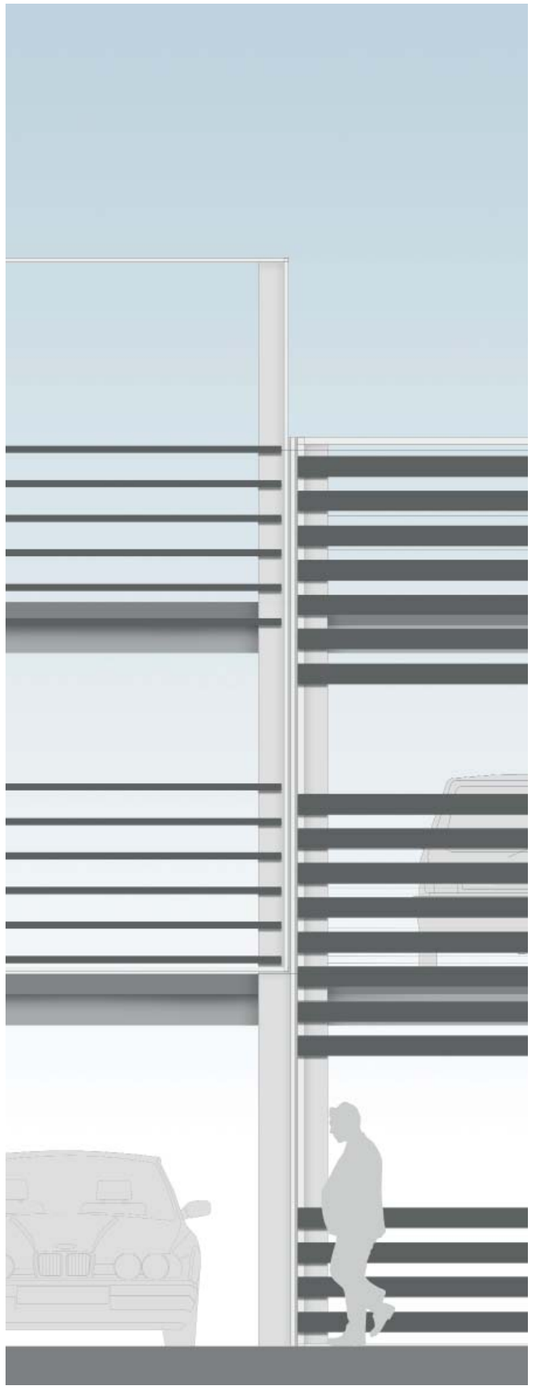
▲
Examples of trees in front of walls to create visually interesting screen that celebrates nature



▲
White Birch contrast with dark background







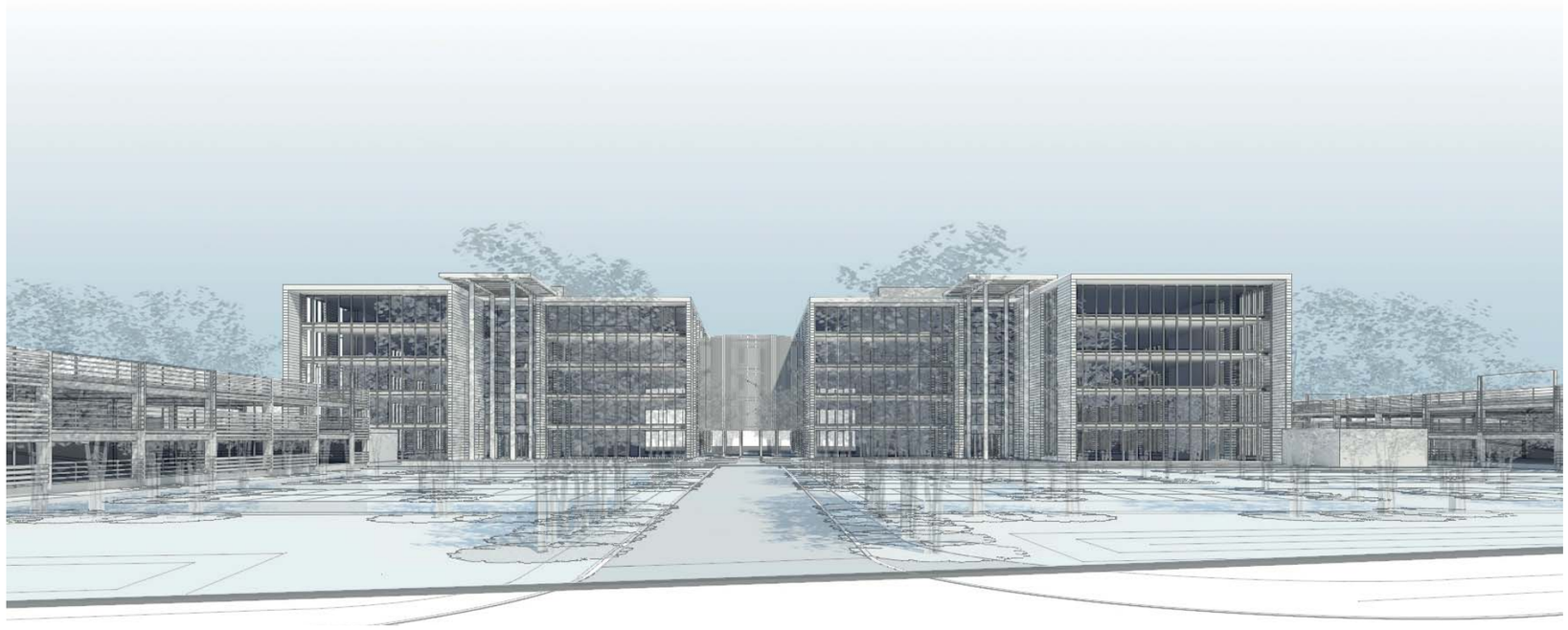
4.0 Design Proposal

4.13 Creating a Presence

The roof of the atrium has been raised to help create a sense of arrival and identify where the main entrance is located. The over sailing roof is held by ‘pin’ columns that give a sense of grandeur and scale and help contain the revolving doors at ground level.

The separation of the entrance atrium allows the accommodation fingers to be clearly articulated as the main building elements.

With the offset fingers and the relationship to the north car park structure, building one has a strong entrance experience that is different to that of building two. With the green space to the front of building two, it appears to be very much a ‘pavilion’ in the landscape which is the character of the park. Where as building one is more of an urban response with the piazza drop off beyond the parking structure.



▲
Figure 4.67
View along entrance road looking towards the entrances of both buildings, with parking structures to either side



▲
Figure 4.68
View towards the entrance of building 1



▲
Figure 4.69
View towards the entrance of building 2

4.0 Design Proposal

4.14 Visualisations



▲
View from Longwater Avenue looking at the entrance.
Note: Trees removed from the CGI so that the buildings can be seen in their entirety.

4.0 Design Proposal

Visualisations



▲
View from Longwater Avenue looking north

4.0 Design Proposal

Visualisations



▲
View of east facade from across the lake

4.0 Design Proposal

Visualisations



▲
View of entrance of south building and axial route with bridge link

4.0 Design Proposal

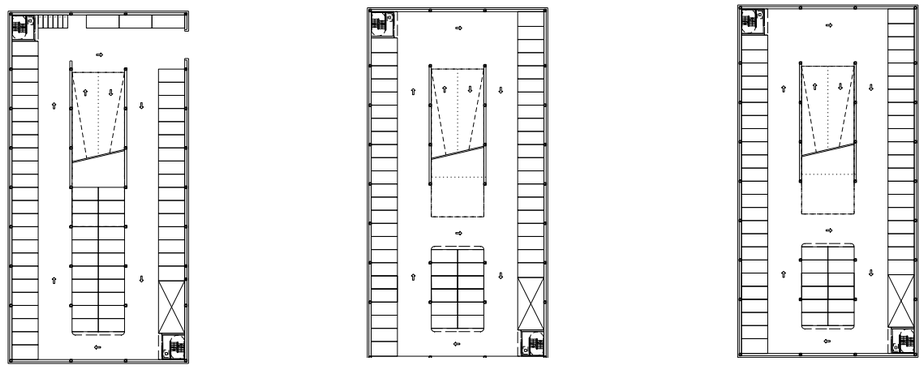
5.0 Technical Considerations

5.0 Technical Considerations

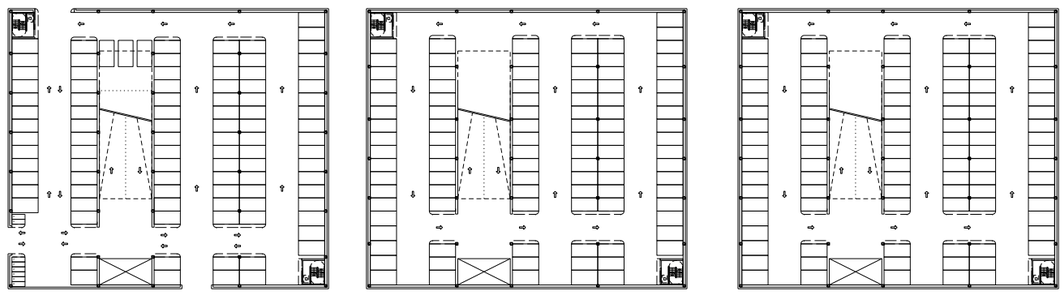
5.01 Parking Strategy

The multi-level car parks contain a total of 488 spaces over ground plus two levels. Centralised access ramps provide circulation between floors within the structure. Both structures are accessed off of the main boulevard running directly from Longwater Avenue. The remaining required parking spaces not provided within the structure are provided at grade. Parking ratios used to calculate area is 1:32 for the consented quantum of office floor space and 1:50 for the uplift, resulting in a blended rate of 1:38.75.

Total car parking spaces	702 spaces
Disabled spaces	20 spaces
Cycles	136 spaces
Motorcycles	14 spaces



▲
Figure 5.69
North car park



▲
Figure 5.70
South car park

Car park structure GEA (sqm)	North	South
Ground floor	2125	3000
First floor	2125	3000
Second floor	2125	3000
Third floor		
Total	**6375**	**9000**
Grand Total	**15375**	

Car parking bays	North	South
Ratios used	1:38.75	1:38.75
Ground floor	65	98
First floor	56	100
Second floor	66	103
Third floor		
Total	**187**	**301**

At grade	134	80
At grade total	**214**	
Disabled	20	

Grand Total	**722**

▲
Figure 5.71
Tables showing the GEA and number of car parking bays for each floor of the car park structures

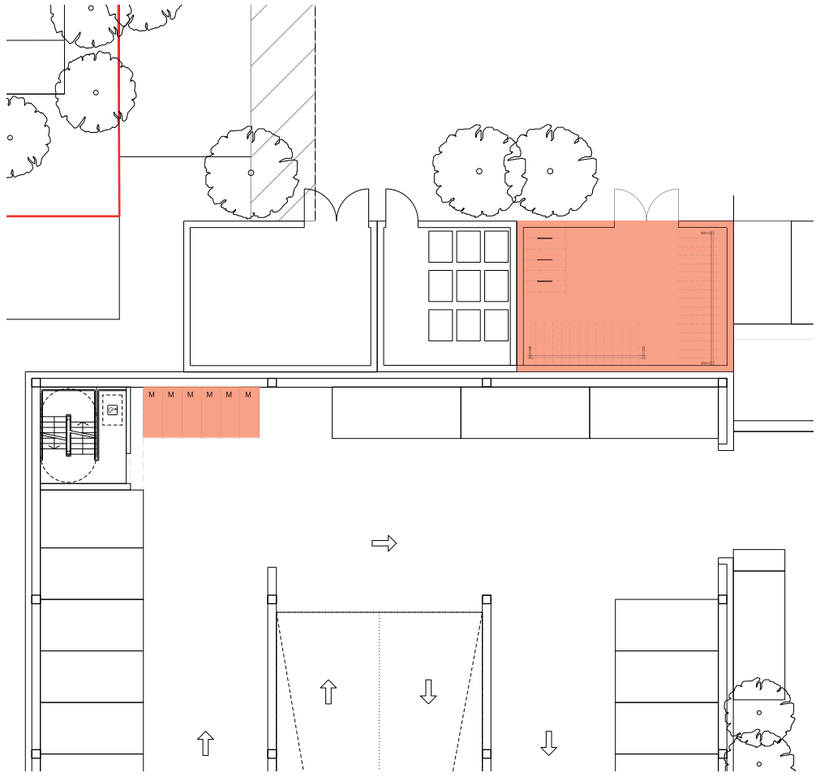
5.0 Technical Considerations

5.02 Parking Strategy - Bicycle and Motorcycle

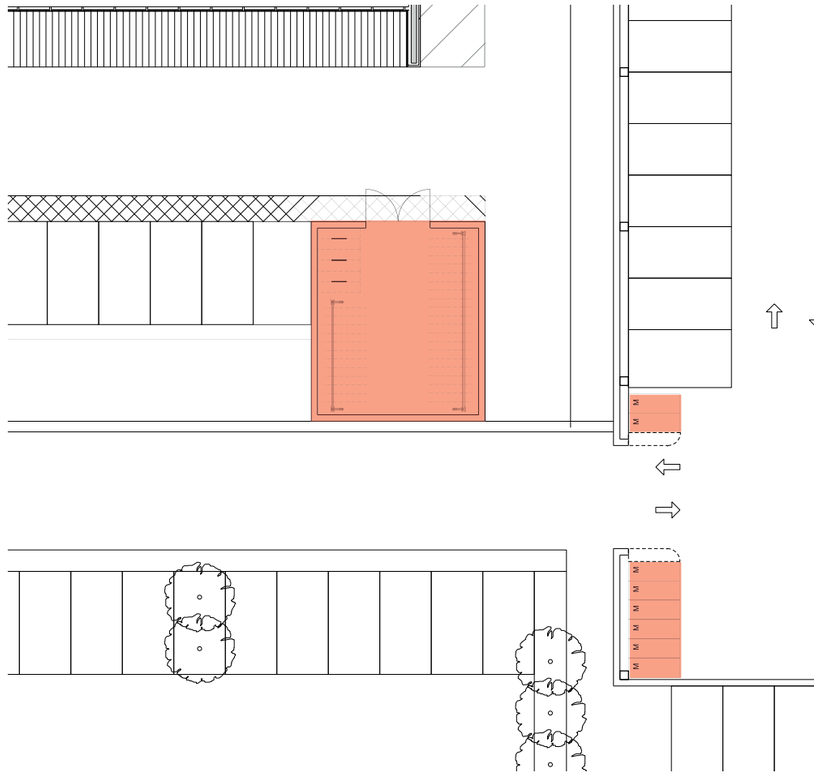
Motorcycle parking is located within the parking structures in close proximity of the entrance. The bicycle parking is situated within dedicated structures closer to the office buildings. It takes the form of Sheffield stands and jostas for maximum storage.

North car park
Cycles 62 spaces
Motorcycles 6 spaces

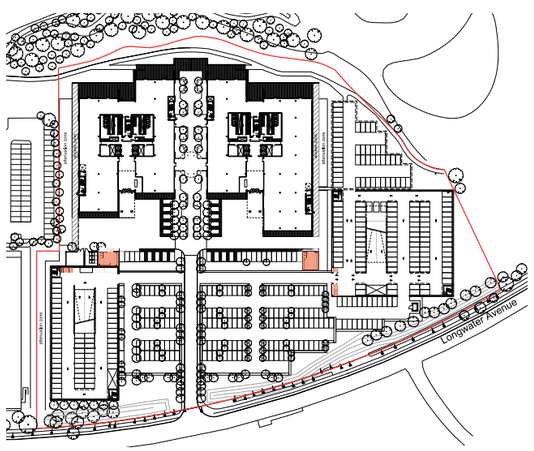
South car park
Cycles 74 spaces
Motorcycles 8 spaces



▲
Figure 5.72
North car park motorcycle parking located on ground floor with bicycle parking in separate adjacent structure



▲
Figure 5.76
South car park motorcycle parking located at ground floor. Cycle parking in separate structure.





▲
Figure 5.73
Bicycle josta



▲
Figure 5.74
Bicycle Sheffield stand



▲
Figure 5.75
Motorcycle parking spaces

5.0 Technical Considerations

5.03 Toilet Provision

Toilet provision ratios

Male and female toilets/showers are located within the main cores, central to the main entrance hall. Toilet provision within the building is based upon a population density of 1 person per 8 sq.m with a 60%/60% split.

Disabled toilet / shower provision

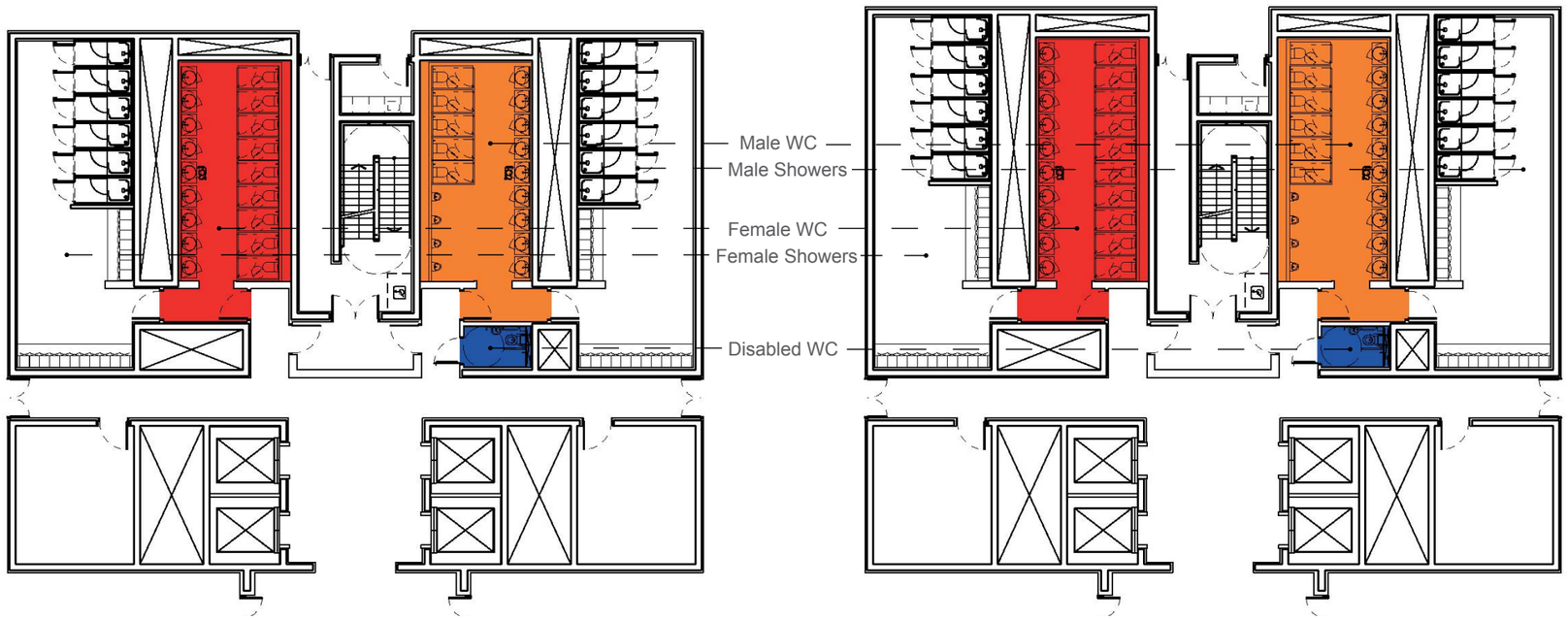
Disabled facilities are provided to comply with Part M of the Building Regulations for single or multi-tenancy options. Accessible toilets are available on every level. Showers provided on the ground floor will also accommodate disabled requirements.

Toilet finishes

All toilets have full height cubicles with finishes as follows;

Walls:	Full height painted plasterboard walls with back sprayed glass panels behind the urinals and wcs
Skirting:	Recessed ceramic tiles to match floor
Floors:	Stone tiles
Doors:	Full height and white painted with matching over panels
Basins:	Cantilevered porcelain basins with single mixer
Mirrors:	Full height on entrance and full length above basin
Cubicles:	Full height laminated cubicles with full height and veneered matching over panels
Ceiling:	White painted plasterboard ceiling with integrated lighting and specific task downlights

All cubicles will be provided with an integrated demountable panel on the rear wall for access to the cistern and pipework behind.



Building 1 (N)

LVL	NIA (M2)	Toilets (60/60 split)								
		Density	Occupancy	F Population	F WC	F basin	M Population	M WC	M Basin	M Urinal
Ground	1800	1:8	225	108	9	9	108	5	9	4
First	1945	1:8	243	117	9	9	117	5	9	4
Second	1987	1:8	248	119	9	9	119	5	9	4
Third	1987	1:8	248	119	9	9	119	5	9	4
Fourth	1987	1:8	248	119	9	9	119	5	9	4
Total	9706	1:8	1213	582	45	45	582	25	45	70

Building 2 (S)

LVL	NIA (M2)	Toilets (60/60 split)								
		Density	Occupancy	F Population	F WC	F basin	M Population	M WC	M Basin	M Urinal
Ground	2230	1:8	279	134	10	10	134	5	10	5
First	2385	1:8	298	143	10	10	143	5	10	5
Second	2425	1:8	303	146	10	10	146	5	10	5
Third	2425	1:8	303	146	10	10	146	5	10	5
Fourth	2425	1:8	303	146	10	10	146	5	10	5
Total	11890	1:8	1486	713	50	50	713	25	50	75

5.0 Technical Considerations

5.04 Cores

Contents

The cores contain lifts, toilets, showers, escape stairs, risers and support space. Four lifts serve all floors in each wing. The toilet and shower facilities are located behind these lifts.

Subsidiary cores are located in each of the office fingers and contain fire fighting and escape stairs with service risers for each floor plate. The escape stairs may also double up as accommodation stairs between floors. Escape stairs are located adjacent to the external facade.

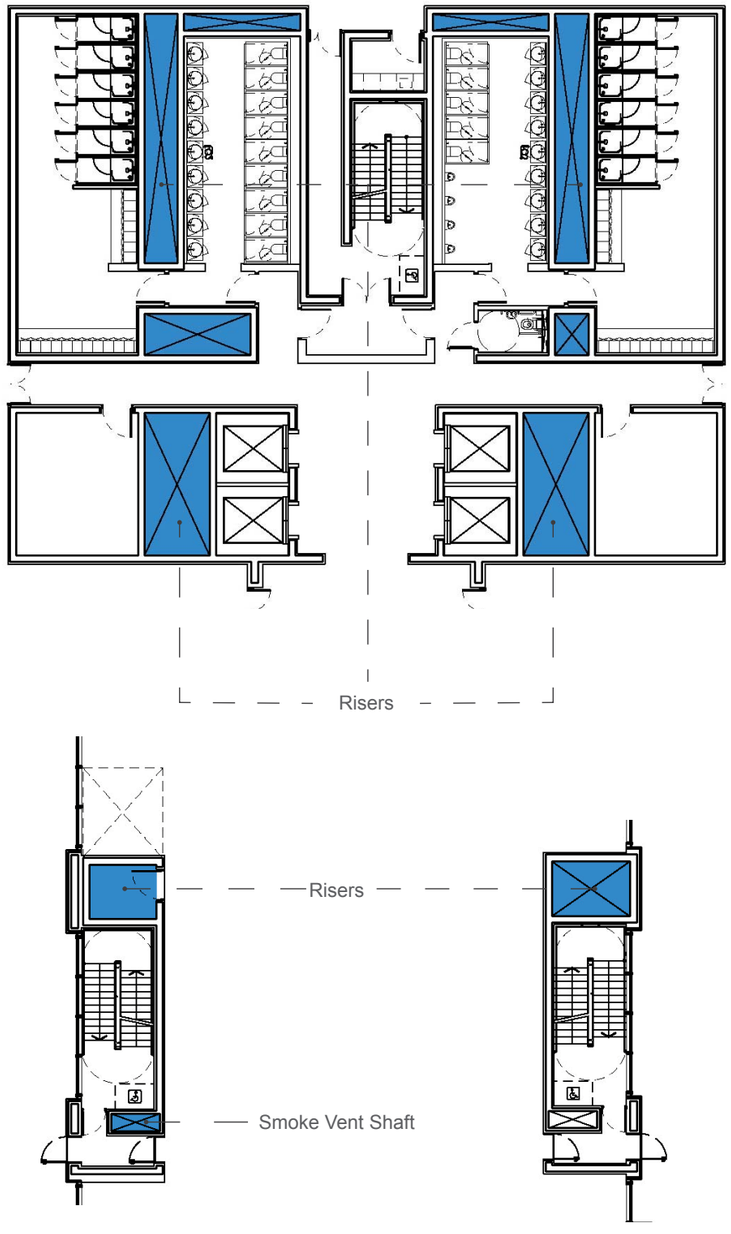
Finishes

The intended finishes would be as follows;

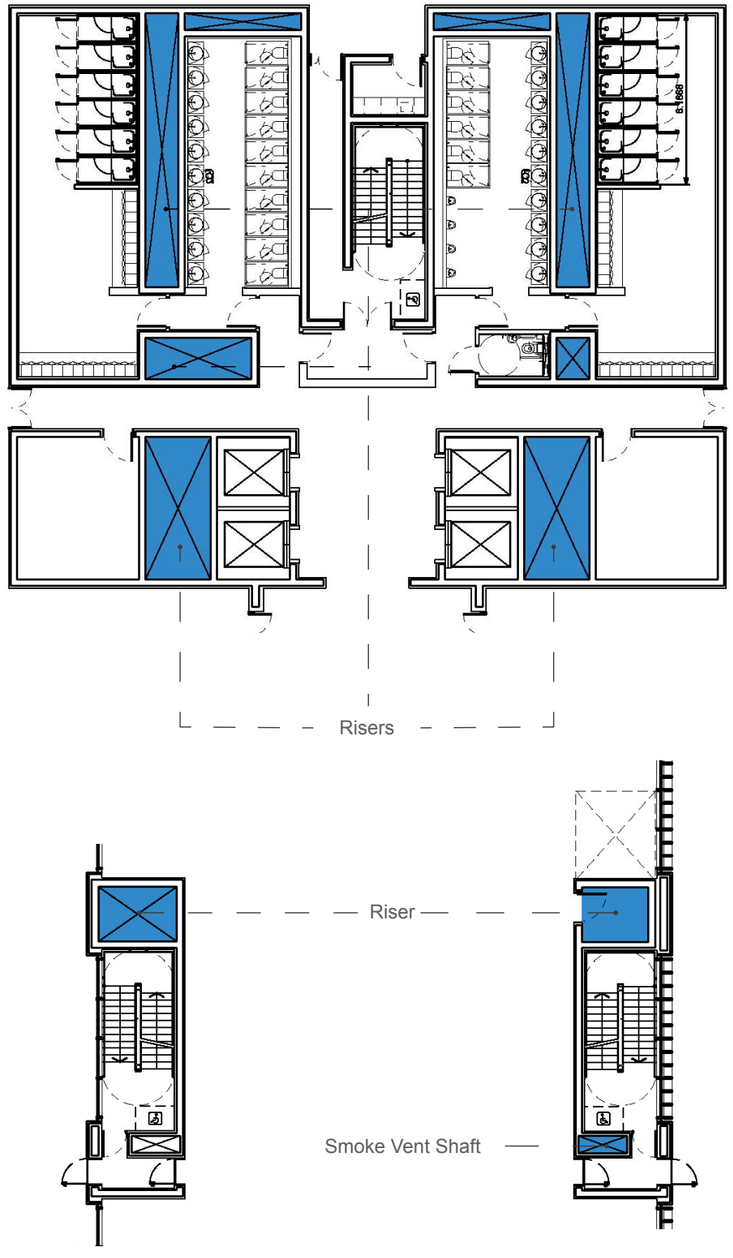
Lift lobbies and main entrance hall

Walls	White back sprayed glass to the lift walls with a coloured painted back sprayed glass panel to the feature wall.
Floors	Granite tiles to all floors, limited to directly outside the lift cars on the upper floors.
Ceiling	Floating painted plasterboard ceiling.

All stairs would have a plastered and painted finish to the walls with painted concrete treads. Finishes to other core areas will be plaster and painted walls with flush skirting detail. All doors to the front of house areas are to be white painted wood with stainless steel ironmongery.



▲
Figure 5.77
Riser locations in Building 1



▲
Figure 5.78
Riser locations in Building 2

5.0 Technical Considerations

5.05 Vertical Circulation

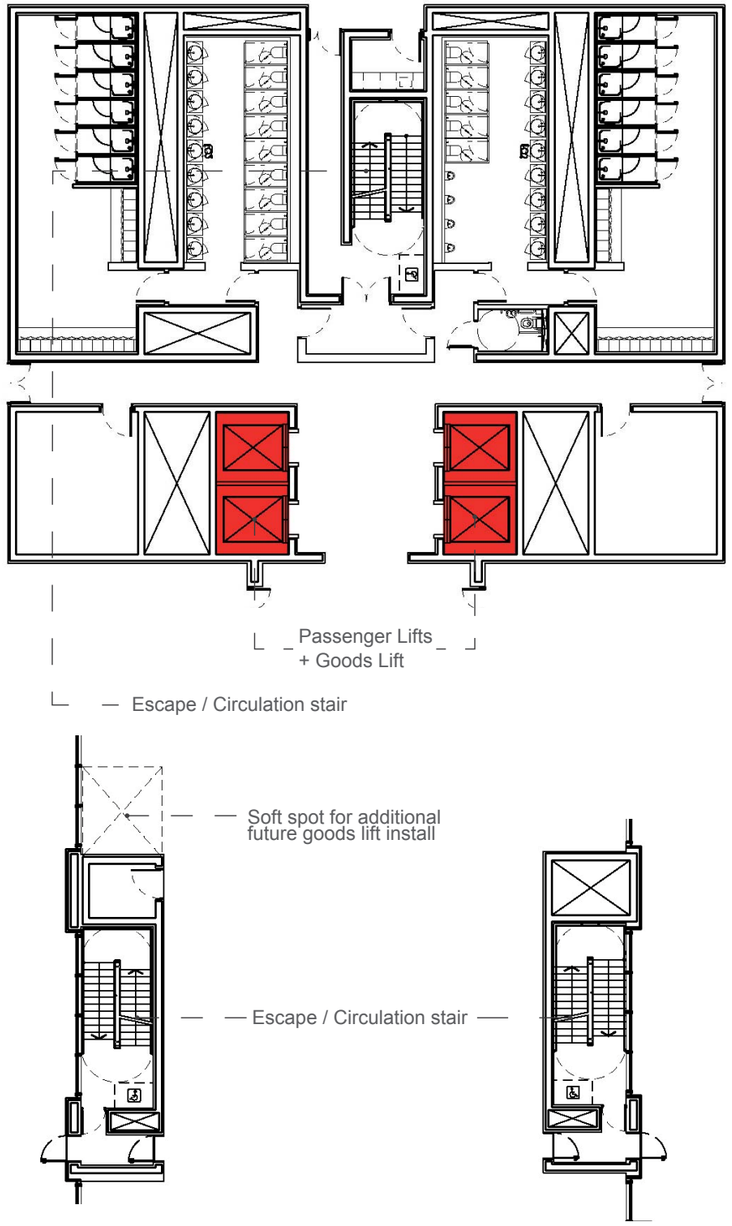
Passenger lifts

Each central core services two building fingers. Within each of these cores there are four passenger lifts, adjacent to and highly visible from the main reception areas. These help to reinforce a sense of direction within, whilst maximising the flexibility of the floor plan layout, by providing the option to sub-divide individual floor plates to accommodate multi-tenancy options.

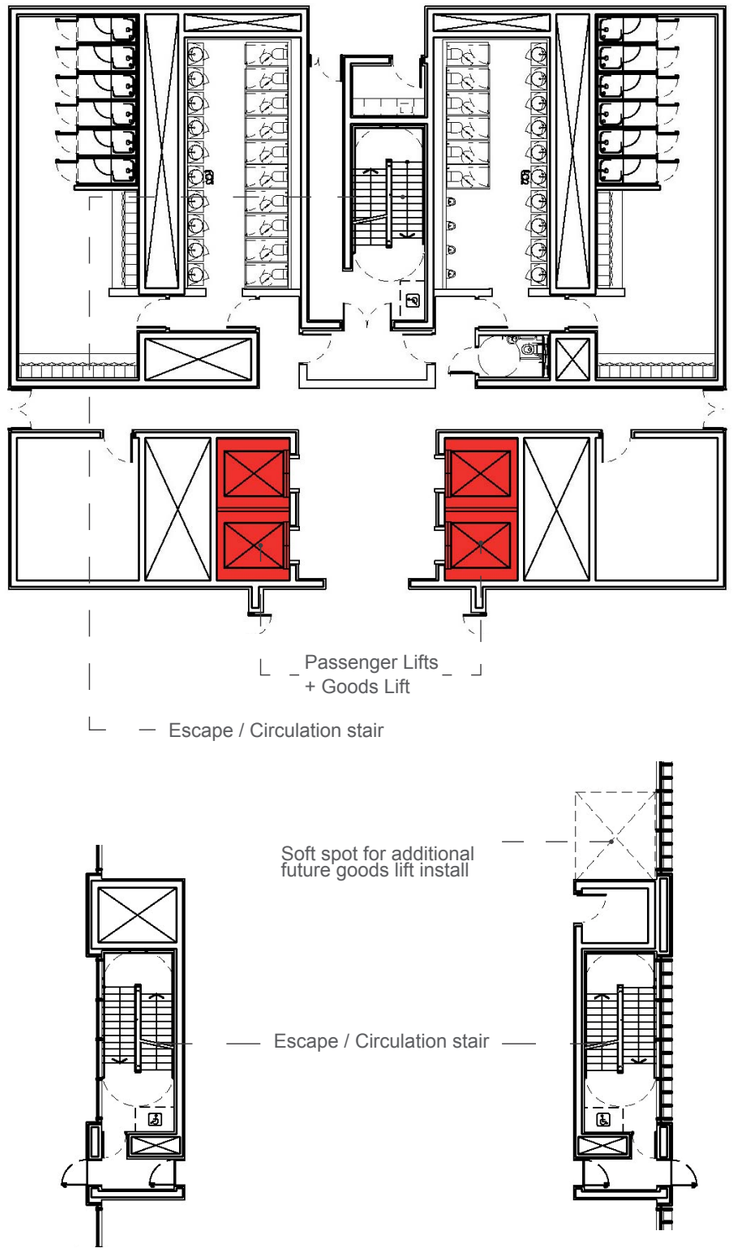
The lift cars will be finished with white back sprayed glass panels to the side walls, a full height mirror to the rear wall, granite tiles to the floors and a white metal plank ceiling with low voltage downlights. A stainless steel handrail and kick rail will be provided at the front and back of the car. The lift control panels, landing call buttons and read outs will be switching components, series 44, circular stainless steel buttons, with a circular LED indicator. The lift doors and lobby architraves will be recessed into full height reveals in the lobby walls with satin finish stainless steel over panels above the doors.

Goods Lift

One of the passenger lifts serves a dual purpose and will also be used as a goods lift. Provisions will be made for the retrospective installation of a goods lift adjacent to the escape stair core on the northern and southern extents of the scheme which will serve all floors of the development.



▲
Figure 5.79
Vertical circulation in Building 1



▲
Figure 5.80
Vertical circulation in Building 2

5.0 Technical Considerations

5.06 Fire Fighting Provisions and MoE

The fire strategy for the buildings will be developed using the latest fire safety guidance and technologies. The guidance of BS9999 will predominantly be used to show compliance with the functional requirements of the Building Regulations.

Fire safety provisions within the buildings will include for automatic fire detection throughout the offices, and a simultaneous evacuation policy for each building. Disabled refuges will be provided within all stepped escape routes, with an emergency voice communication system.

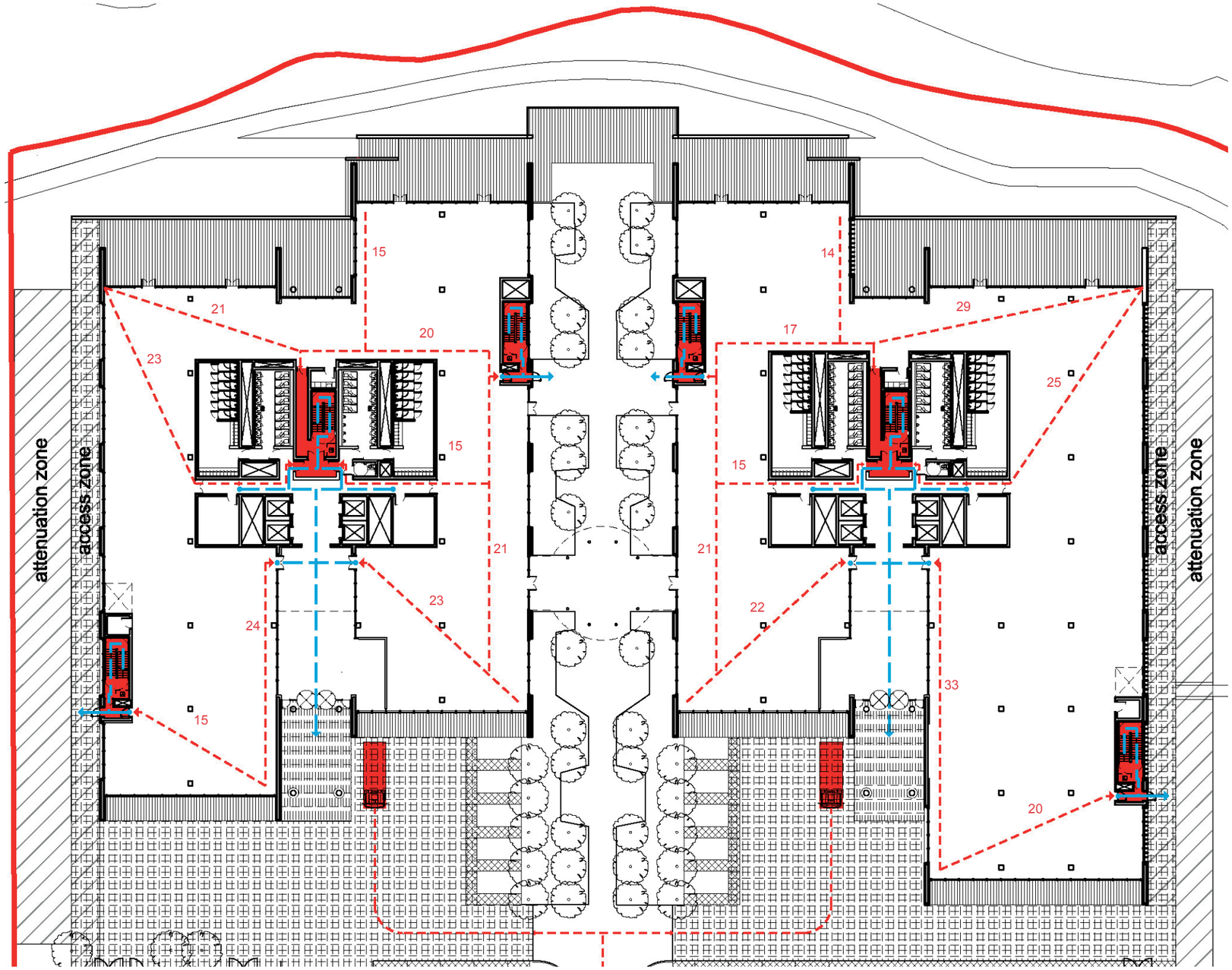
The building is less than 18m in height and does not require a firefighting shaft. The building is less than 50m in height and does not require a wet riser. The building is less than 30m high, therefore sprinklers will not be required. All areas of the floor plate can be accessed within 40m hose layout length of the proposed landing valves. This is subject to detailed negotiations and agreement with Building Control and the local Fire Authority.

Escape
Means of escape from the floor plates have been sized based upon 1 person per 6 sq.m; to allow for phased evacuation of 2 floors at a time (the fire floor plus the floor above). Escape stairs are sized at 1.2m wide, subject to final agreement with Building Control.

The stair cores are located to comply with escape distances where travel is possible in either one or two directions as advised in Part B of the building regulations. The layouts and escape distances are still subject to detailed negotiations and finalisation with Reading Building Control.

Location of Fire Exits
Final exits from the building are provided at ground level via protected routes directly to a place of safety. The final provision has yet to be agreed with Building Control.

Fire Brigade Access
Access for the fire brigade is provided at the service yards in front of buildings at both western building wings, with access to the perimeter and internal areas subject to negotiation.



▲
Figure 5.81
Fire structure: vertical means of escape

5.0 Technical Considerations

5.07 Accessibility Statement

5.07.1 Statement of Aims - Demonstrating Commitment to Inclusive Design

This scheme aims to ensure that appropriate standards for accessibility can be met at the outset, to meet reasonable expectations for mainstream inclusive design, and to ensure that the aims of the Equality Act 2010 can be met.

Access and circulation for disabled people, as well as parents with small children and less able people, is considered of paramount importance throughout this development.

5.07.2 Design Development - Monitoring Decisions

As the design is developed processes will be in place to ensure that:

1. The initial intentions for inclusive access are maintained during the course of the project, by adopting a suitable means for an audit trail of design decisions.

2. Such decisions that involve changes that vary from the accepted standards will be recorded for future reference after the building is completed and occupied.

3. Where relevant, information regarding inclusive access and its dependence, and in exceptional circumstances upon management and occupancy intervention, will be provided to the building occupants.

4. Regular and specific reviews of the project design will be carried out to compare the original design intentions through to the completed building and how this responds to existing, best practice and emerging standards for inclusive access.
This is with specific regard to disabled people as:-
• Public and employees using the office accommodation.
• Staff working in the building management areas.

5.07.3 Achieving Standards

There are three overriding approaches to the design:

1. One aim has been to ensure that the access to enter, circulate and exit the building is inclusive for all and does not present barriers to people with disabilities.

2. A second aim has been to ensure that there are step free routes to all parts of the development (in spite of the site topography) and that passenger lift access is provided between all storeys.

3. The third aim has been to adopt as far as possible a repetitive plan form to facilitate navigation and wayfinding at upper levels, especially within the office accommodation.

5.07.4 Key Issues related to the Proposed Development

These can be summarized as follows:

1. Arrival by setting down will be direct and obvious immediately outside the office entrance.

2. The buildings are located close to frequent bus services nearby.

3. People using the offices are, in general, the occupants who are expected to be familiar with the building. The number of first time visitors is anticipated to be far less than in a public building.

4. There are 19 no. Disabled car parking spaces in close proximity of the office entrance. At the nearby located car parking buildings there are a further 488 car parking spaces for staff over ground plus two levels and 214 no. car parking spaces at grade. This results in a total on 702 spaces, plus 20 Disabled.

5. Cyclist facilities, wheelchair accessible showers, changing and unisex WC's for wheelchair users share the same facilities as people commuting to the building by bicycle. Access to the offices will be by 4 no. passenger lifts from ground level.

7. The principal point of entry into the building will be obvious with the entrance to the office accommodation.

8. Entrance doors will be automated (powered) swing doors which provide clear access into the foyer and to a reception point within full view of the entrance from both sides of the foyer.

9. The reception and foyer will provide facilities that are suitably designed for inclusive access in respect of counter height and seating.

10. Horizontal circulation is primarily step free. Doors and corridors will be designed to standards for easy movement by wheelchair users. Doors on all circulation routes will be designed with minimum opening pressures of less than 30 Newtons or where this is not possible be either power assisted or on hold open devices.

11. Vertical circulation will include 4 lifts in a central core that serve levels from ground floor to level 4.

12. All staircases will be built to meet the standards prescribed within Part M 2010.

13. Essential office facilities and disabled toilets are provided on every level.

14. Signage wayfinding and orientation will be important for access to and within the new building. Future fitting out proposals for the offices will need to consolidate the simple and direct circulation arrangements that are potentially provided within the development scheme.

15. Emergency escape arrangements from all levels for people unable to use stairs will be achieved using safe refuges and evacuation lifts that serve the main evacuation cores and stairs. All final exit points will have step free escape routes to street level.

5.7.5 Sources of Advice - List of Technical Standards and Guidance

The key standards adopted for this submission are as follows:
• Building Regulations Approved Document M (2010)
• British Standard 8300 2001 where this might be applied
• British Standard 5588 Part 8 / Part 12

5.0 Technical Considerations

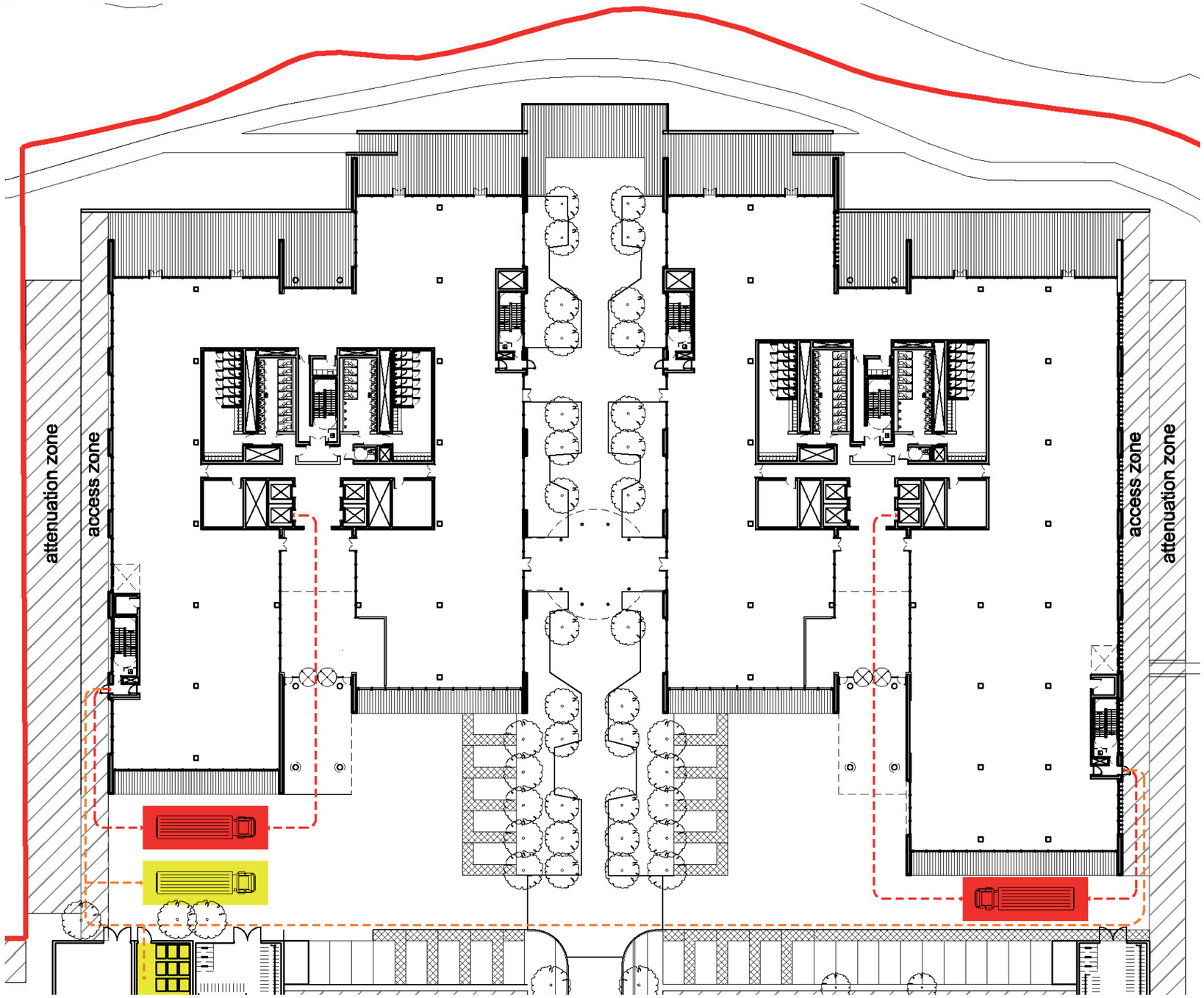
5.08 Waste, Recycling and Deliveries Strategy

Deliveries Strategy

The north building's loading bay is located to the north of the main entrance, and the south building's loading bay is located to the south of the main entrance. Both can be accessed by large vehicles. A route is provided to the goods lift which serves all levels of the building.

Waste and Recycling strategy

Cleaning of the building will be on a floor by floor basis. Refuse is gathered at each centralised common space and is taken to the ground level via the lifts where it is collected and transported to a waste recycling depot.



▲
Figure 5.82
Refuse and loading bay diagram

5.0 Technical Considerations

5.09 Maintenance Strategy

Facade Cleaning

The building will be cleaned and maintained via mobile elevated platforms (MEP). A hard landscaped maintenance route at the perimeter of the building is provided which allows MEP access to all floors of the facade for cleaning and maintenance purposes.

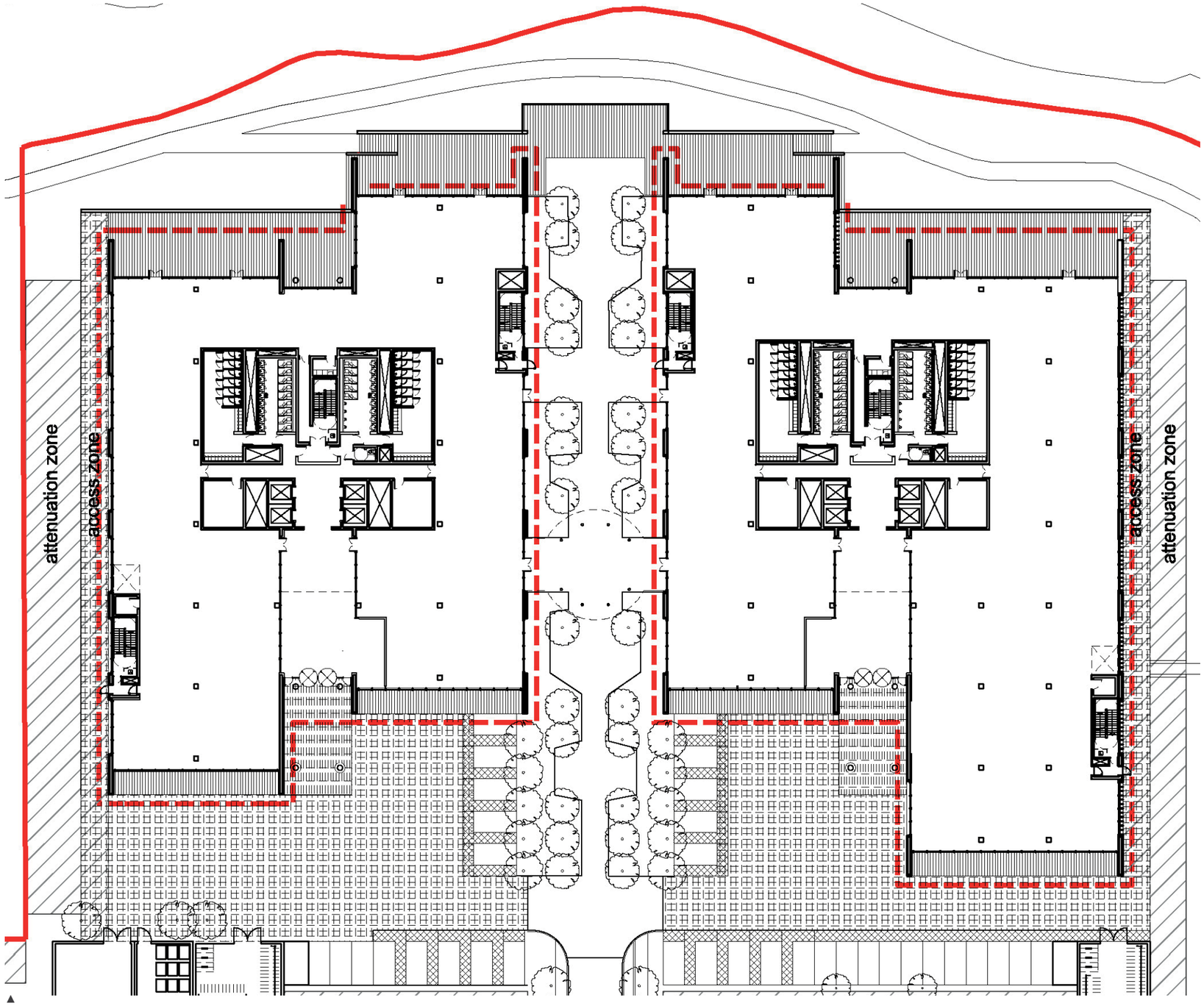
Replacement of the facade units can be achieved via this MEP avoiding the need to bring large replacement panels into the building.

Key

Maintenance route



▲
Figure 5.83
Mobile elevated platform



▲
Figure 5.84
Facade access diagram

5.0 Technical Considerations

5.10 Structural Strategy

Structural Strategy Summary

The structural solution will consist of a reinforced concrete frame supported on piled foundations. The flat concrete floor slabs are connected to columns within the perimeter cladding, a limited number of internal columns and blade columns within the central core. To achieve the slim profiles of the solar shading, entrance canopies and interlinking bridge spans these will be constructed using steelwork elements attached to the principal concrete frame. This approach will achieve a robust structural frame that will be able to respond to future trends without significant interventions to modify.

In developing the scheme a number of structural approaches were considered and assessed; the flat soffits and open column grid achieve an efficient solution and allows for simple flexibility in terms of future building occupancy. The buildings are structurally independent with stability achieved by the core walls cantilevering from the foundations. The clear ceiling zones facilitate adaptable building services distribution to accommodate the needs of incoming tenants or to adopt future developments in building services technologies.

Together with feedback from the industry, the structural design of the buildings will be to the latest Eurocode design standards and the British Council for Offices guidelines to ensure that the loading and structural considerations are aligned with current good practice and the anticipated requirements of the commercial office market.

5.0 Technical Considerations

5.11 External Lighting Strategy

External Lighting Statement

An external lighting proposal has been put forward by Hoare Lea setting out the proposed external road and foot path lighting approach for the new development at 400 Longwater Avenue. The document sets out the key lighting elements which will be considered during the design development of the scheme with reference to key building documents. Average lux levels that will be provided for each area have also been included. It also provides examples of the typical lighting approaches that are proposed for each of the key spaces.

The relevant standards for proposed lighting design will be reviewed, and the design of external lighting assessed against best practice guidance, including British Standards and that of the Institute of Lighting Engineers (ILE) and Chartered Institute of Building Services Engineers (CIBSE). The resulting lighting levels for the site will be assessed against Environmental Zone Standards within the ILE Guidance Notes for the Reduction of Obtrusive Light and other relevant guidance.

5.0 Technical Considerations

5.12 Landscape strategy

Landscape Connections

The proposed landscape design begins with a formal avenue of trees, defining the entrance for both cars and pedestrians. This proposal enables visitors to readily orientate themselves when approaching the buildings.

The majority of car parking serving the two buildings is placed in decked car parks to the north and south of the site with at-grade car parking on either side of the entrance road. The at-grade car park features an orchard of tree planting, softening the landscape to the front of the north and south buildings.This alignment frames the building's axial entrance and central linear landscape.

Coined the garden rooms, the linear landscape between the two building's is softened with structural planting to create a series of 'rooms' for informal gatherings and meeting points. At its eastern end, the garden rooms dramatically open out to the wide expanse of the Longwater landscape with a framed view from a vantage point sitting proud of the adjoining perimeter footpath.

The termination of this viewpoint at Longwater is reinforced by a framing structure to emphasise this view. Access down to the perimeter winter footpath is from wings at either side of the raised deck extending in front of the buildings.

Additional planting will line the northern boundary and the perimeter sides of the southern building, serving as a SUDS drainage provision in order to meet the on plot drainage requirements of the Environment Agency. This will link Longwater Avenue to the rest of Green Park by replicating the Salix fragilis (Crack Willow) lined swales.

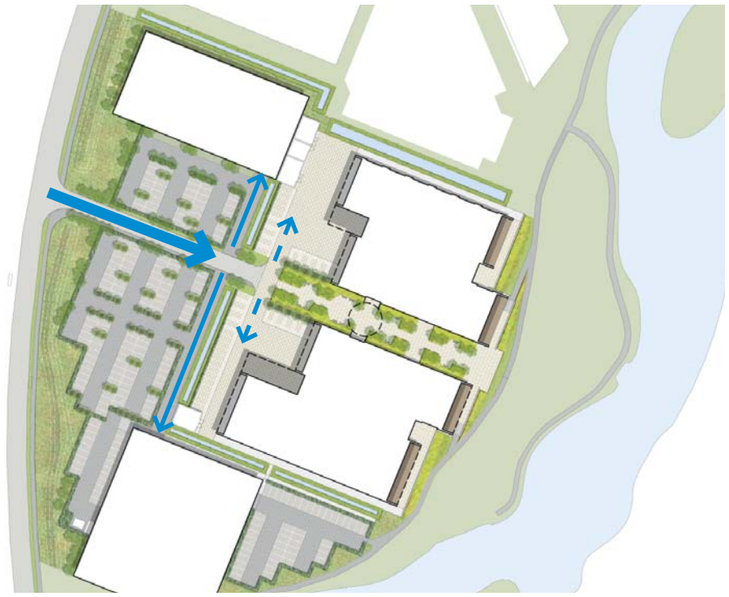


Figure 5.85
Vehicle movement on site

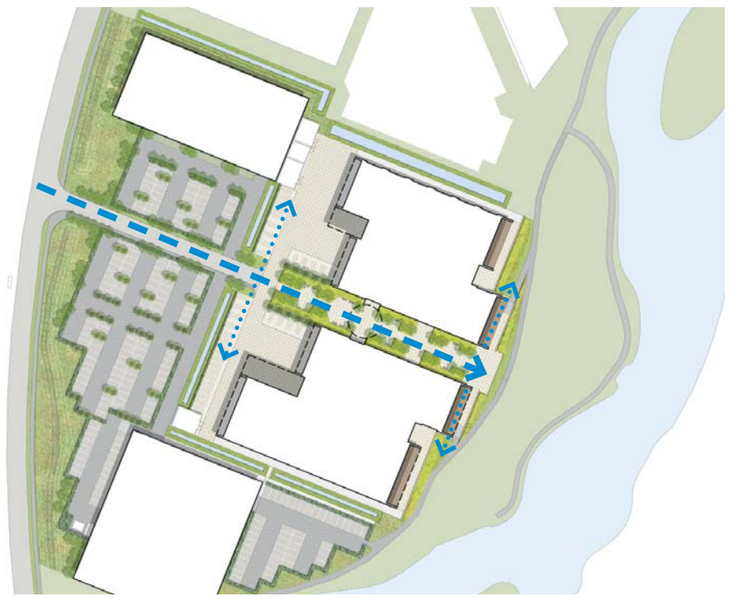


Figure 5.86
Pedestrian movement on site



Figure 5.87
Place making to create inward-looking garden rooms

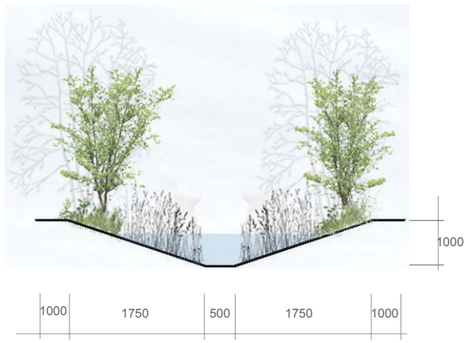


Figure 5.88
Landscape layering in swale sections



Figure 5.89
Vantage point overlooking Longwater and Green Park, with connections to the perimeter winter path

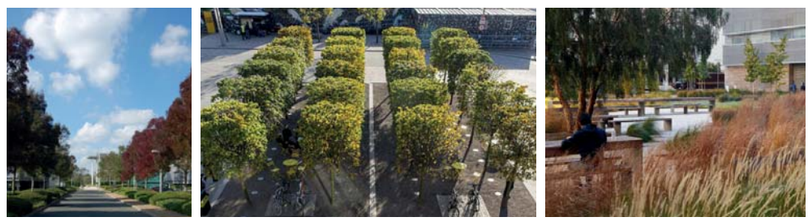


Figure 5.90
Images of layered and structured landscape to orientate the visitor experience and to create contained spaces



Figure 5.91
Passive spaces for informal meeting areas and lunch breaks, with vantage points overlooking Green Park

6.0 Conclusion

6.0 Conclusion

6.01 Conclusion

The development of this site presents a wonderful opportunity to provide buildings that compliment and enhance the initial stages of the development at Green Park, Reading, to provide exciting new office buildings, Robin Partington and Partners sensitive approach to design combined with Oxford Properties acclaimed brand aims to deliver a unique and exciting development.

The development complies with the planning policies at national, regional and local levels in terms of design and land use. The development would bring activity and benefits to the site and local area, thus minimising the need for unnecessary travel whilst generating employment for local people.

The buildings' fluid and distinctive form reinforces the overall sense of identity and integrity of the building from distant views and for those using the M4 motorway. Set with its surrounding providing a valuable addition to the special character of the area.



▲
Figure 6.96
View from Longwater Avenue looking east



▲
Figure 6.97
View from Longwater Avenue looking north

7.0 Appendices

7.0 Appendices

7.01	Area Schedule	65
7.02	Planning Drawings	66

7.0 Appendices

7.01 Area Schedule

Robin Partington & Partners

15011 **400 Longwater Avenue, Green Park**

Indicative Area Schedule

Issue Number	Date		
00	21/01/2016	03	03/02/2016
01	25/01/2016	04	07/03/2016
02	02/02/2016		

Building 1 (North)

Level	Floor Heights			Use	GEA	
Floor level	Floor to Floor Height - m	Height above ground - m	Height AOD - m	New Commercial Building	Proposed GEA - m^2	Proposed GEA - ft^2
Roof		20.43	60.675	Support	60	646
4	4.29	16.14	56.390	Commercial	2,450	26,372
3	3.94	12.21	52.455	Commercial	2,450	26,372
2	3.94	8.27	48.520	Commercial	2,450	26,372
1	3.94	4.34	44.585	Commercial	2,380	25,618
GR	4.34	0.00	40.250	Commercial	2,455	26,426
				Support		
				Commercial	12,185	131,159
				Support	60	646
				Café	0	0
TOTAL					**12,245**	**131,806**

Building 2 (South)

Level	Floor Heights			Use	GEA	
Floor level	Floor to Floor Height	Height above ground	Height AOD	New Commercial Building	Proposed GEA - m^2	Proposed GEA - ft^2
Roof		20.43	60.675	Support	60	646
4	4.29	16.14	56.390	Commercial	2,910	31,323
3	3.94	12.21	52.455	Commercial	2,910	31,323
2	3.94	8.27	48.520	Commercial	2,910	31,323
1	3.94	4.34	44.585	Commercial	2,840	30,570
GR	4.34	0.00	40.25	Commercial	2,912	31,345
				Support		
				Commercial	14,482	155,884
				Support	60	646
				Café		
TOTAL					**14,542**	**156,530**

Link bridge

Level	Floor Heights			Use	GEA	
Floor level	Floor to Floor Height	Height above ground	Height AOD	New Commercial Building	Proposed GEA - m^2	Proposed GEA - ft^2
3	3.94	12.21	52.455	Commercial	140	1,507
2	3.94	8.27	48.520	Commercial	140	1,507
1	3.94	4.34	44.585	Commercial	140	1,507
GR	4.34	0.00	40.25	Commercial	0	0
				Commercial	420	4,521
TOTAL					**420**	**4,521**

Total

Level	GEA	
Floor level	Proposed GEA - m^2	Proposed GEA - ft^2
Roof		
5	120	1,292
4	5,360	57,695
3	5,500	59,202
2	5,500	59,202
1	5,360	57,695
GR	5,367	57,770
TOTAL	**27,207**	**292,856**

7.0 Appendices

7.02 Planning Drawings

DRAWING REGISTER

PROJECT : **15011 – 400LWA** PROJECT REF : **15011/2.0/drawing schedule**

BY : **RPP** PAGE NO : **01**

DRAWING SERIES **Planning Drawings**

D 16
M 03
Y 16

NO.	DRAWING TITLE:	Scale	Size	Rev.
A_PL_000	Cover Sheet	NTS	A1	01
A_PL_001	Site Plan Existing Context	1:2500	A1	01
A_PL_002	Site Plan Existing Layout	1:500	A1	01
A_PL_003	Site Plan Proposed Layout	1:500	A1	01
A_PL_100	General Arrangement Plan Level - GF	1:200	A1	01
A_PL_101	General Arrangement Plan Level - 01	1:200	A1	01
A_PL_102	General Arrangement Plan Level - 02	1:200	A1	01
A_PL_103	General Arrangement Plan Level - 03	1:200	A1	01
A_PL_104	General Arrangement Plan Level - 04	1:200	A1	01
A_PL_105	General Arrangement Plan Level - Roof	1:200	A1	01
A_PL_200	General Arrangement Sections	1:200	A1	01
A_PL_201	General Arrangement Sections	1:200	A1	01
A_PL_201	General Arrangement Sections	1:500	A1	01
A_PL_210	External Envelope Typical North Facade	1:50	A1	01
A_PL_211	External Envelope Typical South Facade	1:50	A1	01
A_PL_300	General Arrangement Elevations	1:200	A1	01
A_PL_301	General Arrangement Elevations	1:200	A1	01
A_PL_400	General Arrangement Car Parking	Varies	A1	01
A_PL_401	General Arrangement Car Parking	Varies	A1	01

01 Planning Drawing Schedule
NTS

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Notes

Key

Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
Planning Consultant:	Deloitte LLP
Quantity Surveyors:	Gardiner & Theobald LLP
Structure:	Ramboll
Building Services:	Hoare Lea
Transport Consultant:	Peter Brett Associates
Environmental Planning:	Peter Brett Associates
Civil Engineer:	Peter Brett Associates
Ecology:	Peter Brett Associates
Archaeology:	Oxford Archaeology

Key / Location

Robin Partington & Partners
Cantelowes
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

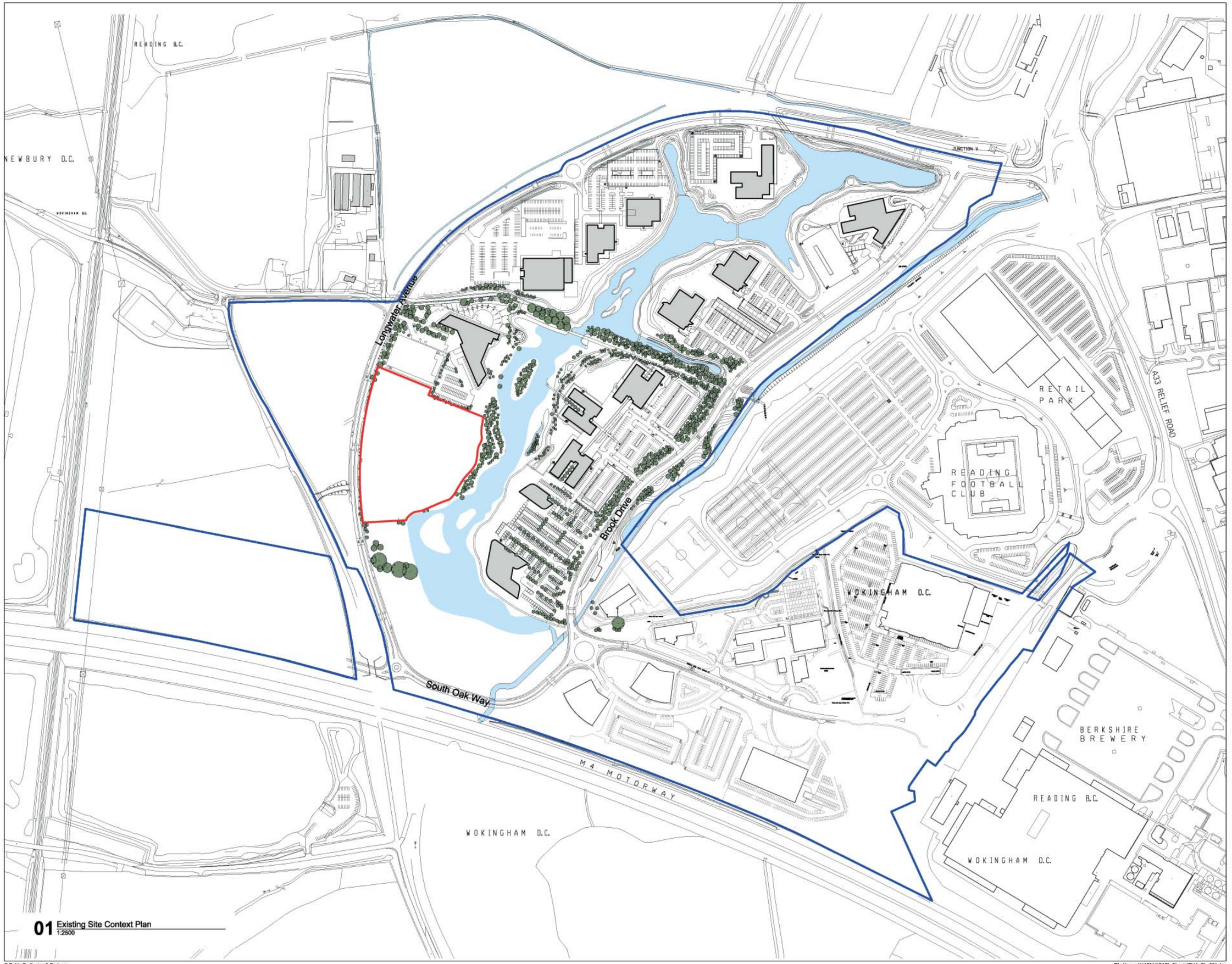
Drawing Title
Drawing Schedule

Scale	Drawn By	Issued By
NTS @ A1	RPP	RPP

Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_000	01

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File Name: Y:\15011\CAD\..\Sheets\PLIA_PL_000.dgn
Date Last Saved: Tuesday, March 08, 2016



01 Existing Site Context Plan
1:2500

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File Name: Y:\15011\CAD_Sheets\PLVA_PL_001.dgn

Date Last Saved: Tuesday, March 08, 2016

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Notes

Key

- Site area
- Ownership Boundary

Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
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Quantity Surveyors:	Gardiner & Theobald LLP
Structure:	Ramboll
Building Services:	Hoare Lee
Transport Consultant:	Peter Brett Associates
Environmental Planning:	Peter Brett Associates
Civil Engineer:	Peter Brett Associates
Ecology:	Peter Brett Associates
Archaeology:	Oxford Archaeology

Key / Location

N

Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
Site Plan
Existing Context

Scale	Drawn By	Issued By
1:2500 @ A1 1:5000 @ A3	RPP	RPP

Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_001	01



01 Existing Site Layout Plan
1:500

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Notes

Key

Site area

Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
Planning Consultant:	Deloitte LLP
Quantity Surveyors:	Gardiner & Theobald LLP
Structure:	Remboll
Building Services:	Hoare Lee
Transport Consultant:	Peter Brett Associates
Environmental Planning:	Peter Brett Associates
Civil Engineer:	Peter Brett Associates
Ecology:	Peter Brett Associates
Archaeology:	Oxford Archaeology

Key / Location



Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
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Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
Site Plan
Existing Layout

Scale	Drawn By	Issued By
1:500 @ A1 1:1000 @ A3	RPP	RPP

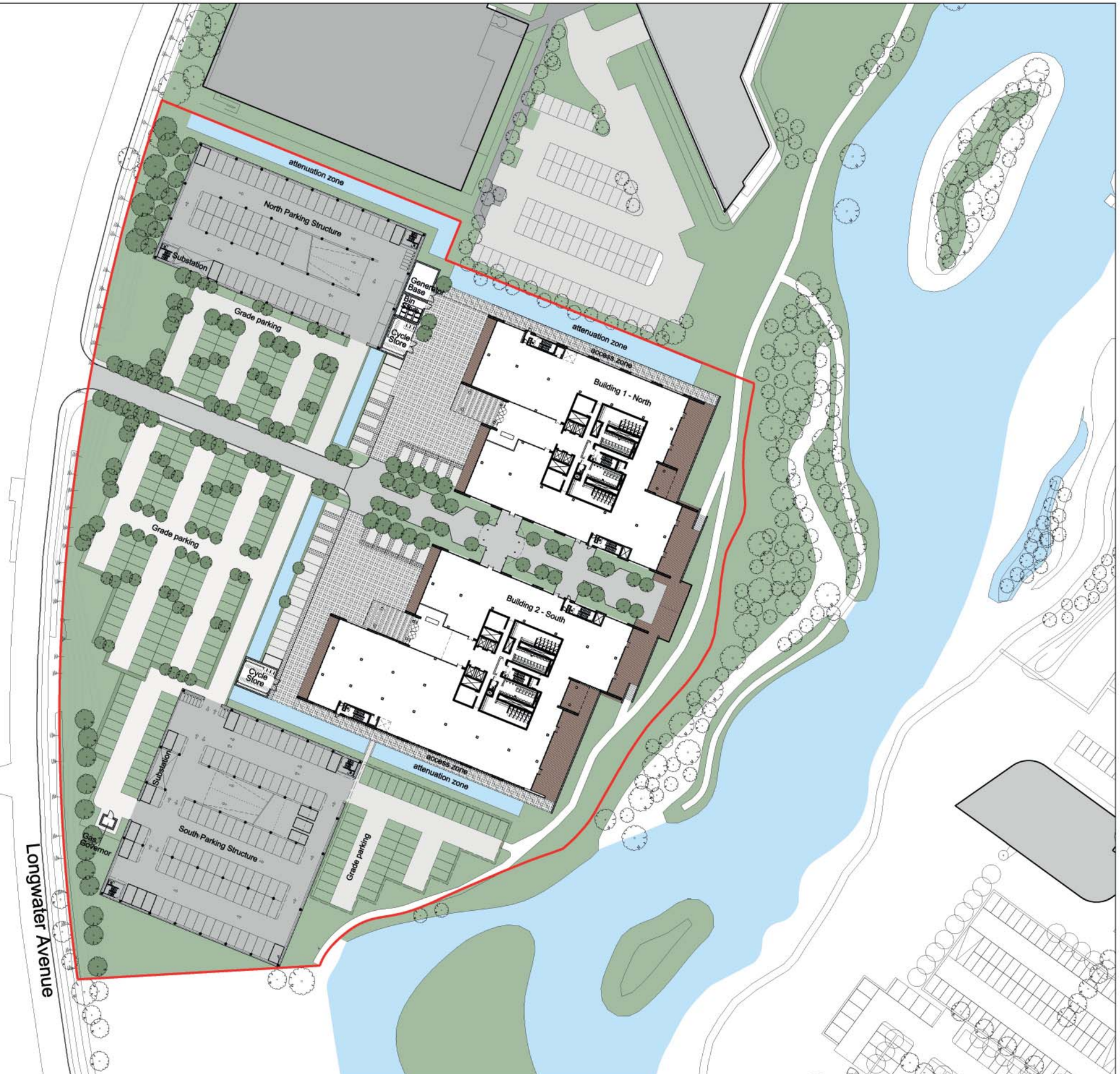
Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_002	01

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01 Proposed Site Layout Plan
1:500

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Notes

Key

Site area

Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
Planning Consultant:	Deloitte LLP
Quantity Surveyors:	Gardiner & Theobald LLP
Structure:	Remiool
Building Services:	Hoare Lee
Transport Consultant:	Peter Brett Associates
Environmental Planning:	Peter Brett Associates
Civil Engineer:	Peter Brett Associates
Ecology:	Peter Brett Associates
Archaeology:	Oxford Archaeology

Key / Location



Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
Site Plan
Proposed Layout

Scale	Drawn By	Issued By
1:500 @ A1 1:1000 @ A3	RPP	RPP

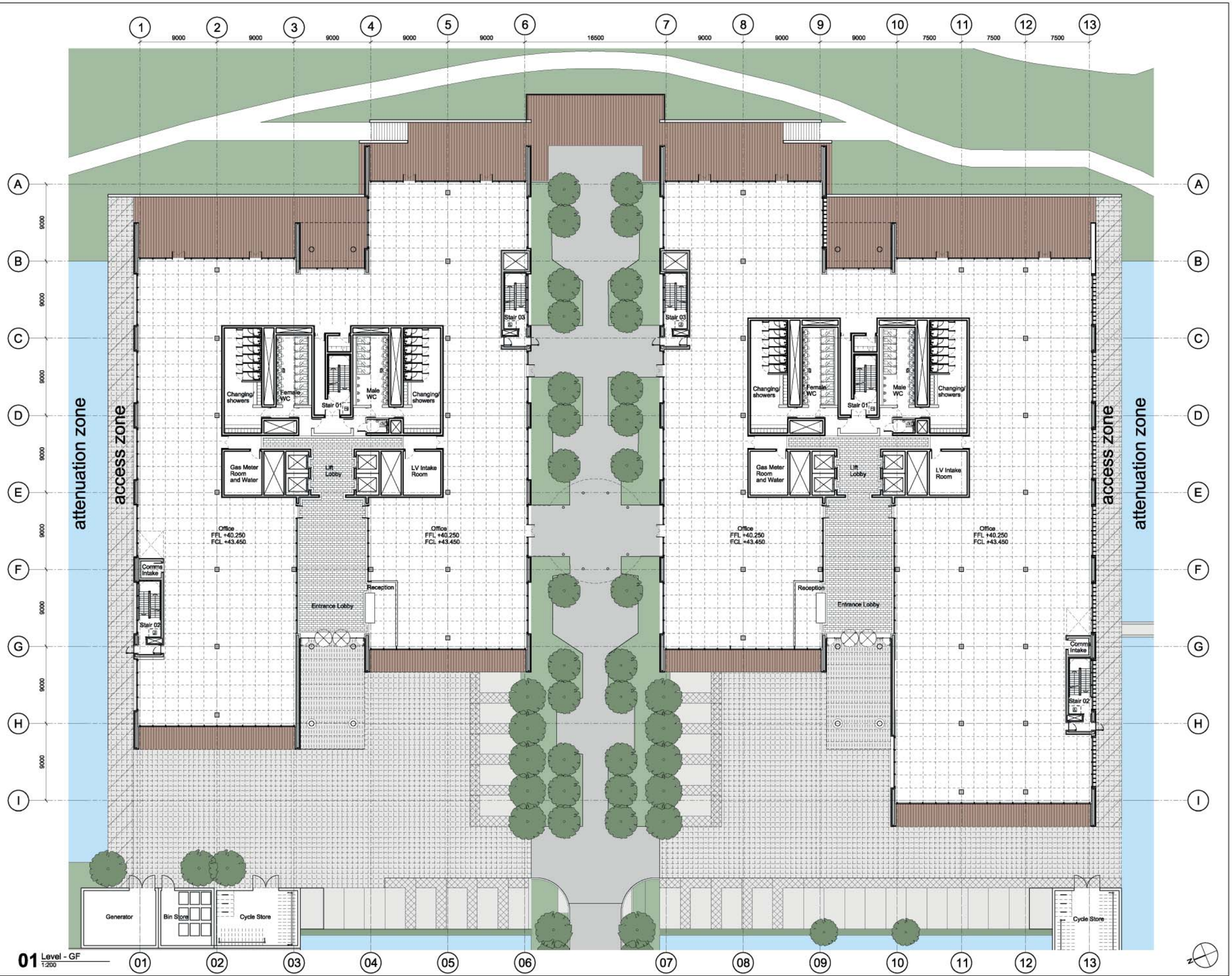
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Project No.	Drawing No.	Revision
15011	A_PL_003	01

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01 Level - GF
1:200

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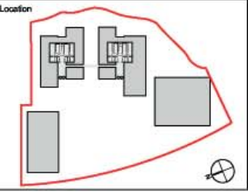
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Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

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Structure:	Ramboll
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Robin Partington & Partners
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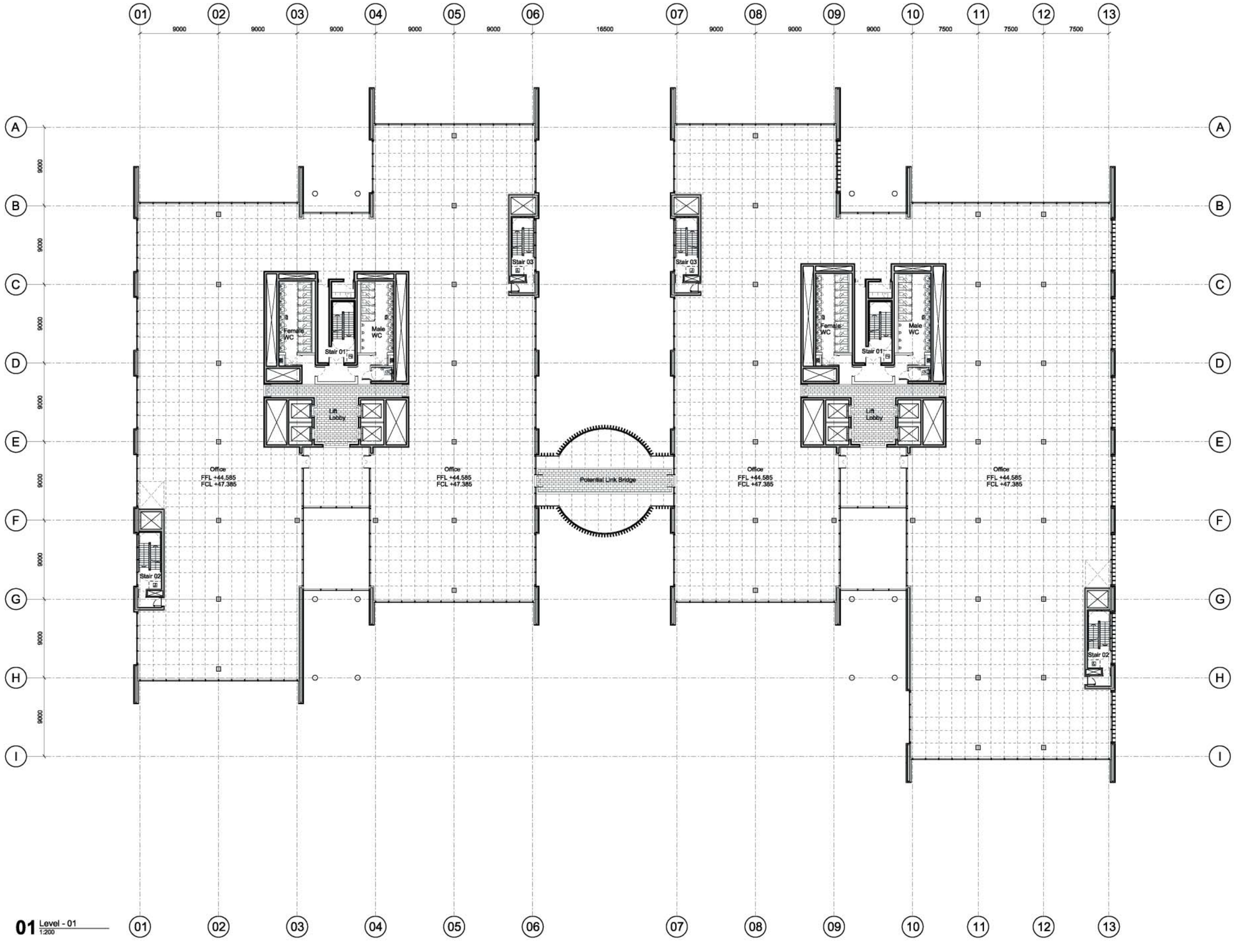
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General Arrangements Plan
Level - GF

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Stage 2

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01 Level - 01
1:200

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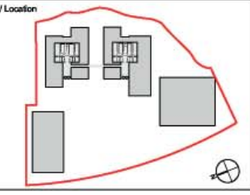
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01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

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Robin Partington & Partners

Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3600
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements Plan
Level - 01

Scale	Drawn By	Issued By
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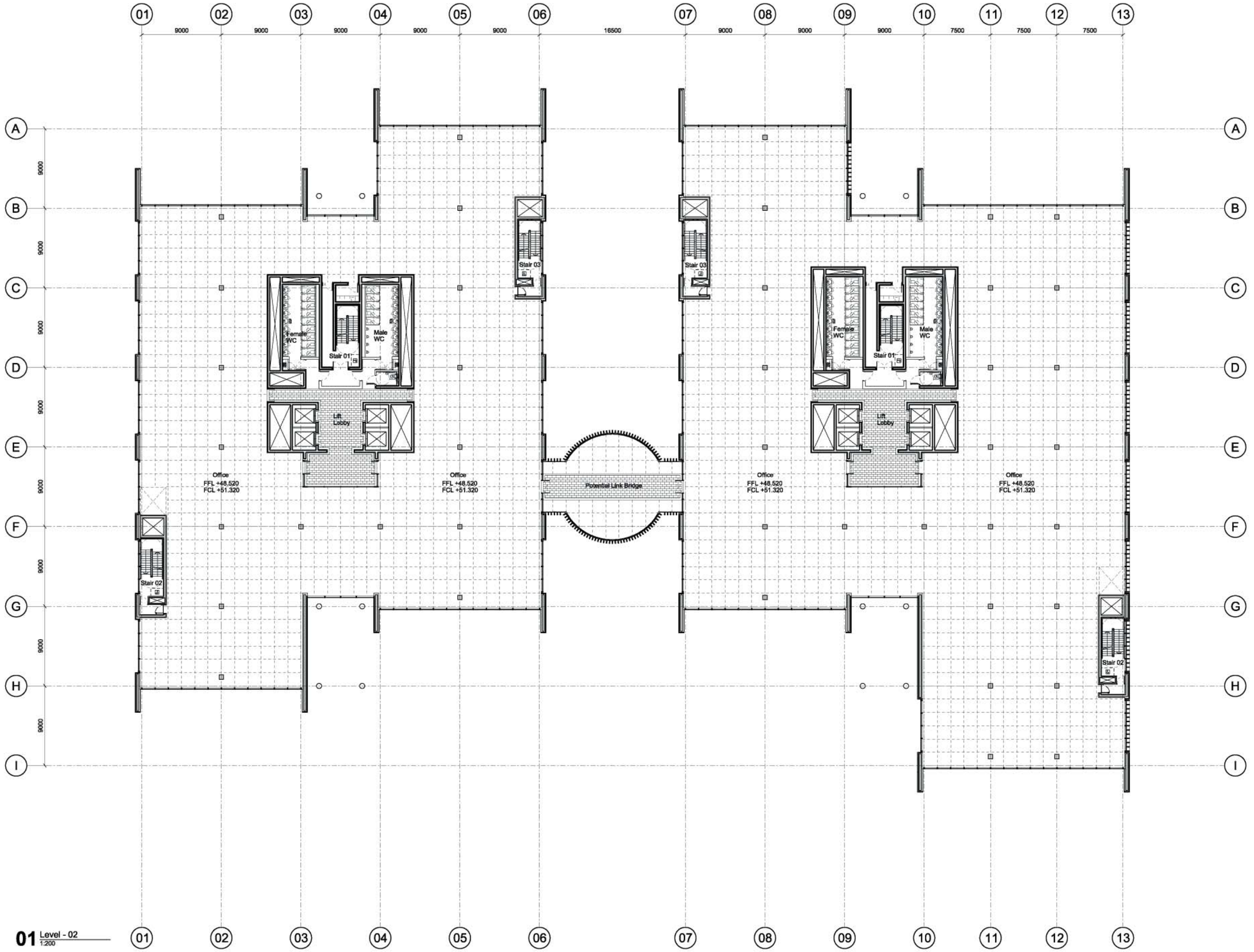
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Project No.	Drawing No.	Revision
15011	A_PL_101	01

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01 Level - 02
1:200

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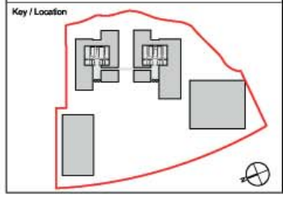
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Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
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Structure:	Ramboll
Building Services:	Hoare Lea
Transport Consultant:	Peter Brett Associates
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Robin Partington & Partners

Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

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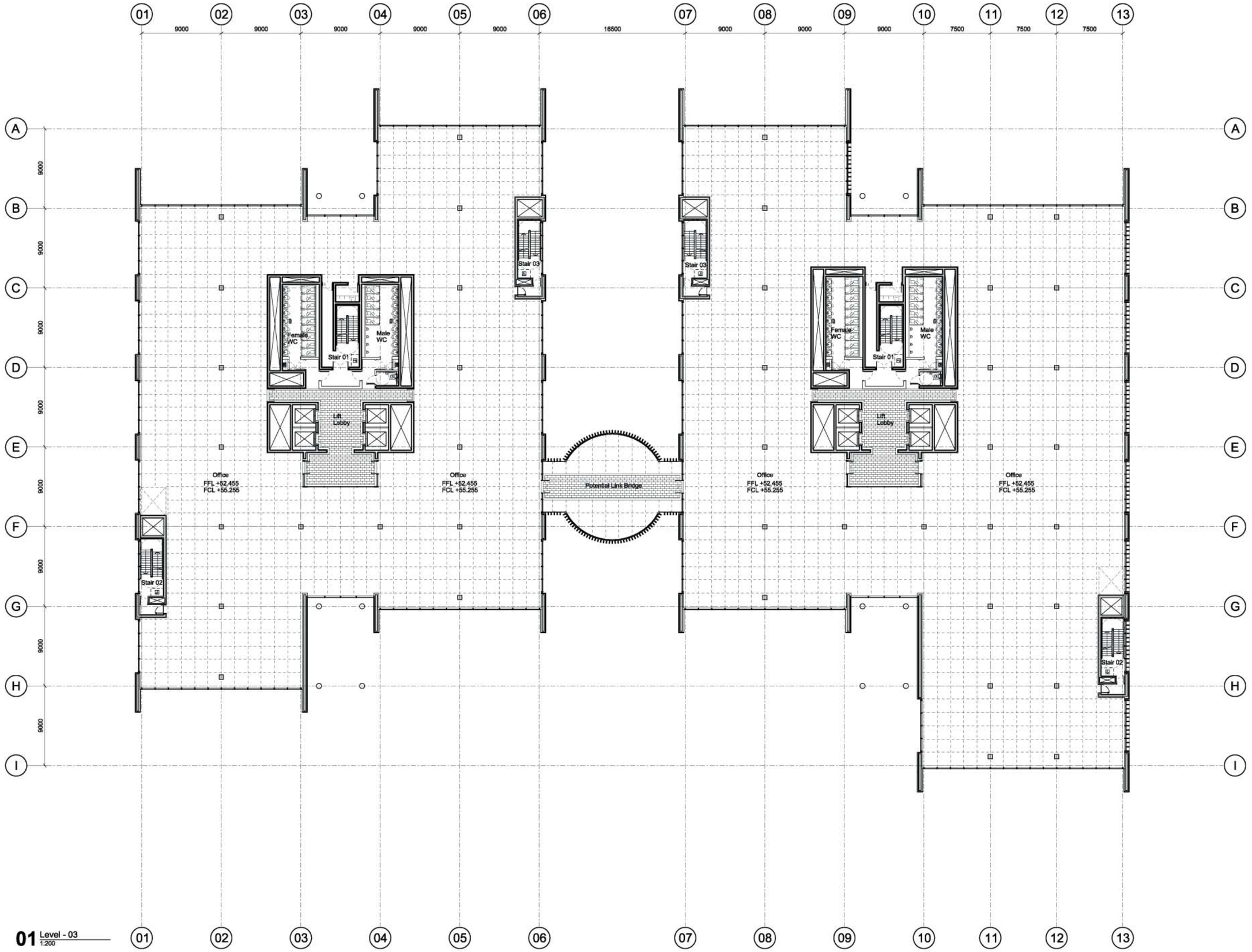
Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements Plan
Level - 02

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Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_102	01



01 Level - 03
1:200

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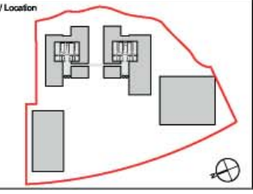
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Rev	Notes	Date	Drwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
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Robin Partington & Partners

Castlewood
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London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
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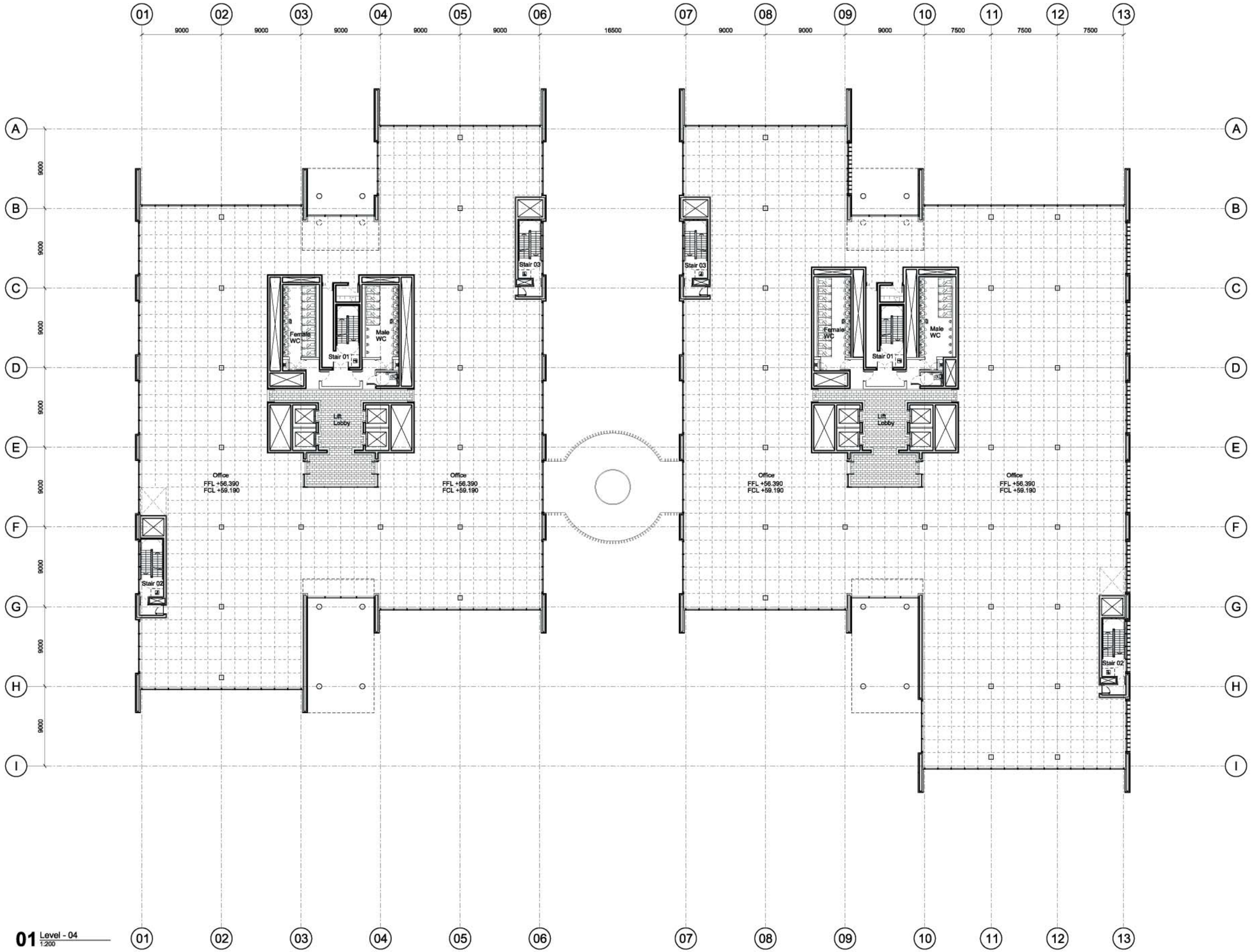
Project
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Drawing Title
General Arrangements Plan
Level - 03

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Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_103	01



01 Level - 04
1:200

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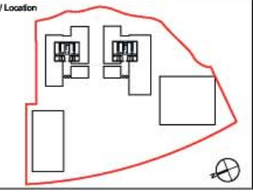
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Rev	Notes	Date	Dwn	Ias
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
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Robin Partington & Partners

Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

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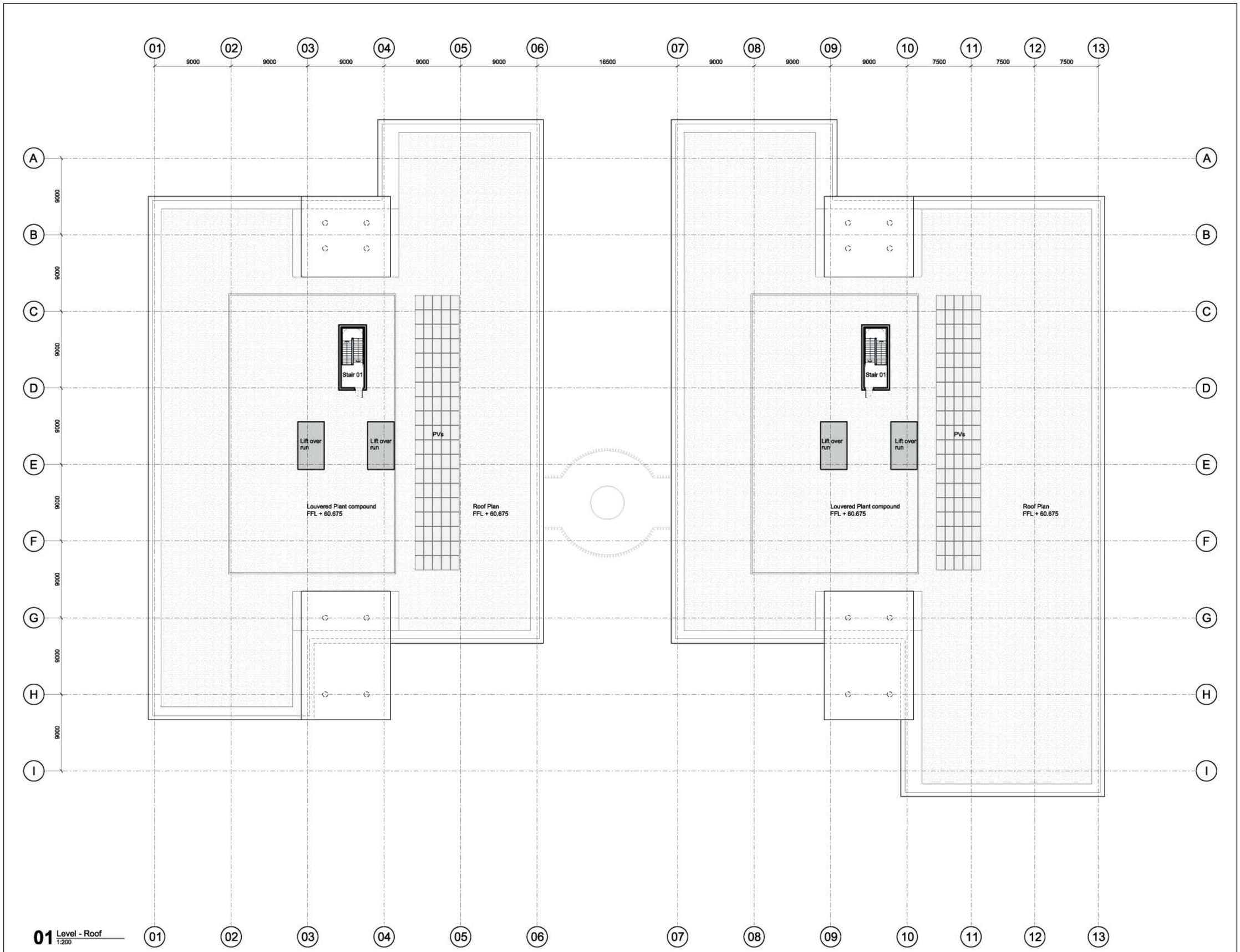
Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements Plan
Level - 04

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Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_104	01



01 Level - Roof
1:200

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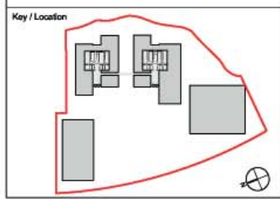
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00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
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Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

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Green Park Reading No.1 LLP

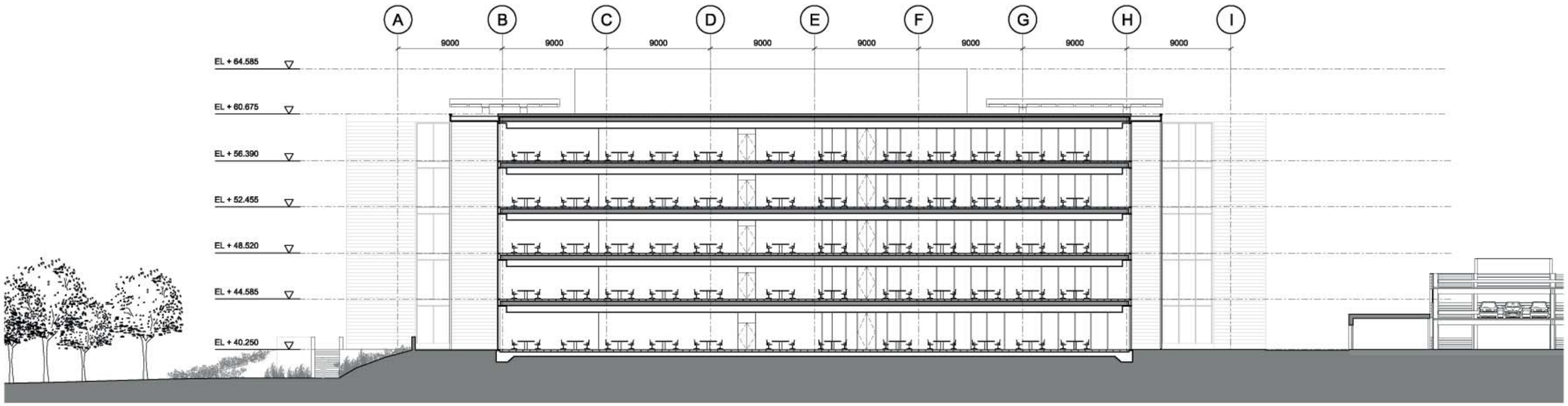
Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements Plan
Level - Roof

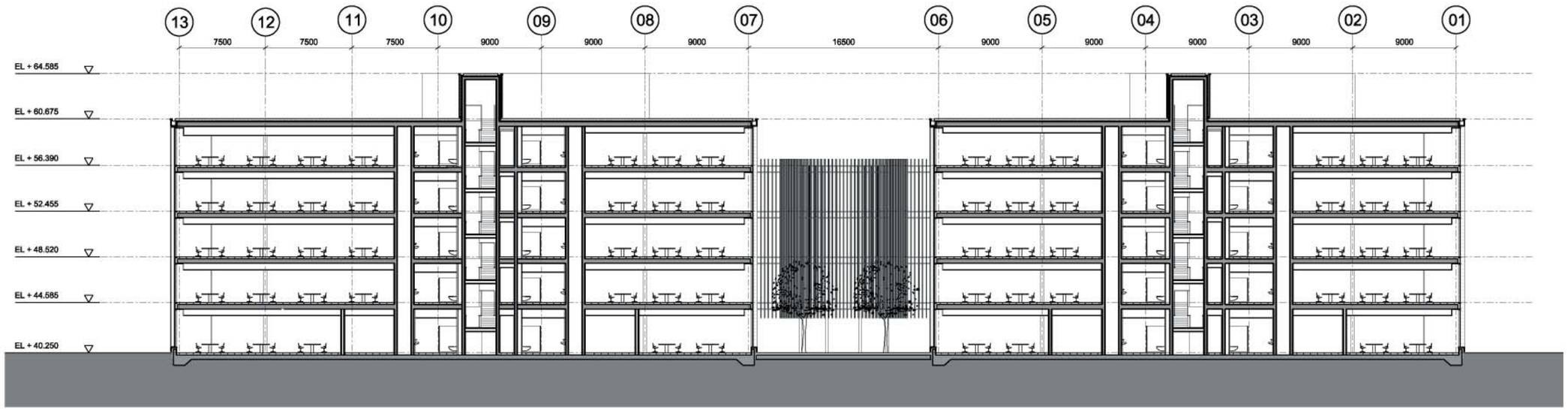
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Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_105	01



01 Section 01
1:200



02 Section 02
1:200

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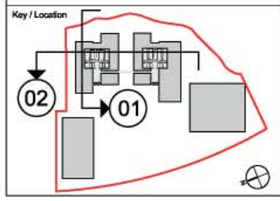
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01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

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Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
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Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements Sections
East/West and North/South
Buildings 1 and 2

Scale	Drawn By	Issued By
1:200 @ A1 1:400 @ A3	RPP	RPP

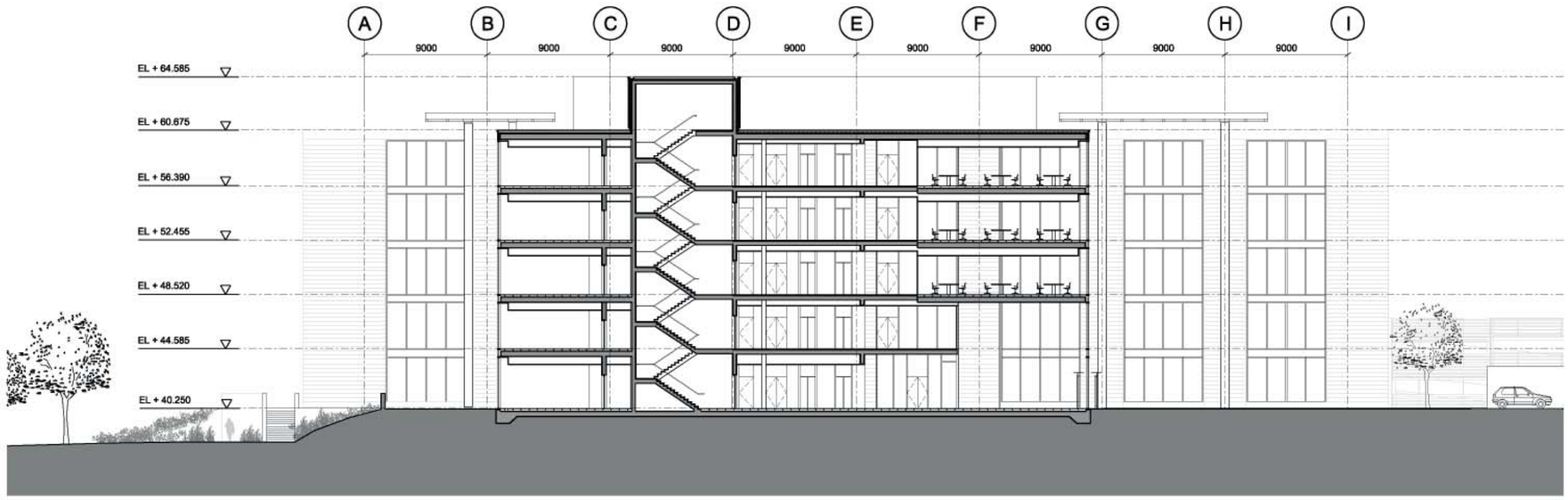
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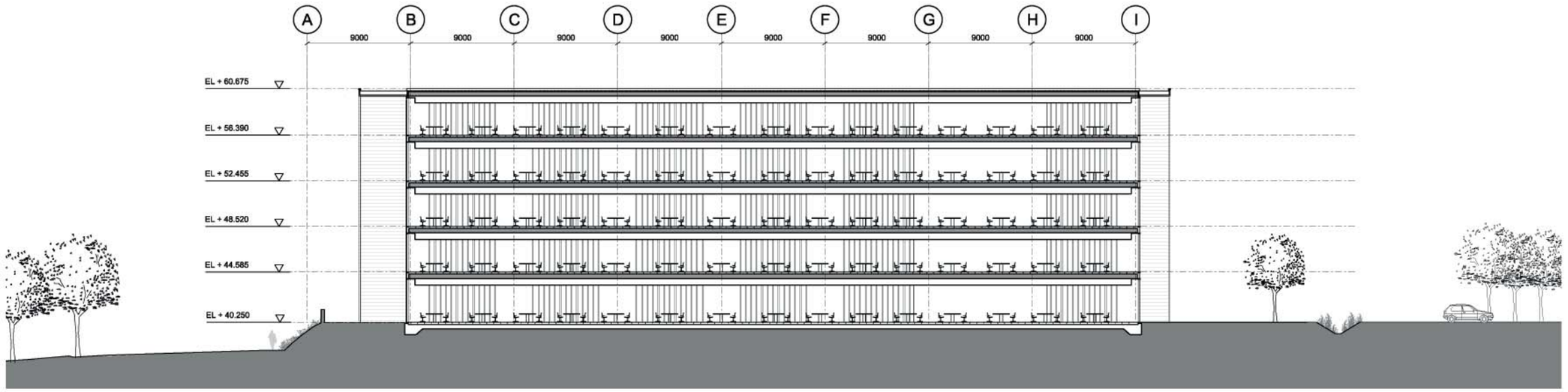
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01 Section 01
1:200



02 Section 02
1:200

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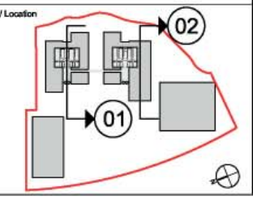
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Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

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Castlewood
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London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
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Client

Green Park Reading No.1 LLP

Project

400 Longwater Avenue, Green Park

Drawing Title

General Arrangements Sections
East/West
Buildings 1 and 2

Scale	Drawn By	Issued By
1:200 @ A1 1:400 @ A3	RPP	RPP

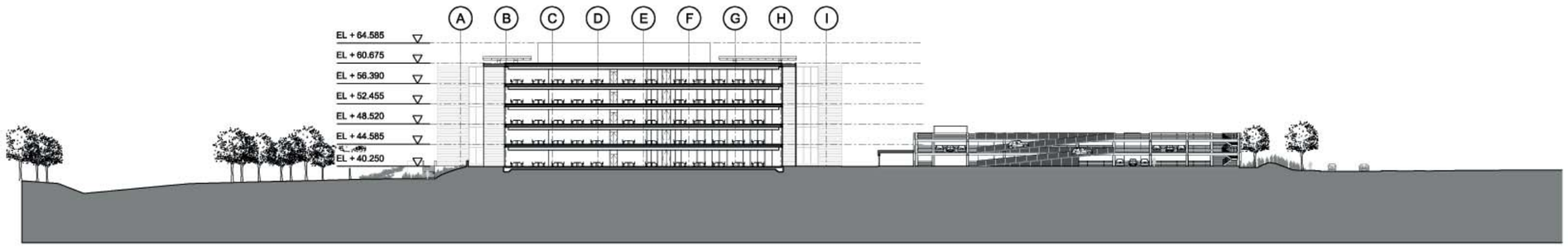
Stage 2

Project No.	Drawing No.	Revision
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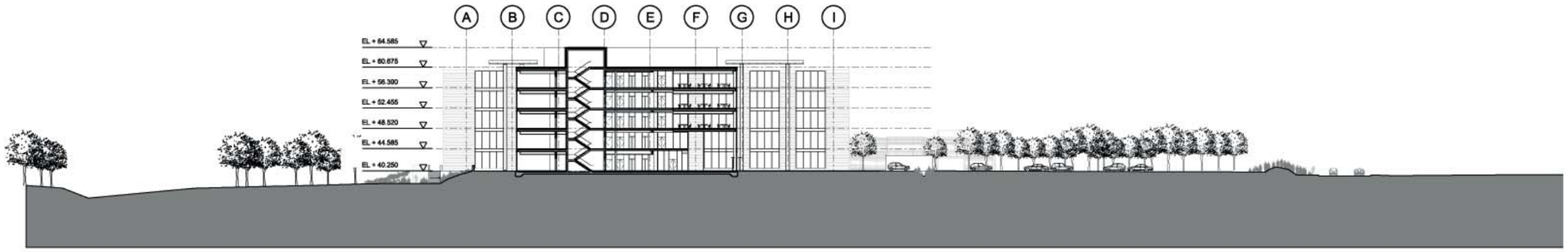
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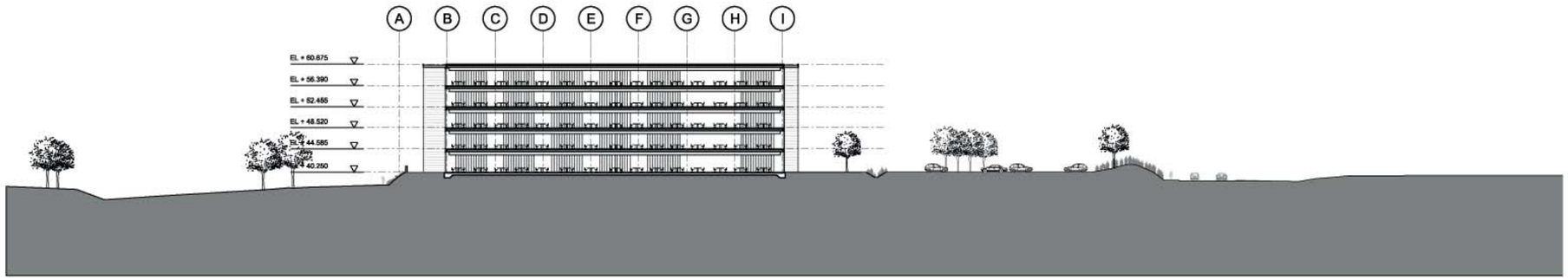
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01 Site Section
1:500



02 Site Section
1:500



03 Site Section
1:500

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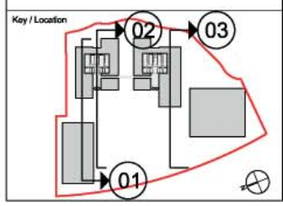
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Rev	Notes	Date	Dwn	Iss
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00	For Information	08.03.16	RPP	RPP

Consultants

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Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements Sections
East/West
Buildings 1 and 2

Scale	Drawn By	Issued By
1:500 @ A1 1:1000 @ A3	RPP	RPP

Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_202	01

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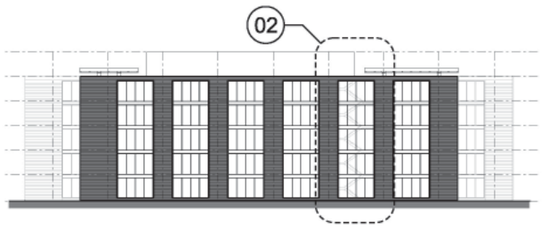
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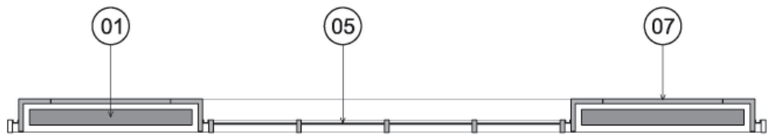


01 Glazing Section
1:50

02 Typical North Elevation
1:50

03 Terracotta Cladding Section
1:50





04 Plan
1:50

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Notes

Key

01 Structural Slab
02 Raised Floor
03 Dark Grey Anodised Aluminium Spandrel Panel
04 Suspended Ceiling
05 Double Glazing
06 Blind Box
07 Terracotta Cladding
08 Terracotta Fin

Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

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Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rplondon.com
www.rplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
External Envelope
Typical North Facade

Scale	Drawn By	Issued By
1:50 @ A1 1:100 @ A3	RPP	RPP

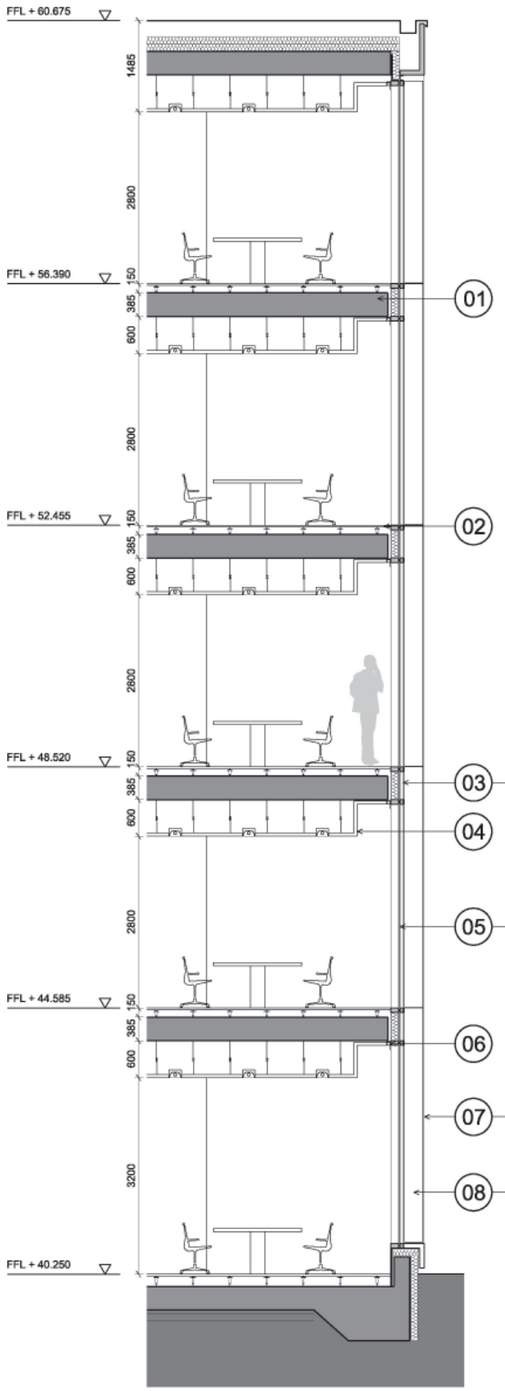
Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_210	01

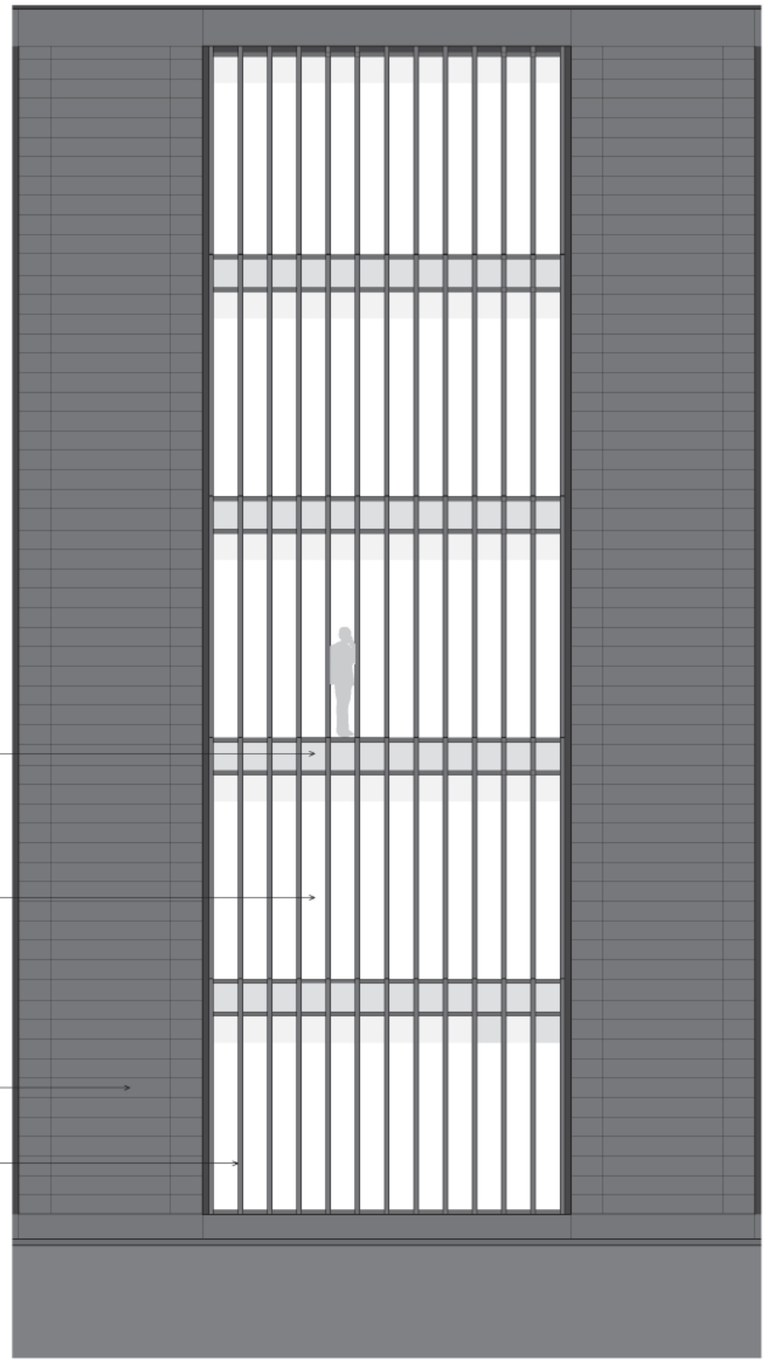
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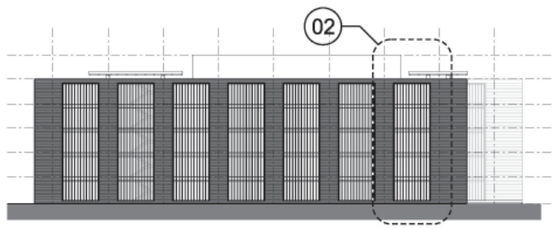
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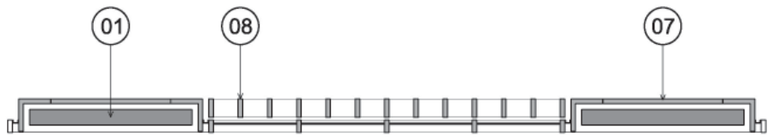


01 External Shading Section
1:50



02 Typical South Elevation
1:50





04 Plan
1:50

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Notes

Key

01 Structural Slab
02 Raised Floor
03 Dark Grey Anodised Aluminium Spandrel Panel
04 Suspended Ceiling
05 Double Glazing
06 Blind Box
07 Terracotta Cladding
08 Terracotta Fin

Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
Planning Consultant:	Deloitte LLP
Quantity Surveyors:	Gardiner & Theobald LLP
Structure:	Ramboll
Building Services:	Hoare Lee
Transport Consultant:	Peter Brett Associates
Environmental Planning:	Peter Brett Associates
Civil Engineer:	Peter Brett Associates
Ecology:	Peter Brett Associates
Archaeology:	Oxford Archaeology

Key / Location

Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rplondon.com
www.rplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
External Envelope
Typical South Facade

Scale	Drawn By	Issued By
1:50 @ A1 1:100 @ A3	RPP	RPP

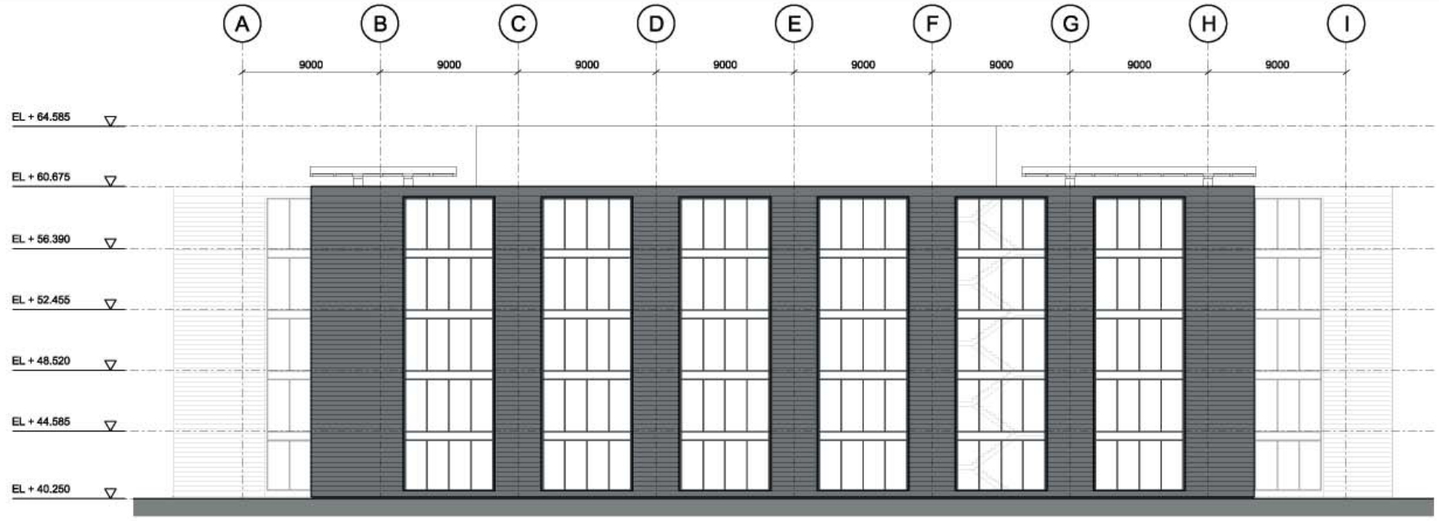
Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_211	01

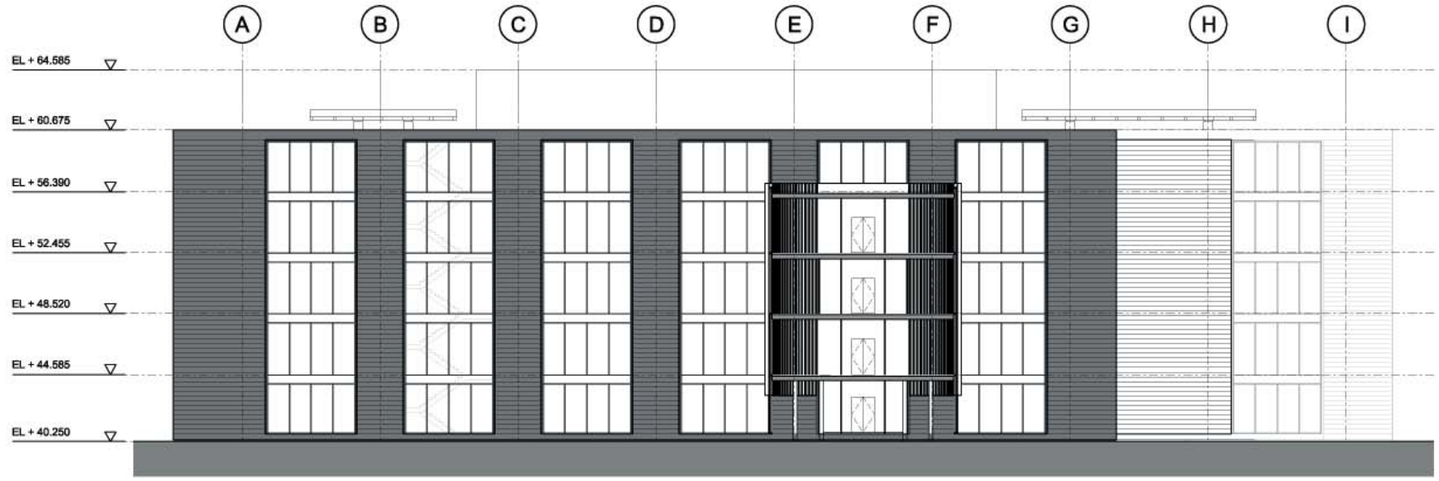
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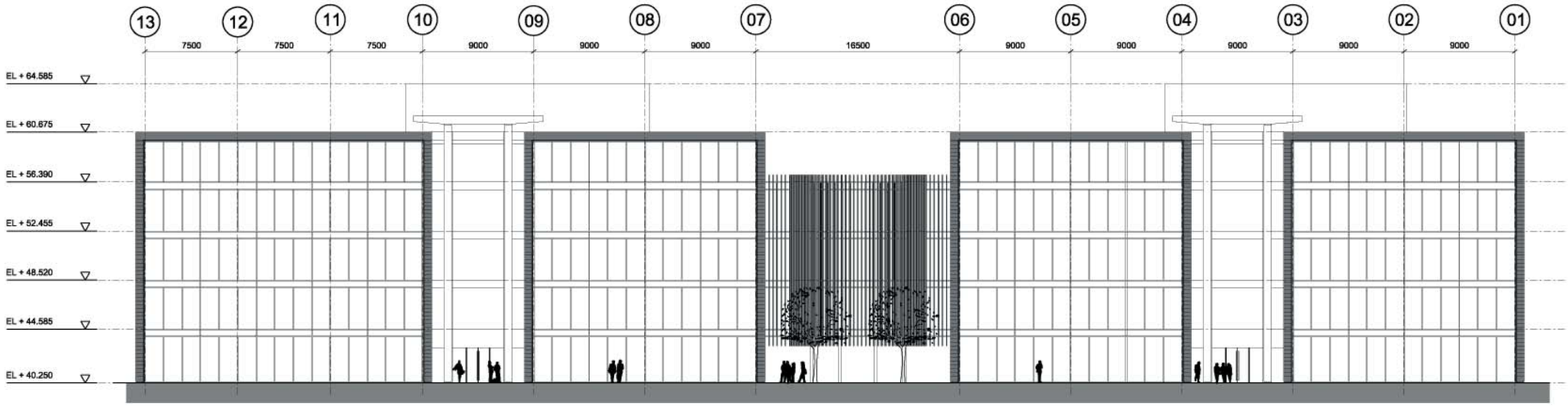
Date Last Saved: Wednesday, March 16, 2016



01 North Elevation Building 1
1:200



02 North Elevation Building 2
1:200



03 East Elevation
1:200

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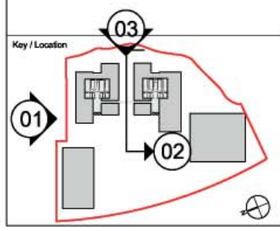
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Rev	Notes	Date	Drwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
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Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements Elevations
North and East

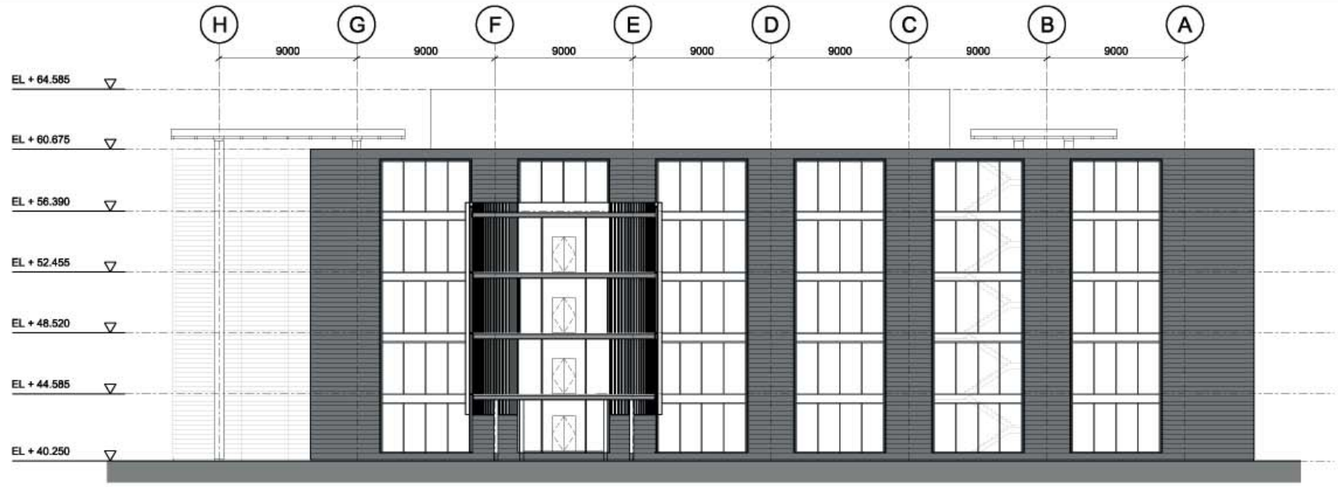
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Stage 2

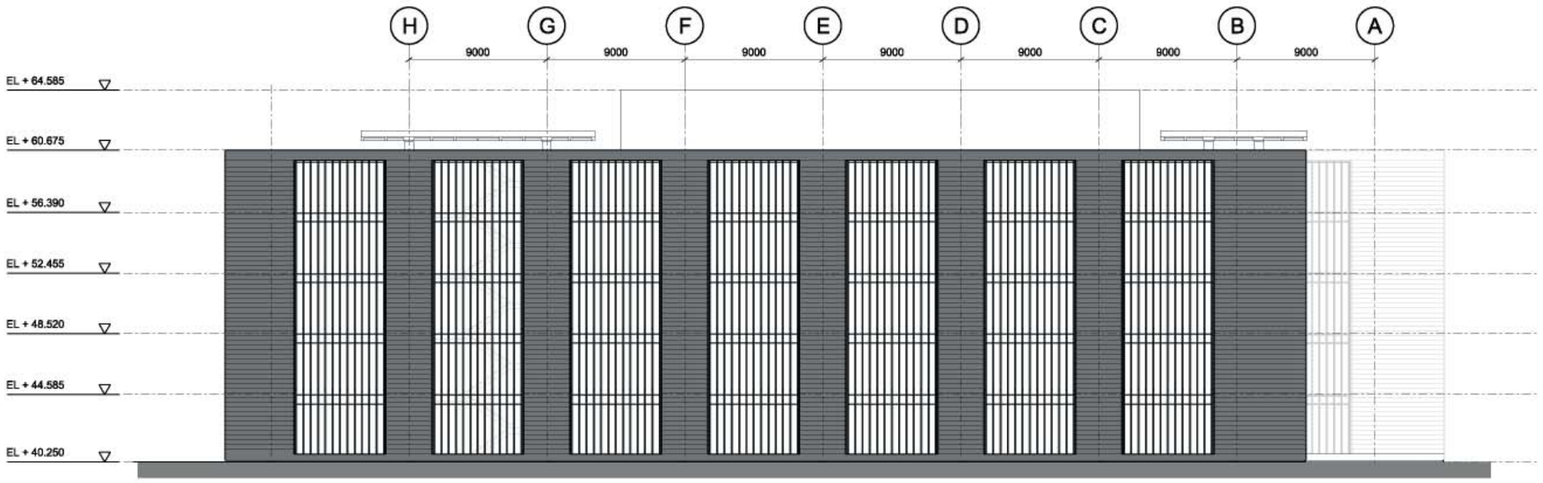
Project No.	Drawing No.	Revision
15011	A_PL_300	01

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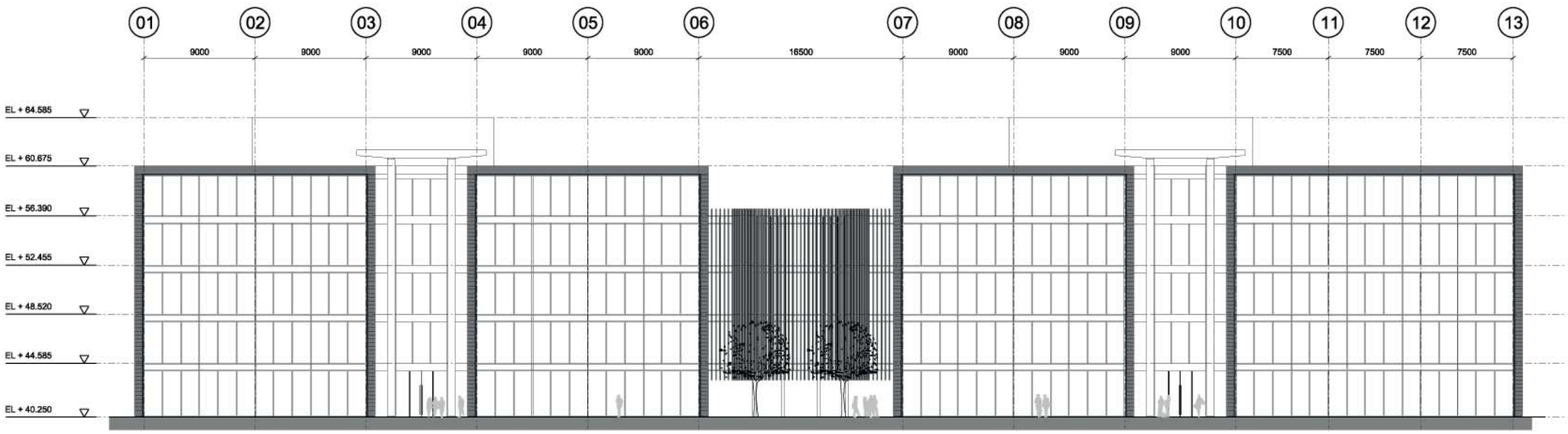
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Date Last Saved: Tuesday, March 08, 2016



01 South Elevation - Building 1
1:200



02 South Elevation - Building 2
1:200



03 West Elevation
1:200

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Notes

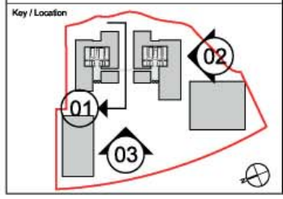
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Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

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Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements Elevations South and West

Scale	Drawn By	Issued By
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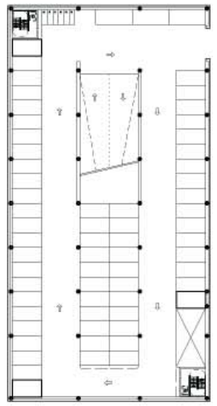
Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_301	01

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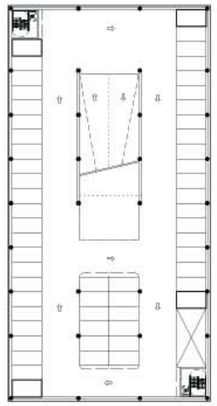
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Date Last Saved: Wednesday, March 16, 2016



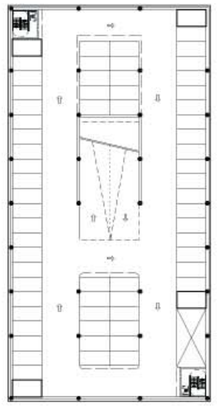
PARKING SPACES - 65 MOTORCYCLE - 6

01 Ground Parking Level
1:500



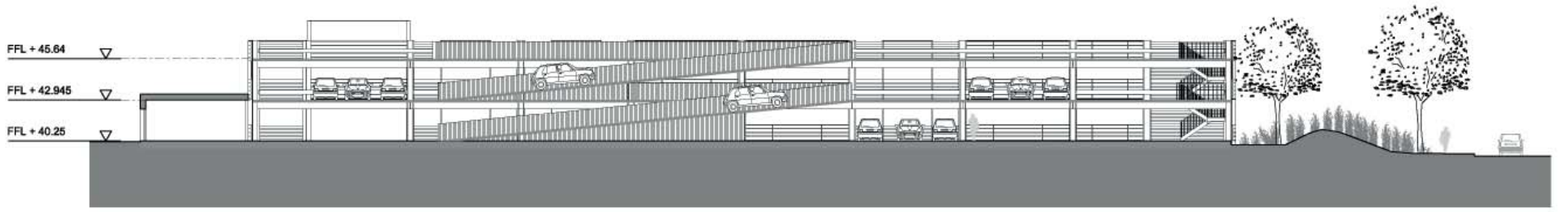
PARKING SPACES - 56

02 First Parking Level
1:500

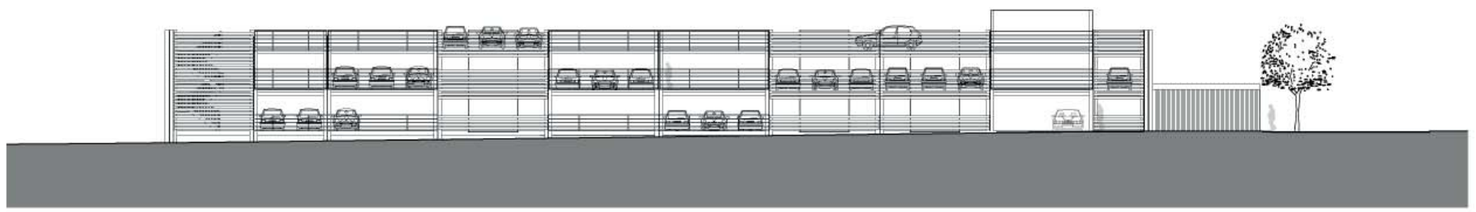


PARKING SPACES - 66

03 Second Parking Level
1:500



04 Section Through Car Park
1:200



05 Car Park Elevation
1:200

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Notes

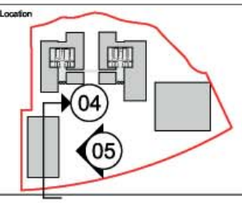
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Rev	Notes	Date	Dwn	Iss
01	Planning Application	16.03.16	RPP	RPP
00	For Information	08.03.16	RPP	RPP

Consultants

Landscape Architect:	Place Design + Planning
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Robin Partington & Partners
Castlewood
85 New Oxford Street
London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements
Car Parking
North Building

Scale	Drawn By	Issued By
Varies	RPP	RPP

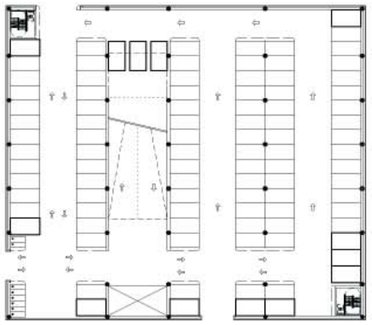
Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_400	01

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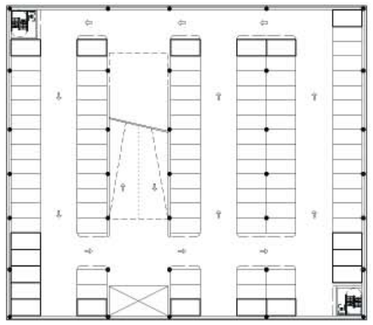
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Date Last Saved: Wednesday, March 09, 2016



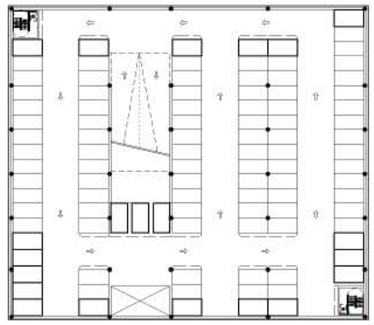
PARKING SPACES - 98 MOTORCYCLE - 8

01 Ground Parking Level
1:500



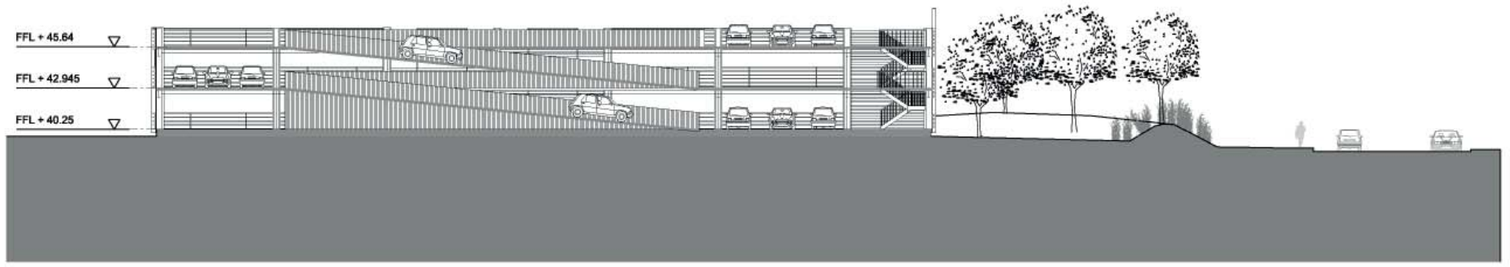
PARKING SPACES - 100

02 First Parking Level
1:500

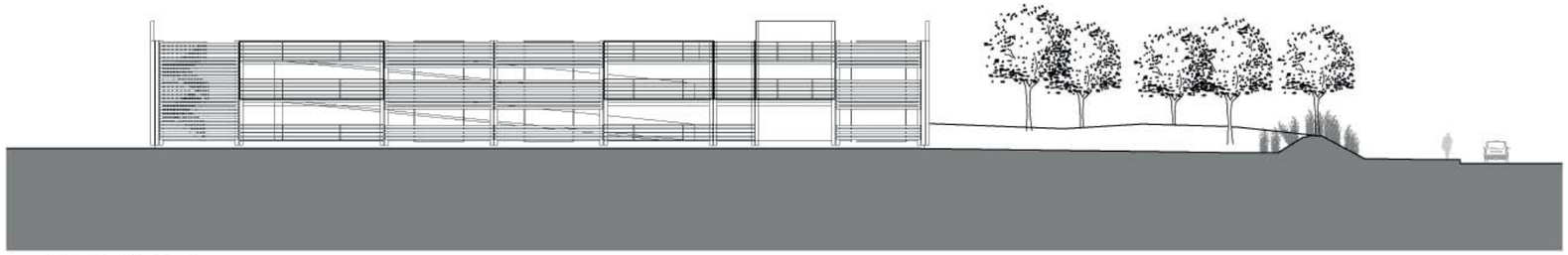


PARKING SPACES - 103

03 Second Parking Level
1:500



04 Section Through Car Park
1:200



05 Car Park Elevation
1:200

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Notes

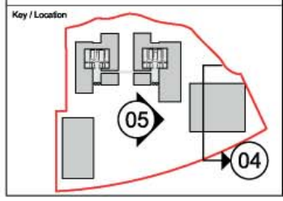
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00	For Information	08.03.16	RPP	RPP

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Castlewood
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London
WC1A 1DG
+44 20 7419 3500
mail@rpplondon.com
www.rpplondon.com

Client
Green Park Reading No.1 LLP

Project
400 Longwater Avenue, Green Park

Drawing Title
General Arrangements
Car Parking
South Building

Scale	Drawn By	Issued By
Varies	RPP	RPP

Stage 2

Project No.	Drawing No.	Revision
15011	A_PL_401	01

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