

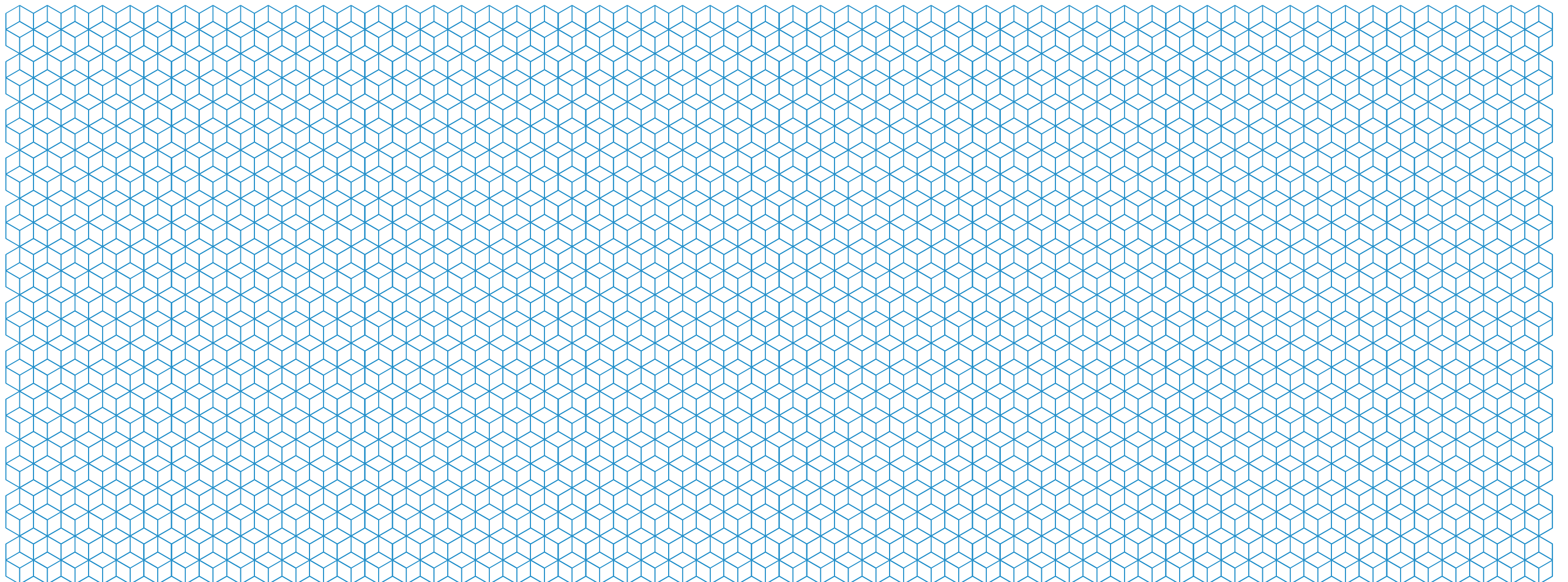
The Mill Lane frontage landscape is designed to help mitigate the existing harsh environment presented by Mill Lane and the A329 dual carriageway flyover ramp, heavy traffic and MSCP elevations. We take a positive approach, which is broadly aligned with how the neighbouring Premier Inn addresses the public realm, with visually active frontage and greenery, but with more space for planting and pedestrian facilities.

- New footway, open to public access, continuous along the face of the building, step free.
- Difference in level taken up with soft landscape and brick retaining walls behind a curving low hedge and decorative planting, enhancing view from road.
- Replacement tree planting, range of species and sizes, makes maximum use of space.
- Upright tree species to ensure future viability.
- New step free paths, direct to main entrance from northern and southern approaches.
- Visitor cycle parking adjacent to the main entrance.
- All planting to ensure maximum visual connectivity between people in the internal communal spaces, pedestrians and drivers.



03

Hard Materials, Gradients and Boundary Treatments



Levels & Gradients

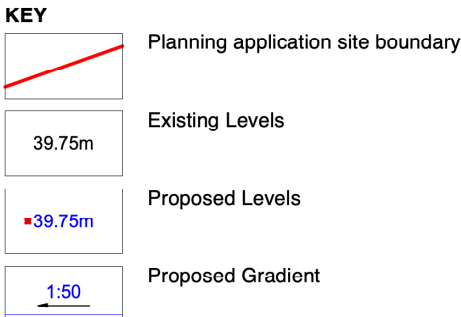
The landscape levels are carefully considered to maximise the quality of public realm accessibility generally and to provide step free access to the main entrance from as many directions as possible.

The existing levels at back of footway are retained unchanged, with building threshold levels configured to suit.

Step free access is provided to the Neighbourhood Garden, which will be visited by the public. This links through to the Wellness Garden, providing step free access for residents and also for maintenance.

Sufficient space and gradients are provided for multi-use work platform access to the facades, including into the courtyard gardens.

Stepped access is provided in some places as a secondary option or as fire fighting access. The primary routes are step free, linking entrances with all the public realm approaches to the building.



Hard Surface Materiality

The layout and choice of surfacing materials supports the informal, biophilic inspired landscape character, in contrast to the more functional surfacing of the public highway materiality.

The main surfacing material is resin bound aggregate. This is proposed because it provides a natural appearance and suits the informal paths and habitable terraces, curving through the gardens. This material is also permeable, supporting the SUDS strategy.

In the Wellness Garden, the central focus is a terrace with patterned surfacing, in a striking decorative spiral form, referencing the ammonites found in the local chalk hills.

The Arrival Space on Crossland Road will be surfaced with block paving, suitable for vehicles, to highway authority standard, providing delivery and turning space. This seeks to design out the existing ‘sea of tarmac’ in favour of a higher quality, pedestrian friendly public realm approach.

KEY

P1

P2a

P2b

P3a

P3b

P4

P5

P6

S1

Planning application site boundary

Bitmac footway as existing.(Total Area = 583.46 sqm)
Make good or replace existing using existing buildups.

Bitmac footway to adoptable standard.(Total Area = 73.699 sqm)
To new buildups.

Bitmac footway to adoptable standard.(Total Area = 36.761 sqm)
To new buildups.

Vehicle block paving to Highway Authority standard (Total Area = 57.483 sqm)
To new buildups

Vehicle block paving to Highway Authority standard (Total Area = 105.138 sqm)
To new buildups

Permeable resin bound gravel (Total Area = 625.48sqm)

Small unit sett decorative surface (Total Area = 40.50 sqm)

Concrete flag maintenance margin (Total Area = 27.60 sqm)

Precast concrete flag steps (Total Area = 20.254 sqm)

A detailed site plan map of the former John Lewis Depot on Letcombe Street, Reading. The map shows the layout of buildings, roads, and landscaping. Various areas are color-coded and labeled with codes corresponding to the surfacing materials defined in the key. The site is bounded by Letcombe Street to the west, Crossland Road to the east, and Mill Lane to the north. The plan includes a central area with a spiral pattern (P5) and several parking areas (P3a, P3b). The map also shows existing and proposed footways (P1, P2a, P2b) and permeable resin bound gravel areas (P4). Precast concrete flag steps (S1) are indicated in several locations. The map is oriented with North at the top.

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Former John Lewis Depot, Letcombe Street, Reading

KEY



Planning application site boundary



Aluminium edge to resin bound gravel



Pin kerb concrete edge



Upstand Kerb to highways specification (subject to section 278)



Flush kerb to highways specification (subject to section 278)



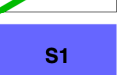
900mm wide x 1100mm high swing gate, with FOB access



900mm wide x 1100mm high sliding gate



1350mm wide x 1100mm high swing gate access



1100mm railing



Precast concrete flag steps with handrail



500mm high gabion seating wall



Brick retaining wall



Brick retaining wall with guardrail



Brick wall to steps with handrail



King post wall with timber panels

