Peveril Securities
Design and Access Statement

September 2025

5plus

NAPIER COURT READING



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Client

Peveril Securities

Sladen Estates

Project Team

5plus Architects

Curtins, Structural Engineer and Transport Consultant

CPW, Services Engineer

Carney Sweeney, Planning Consultant

Midlands Energy Services, Daylight and Sunlight Consultant

DFC, Fire Consultant

Stantec, Landscape Architects

FCPR, Ecology

Avison Young, Employers Agent

Ryder, BIM and Principal Designer

HCUK, Heritage Consultant

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Section 01

INTRODUCTION

1.1 Introduction

The Purpose of this Design and Access Statement

This document has been prepared on behalf of Peveril Securities Ltd in support of a detailed planning application for Napier Court following a period of design development and consultation with the local authority, Design Review Panel and Public Consultation event.

It has been prepared by 5plus Architects with input from Carney Sweeney alongside the wider technical team and should be read in conjunction with the Landscape Design and Access Statement contained herein, prepared by Stantec and other technical submittals prepared by the design team.

This application is for the construction of new purpose built BTR (Build to Rent) residential buildings (Use Class C3) providing 570 new dwellings with a mix of 3 bed, 2 bed, 1 bed apartments with associated managed amenity and back of house service spaces, including a rooftop external terrace.

The purpose of this document is to detail the rationale and approach that has been undertaken in developing the final design for the Napier Court Residential Buildings within an existing and emerging townscape context.

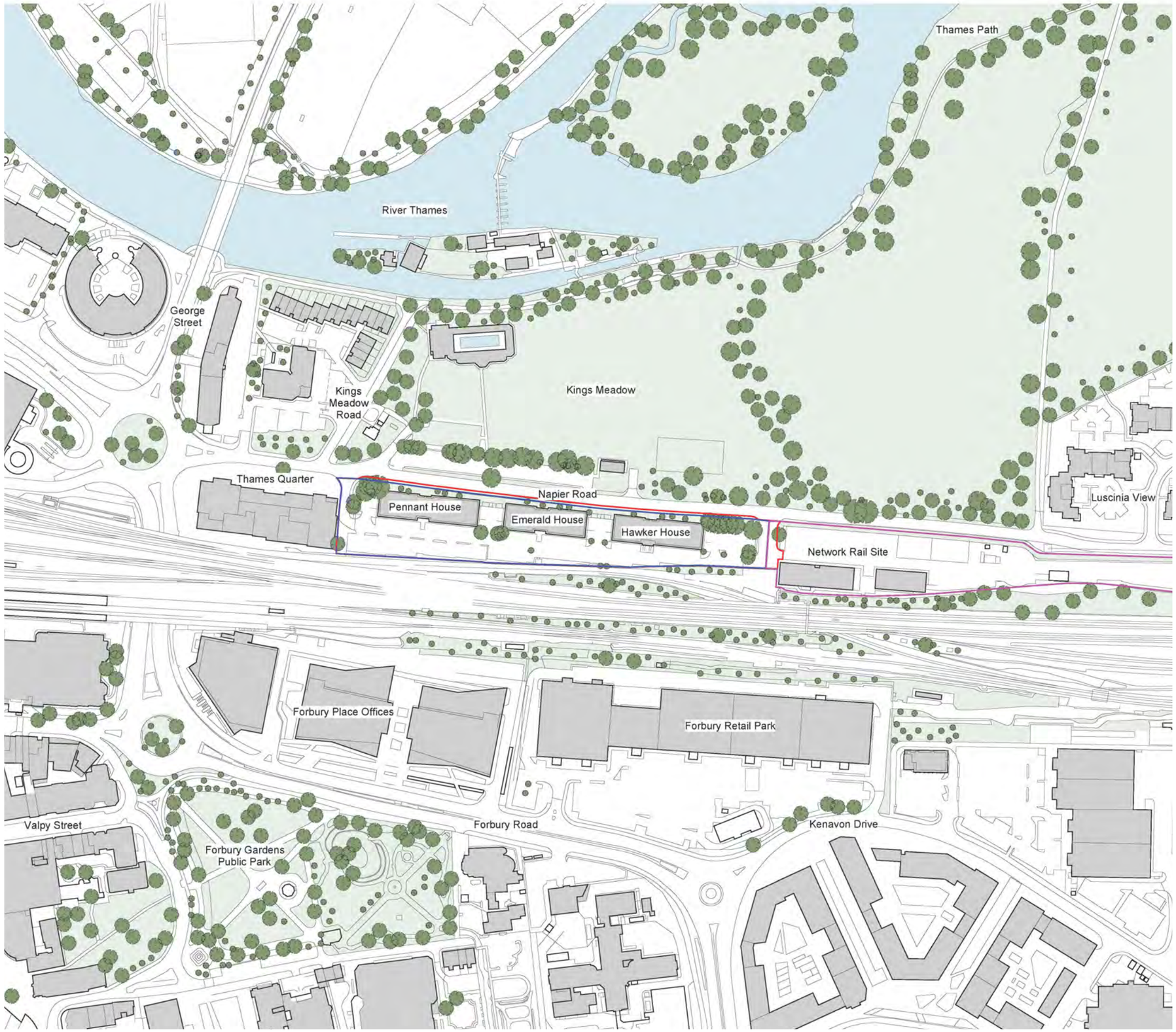
Planning Description

A full planning application for construction of new 11 storey buildings, to provide 570 residential dwellings consisting of 1, 2 and 3-bedroom apartments.

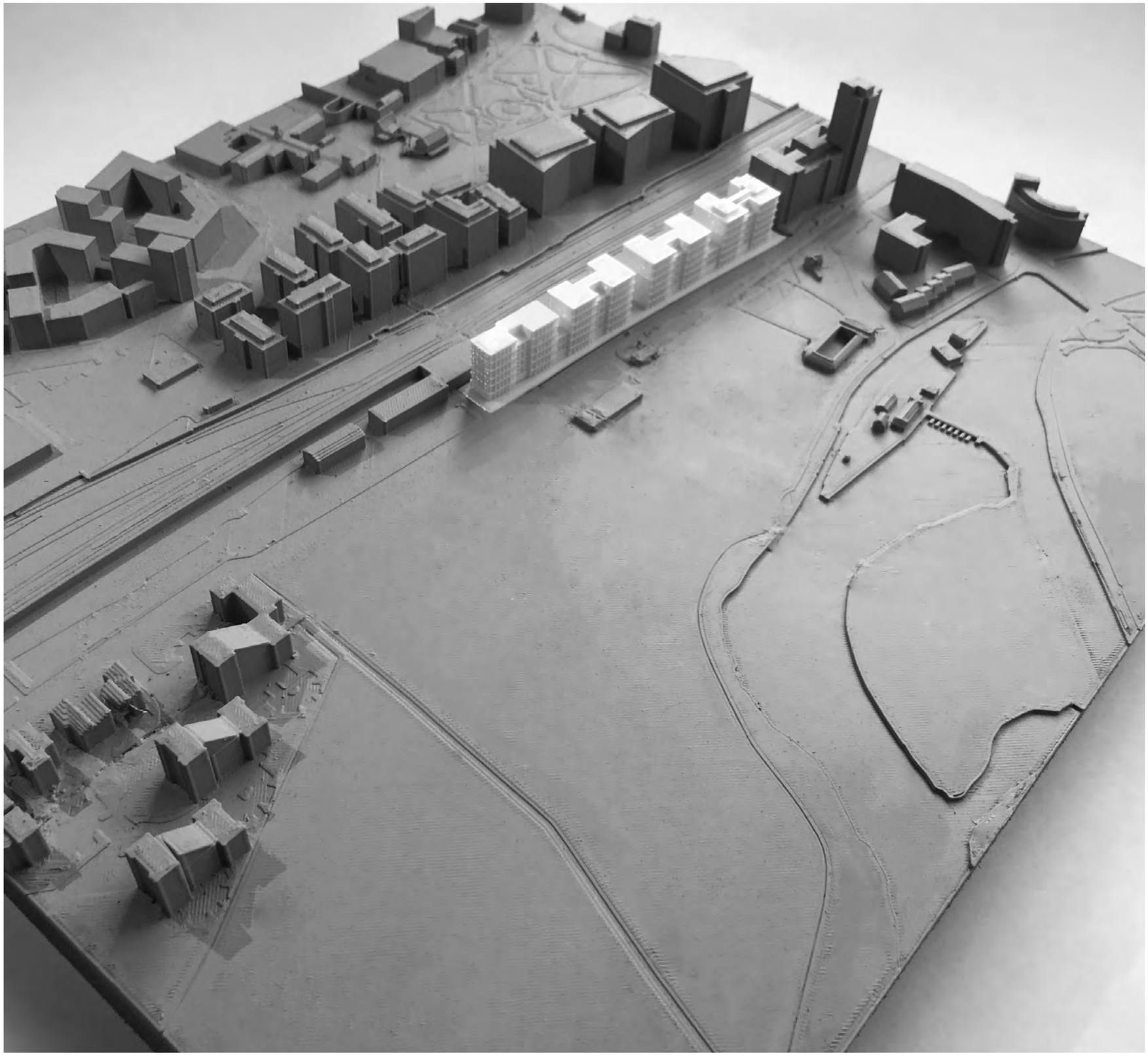
The development will include ancillary facilities for residents, including residents' lounge, gym and communal workspace. The buildings will be set in landscaping in the form of a playstreet to the rear, a pocket park between buildings, public realm fronting Napier Road, and roof terrace. Parking is proposed for 33 cars and 6 motorbikes. Three internal storage spaces are proposed at ground floor for 316 bicycles and an additional 20 cycle spaces are provided externally for visitors.

The site is 1.26 ha in size and stretches east to west along Napier Road, bound by the railway line to the south, Napier Road and Kings Meadow to the north, Thames Quarter to the west and a Network Rail site to the east. The site is located within the administrative boundary of Reading Borough Council and is well connected to the train station, bus services and town centre facilities.

Summary
The design of the Napier Court Residential Buildings has been developed in keeping with the local and national planning policy requirements and in close consultation with Reading Borough Council planning officers and following Public Consultation and Design Review Panels.



1.2 Brief



Peveril Securities have an aspiration to deliver a high quality residential development at their Napier Court site, providing much needed new homes to support the growth of Reading.

The scheme has been developed in response to the requirements of the Building Safety Act (BSA) and fire safety guidance with the requirement for access to dual escape stairs and evacuation lifts for residential safety.

The brief to the delivery team has been to develop a Build to Rent scheme which is:

- Planning compliant
- Delivering apartments in line with NDSS and M4(3)
- Future proof, which has led to the inclusion of dual escape and other key fire safety elements
- Energy efficient with fabric first approach to design
- Contributing to the safeguarding of the environment
- High quality design with the asset being best in class
- Dual points of entry to maintain residents security
- Providing a high quality private amenity of 2% of the net internal area at ground to facilitate active frontages and provide a roof terrace for resident use
- Respectful of Kings Meadow which offers an excellent amenity asset so the design must consider how it can benefit the residents
- Retain TPOs and significantly improve biodiversity net gain

The scheme has set the following parameters;

- 570 units
- Circa 37% x 1 Bedroom Apartments
- Circa 53.5% x 2 Bedroom Apartments
- Circa 9.5% x 3 Bedroom Apartments
- 29 M4(3) Accessible Apartments.

1.3 Deliverability

Napier Court – Deliverability

The redevelopment of Napier Court has been in the making for over 4 years with Peveril Securities purchasing the site unconditionally in May 2021 recognising the excellent opportunity to bring forward a Build to Rent residential scheme in line with the planning allocation.

Funding and Operation

Peveril Securities is the property investment arm of Bowmer and Kirkland Group, one of the largest privately owned construction groups in the UK with group turnover in excess of £1.1bn and internal cash reserves in excess of £500m.

Peveril Securities has developed in partnership with Sladen Estates, development partner for Napier Court, over £1bn of schemes across all sectors. The majority of these schemes are sold to investors upon completion and due to the scale of the end investment value for Napier Court, Peveril Securities' preference has been from the purchase of the site to secure a fund/operator that would commit to purchase the scheme upon development completion.

The purchaser will own and operate the completed development at Napier Court offering a secure and high quality management experience to all residents.

The Delivery Team

The construction works will be undertaken by Bowmer and Kirkland who have been involved with the design development process with the key members of the design team which comprises:

- 5Plus architects, renowned architects who have been involved with the design of many award winning residential schemes as illustrated adjacent and including schemes developed by Peveril Securities such as Bankside, Guildford and West Bar in Sheffield.
- Curtins - civil, structural and highways engineers
- Couch Perry Wilkes – mechanical and electrical engineers
- Design Fire Consultancy – Fire engineers who sit on one of the Government advisory panels related to the development of new fire regulations.
- Ryders – Principal Designer (Building Safety Act and CDM) who sit on a Government advisory panel regarding the Building Safety Act.

The delivery team has considered carefully and as far as possible the impact of the Building Safety Act on the programme and concluded that to achieve a compliant Gateway 2 application the design must be taken to RIBA Stage 4.

However, some packages related to specialist design which would not be undertaken until Stage 5 will be brought forward to ensure that all key impacts are considered and designed prior to submission of the Gateway 2 application.

Peveril's intention is to progress the design to RIBA Stage 4 in order that the Gateway 2 submission can be made once planning approval is secured. Due to the strength of the team the aim is to submit an exemplar Gateway 2 application which will address key concerns regarding occupants' safety related to structural stability and fire protection.

Infrastructure

During our due diligence relating to the site we became aware of the lack of available electricity within the Reading network. This information was shared with Reading Borough Council in January 2023 since when the council, Matt Rodda MP and Peveril Securities' electricity advisor have been working with SSE to resolve this major issue.

In December 2023 confirmation was received that the full electricity load required for Napier Court could be delivered in line with programming requirements.



Crescent, Salford



Crescent, Salford



Bankside, Guildford with Peveril Securities

1.3 Deliverability

Delivery Programme

As with all developments there has been much work in coordinating various strands to get to a point that the redevelopment proposals are deliverable.

This work has been progressed such that Peveril Securities is now in a position to submit the planning application for a 570 apartment Build to Rent scheme in the knowledge that should Reading Borough Council grant the planning permission, which could be by December, then the construction of the redevelopment proposals could start on site in September 2026, following securing Gateway 2 approval, with a phased completion between November 2027 and May 2028.

Other delivery factors

There are many other factors which will contribute to the delivery which are considered as part of this application but none of them will prevent delivery.



Angel Meadows, Manchester



West Bar, Sheffield with Peveril Securities



West Bar, Sheffield with Peveril Securities



Blackfriars, Salford



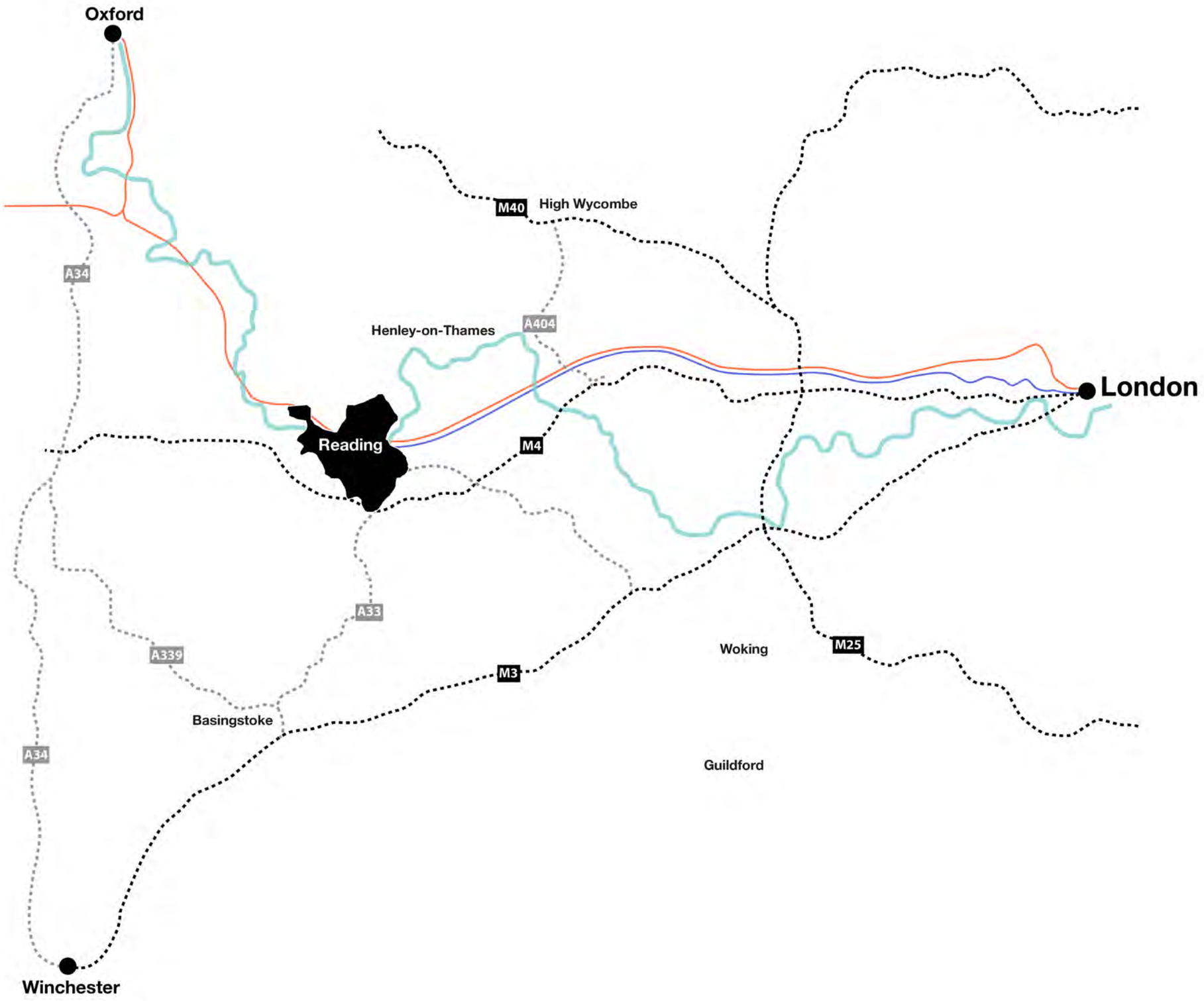
Angel Meadows, Manchester

Section 02

THE SITE

2.0 Wider Context

Situated approximately 40 miles west of London, Reading is strategically positioned within the dynamic Greater London Urban Area. Its accessibility is underscored by its connectivity through major transportation arteries, including the M4 motorway and a well-established railway network. This proximity to the bustling metropolis of London not only enhances Reading's regional significance but also underscores its role as a thriving hub in the South East.



Key

- Railway Line
- Crossrail Line
- River Thames
- Motorway Route
- Main (A) Road

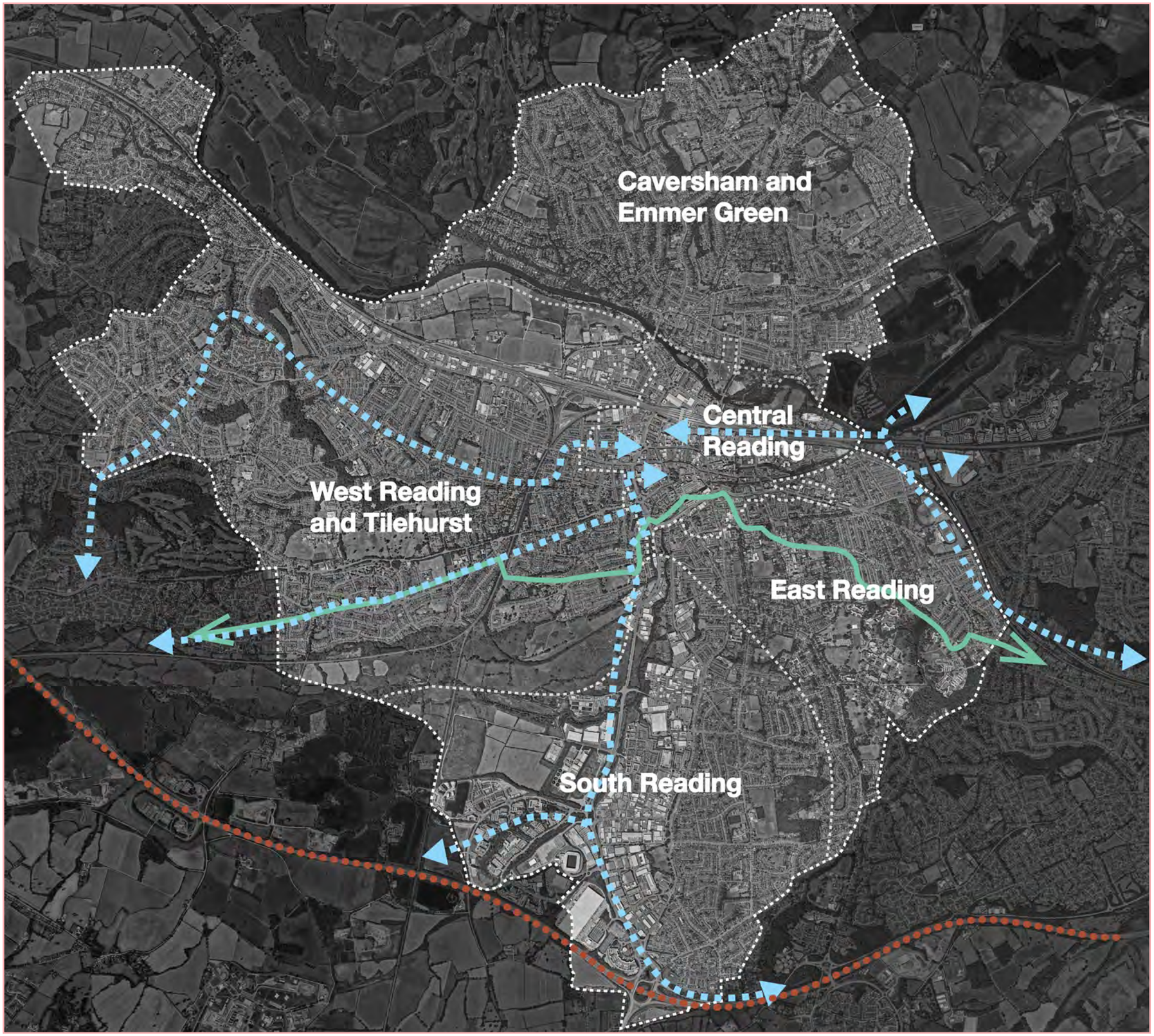
Reading — 24 mins — Oxford
Reading — 55 mins — Oxford

Reading — 57 mins — Winchester
Reading — 1 hr 5 mins — Winchester

Reading — 27 mins — Paddington
Reading — 1 hr 10 mins — Paddington

Indicative road and rail travel times.

2.1 Town Context



Key

- Motorway
- Mass Rapid Transport Network
- Cycle Route

Central Reading's location serves as a fulcrum connecting Caversham, Tilehurst, West, East, and South Reading. Along the course of the River Thames, the site benefits from its proximity to this natural waterway, influencing both its aesthetic appeal and recreational potential.

The urban fabric of Central Reading has been planned and developed around the waterways of the Thames and the Kennet with mix of heritage assets such as Reading Abbey and Gaol alongside modern buildings such as Thames Gateway and Reading Station. It is a thriving urban centre well connected to London and other regions.

The Napier Court site sits within the Reading Central ward.

2.2 Urban Grain

The Napier Court site is located within the proximity of many key civic spaces and features of Central Reading.

The historic Forbury Gardens, located in the heart of the town centre, serves as a public space focal point, offering a retreat for residents and visitors from busy streets and roads.

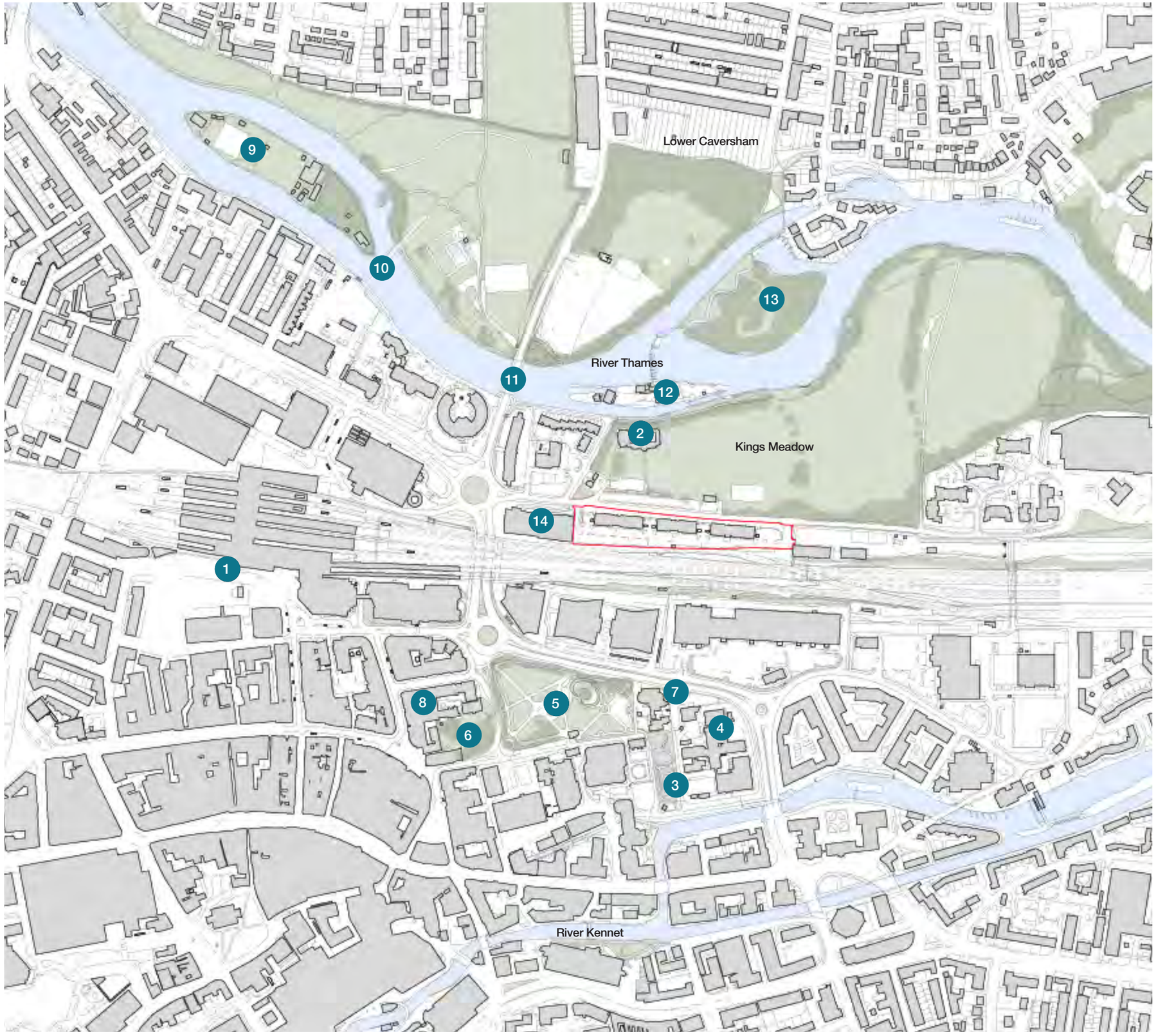
The railway presents a significant barrier to the southern aspect of the Napier Court site however, with the opportunity to knit into the wider townscape somewhat severed by the railway.

In recent years, with the development of a tall building and podium structure at the corner of Napier Road, Thames Quarter has sought to reconnect the Kings Meadow area of the town back into the urban grain.

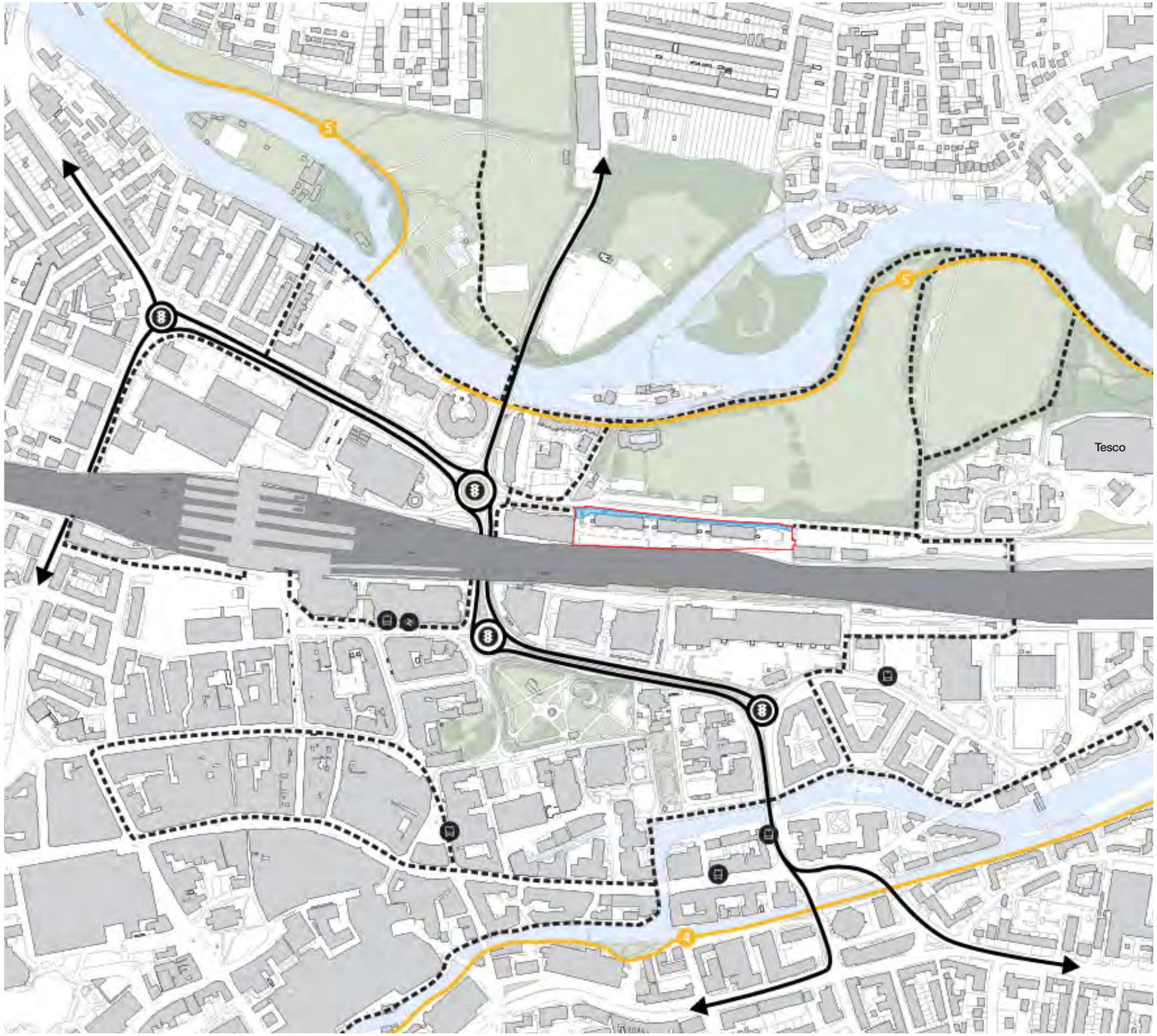
Thames Quarter has set a development context for the Napier Court site which will enable enhanced benefit to be drawn from the leisure, recreational and wellbeing aspects of being next to the Kings Meadow and Riverside, and also promotes a re-engagement between the urban and suburban spaces.

Key

1. Reading Station
2. Thames Lido
3. Reading Abbey Ruins
4. HM Prison Reading
5. Forbury Gardens Public Park
6. Saint Laurence Church
7. St. James Roman Catholic Church
8. Reading Museum
9. Fry's Island
10. Christchurch Bridge
11. Reading Bridge
12. Caversham Lock
13. View Island
14. Thames Quarter



2.3 Connectivity



The site is well connected to Central Reading, offering the ability for residents to walk into Central Reading for shopping, work or leisure.

Napier Road connects the rest of Central Reading to the large Tesco shopping store and petrol station which lies just to the east. A cycle route allows connectivity along the Riverside between east and west and a potential future MRT line on Napier Road itself allows a potential future sustainable public transport route.

Opposite the site is a car park which is used for access to Kings Meadow, the River Thames walk and the popular Grade II Listed Thames Lido.

Key

- Site Boundary
- Proposed future Mass Rapid Transport (MRT)
- Vehicular Route
- Pedestrian Route
- Bus Stop
- Train Station
- 5 National Cycle Network

2.4 Town Planning Policy

Reading Borough Local Plan

The main Planning Policy Document relevant to this site is Reading Borough Council 'Reading Borough Local Plan' which was adopted in 2019.

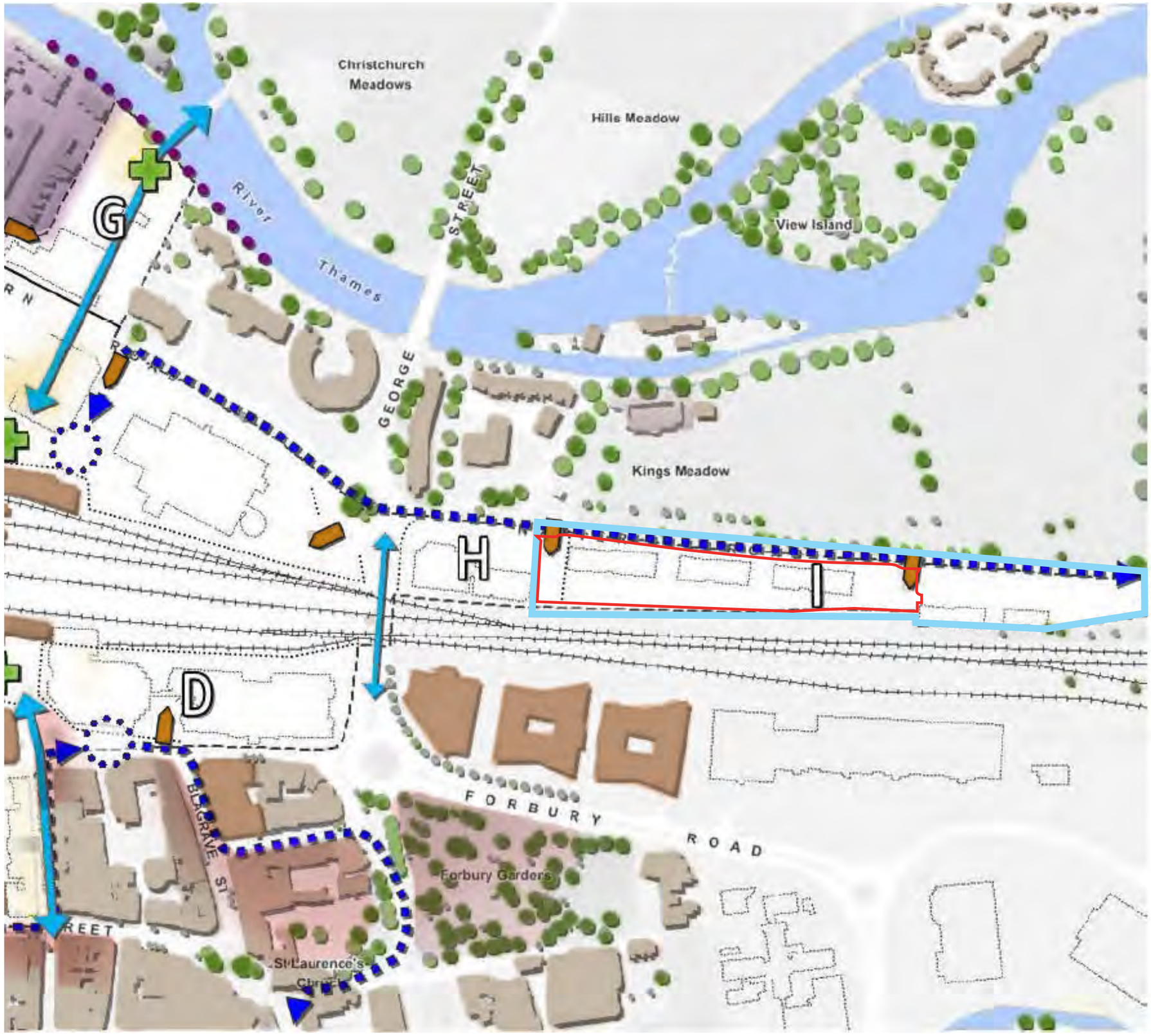
The design approach seeks to help redefine the edge to Kings Meadow. The proposal will introduce a positive impact to this Local Green Space as defined in the adopted Local Plan through the introduction of a well considered building line that offers improved visual amenity.

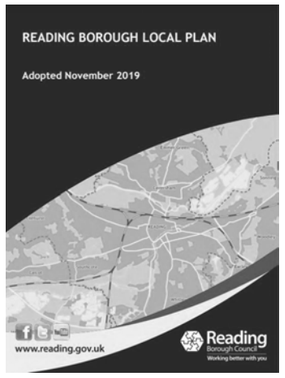
The adjacent diagram is extracted from the Reading Borough Council Local Plan and illustrates the site location in the policy context.

The site forms part of the wider designated policy CR11i site which includes the adjacent Network Rail site.

Policy CR11i covers Napier Court and the neighbouring Network Rail site and envisages that the area will be developed for residential amongst other uses.

CarneySweeney has prepared a Planning Statement submitted alongside this Design and Access Statement which sets out the planning background to the proposed development of Napier Court.





Key

- Site Boundary (Part of CR11i)
- Full Designated CR11i Zone

2.5 Emerging Town Context

The diagram adjacent illustrates emerging schemes which will affect the townscape context related to the scale and massing of development that could take place at the Napier Court site.

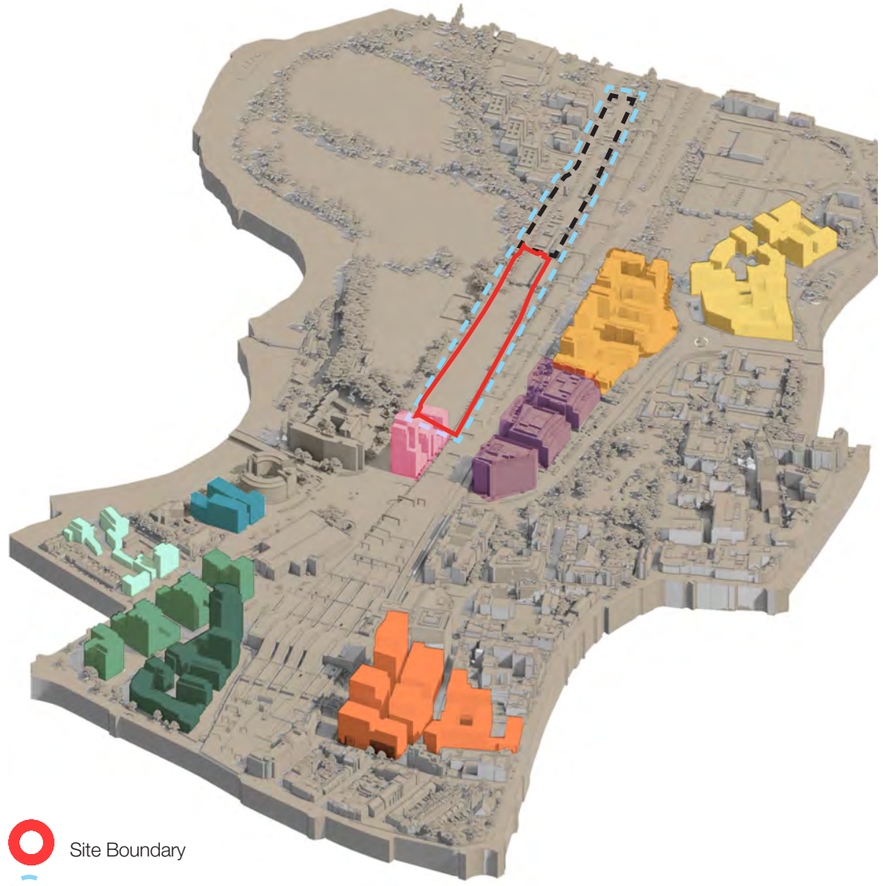
Thames Quarter, a new Build to Rent residential development located immediately adjacent the Napier Court site responds to recent neighbouring developments, creating a 23 storey landmark and 12 storey shoulder height building to the edge of Napier Road which sets a datum for further development. Existing office developments on Forbury Road further define this massing strategy informing future development scale and massing.

The Napier Court site has the potential, in tandem with existing recent development and the emerging schemes illustrated adjacent, to create a high quality development which complements the existing and proposed townscape along the railway as a key approach into Reading being defined by an established lower shoulder height datum.

- Development: 55 Vastern Road
  Status: Planning Approved
- Development: Reading Station Park
  Status: Appeal Made
- Development: Reading Metropolitan
  Status: Outline Approved
- Development: Station Hill North
  Status: Under Construction
- Development: Forbury Retail Park
  Status: Planning Application Made
- Development: Kenavon Drive
  Status: Under Construction
- Development: Waterfront Square
  Status: Planning Application Made







- Site Boundary
- Local Policy CR11i
- Wider Policy Site - National Rail Depot (Separate Ownership) - Not part of this application















2.6 Site Photographs
Local Character and Assets

The site at Napier Court is defined by its edges with Napier Road to the north and Kings Meadow beyond and the railway to the south. Kings Meadow is a large open green space close to the heart of Reading town centre with footpaths connecting into the Thames Path.

The railway to the south creates a rising retaining wall from west to east as the railway lines pass into Reading Station.

To the west, the new Build to Rent development named Thames Quarter, in tower and podium arrangement defines the landmark position of Napier Road and Vastern Road whilst to the east, a Network Rail depot of two storey construction sits alongside the railway.

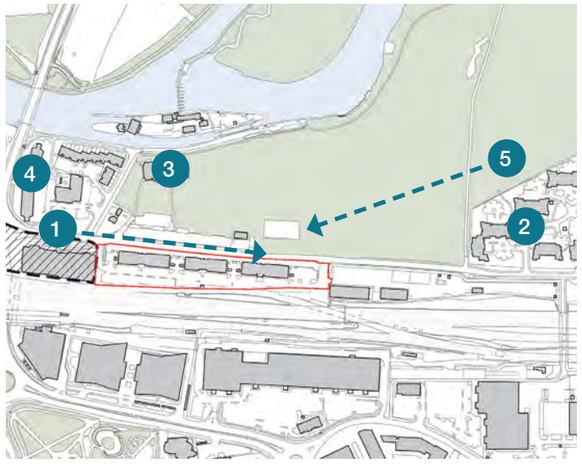
Thames Bridge House and Kings Meadow House, two post modern office buildings cloak Kings Meadow to the west with smaller residential buildings, Kings Meadow Lodge and the Thames Lido arranged around Kings Meadow Road.

Adjacent to these, the frontage of Kings Meadow is characterised by car parking for both Kings Meadow itself and the Lido.

At the eastern end of Napier Road, the blue angled roofs of Luscinia View characterise this end of Kings Meadow with extensive tree lined footpaths and sports pitches.

Key

1. Kings Meadow Road
2. Luscinia View
3. Thames Lido
4. Reading Bridge House
5. Kings Meadow













2.7 Site Photographs
Immediate Site Context

The adjacent photographs (1 and 2) show Napier Court fronting on to Napier Road. These are a trio of small footprint, two storey office buildings which do little to complement the existing and emerging townscape or setting with Kings Meadow.

To the south, a retaining wall to the railway sees a level change (photo 3a) from west to east with office occupier car parking distributed between the existing buildings and retaining wall.

Photo 3b shows the view of the retaining wall in the opposite direction as its gradient diminishes.

To the front of the site along Napier Road, photo 4 shows a green strip to the front of the buildings safeguarding the potential future mass transit land.

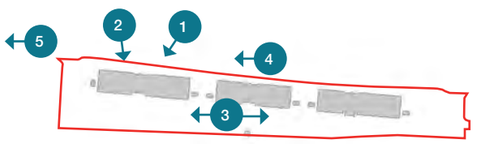
Photo 5 shows the recently completed Thames Quarter scheme (23 storeys with 12 storey lower podium block).

Accesses into the site from Napier Road are shared with Thames Quarter to the west and the Network Rail depot to the east.

Broadly level across its expanse, the developable area of the site is impacted by the MRT land to Napier Road and the railway interface to the south.

Key

1. View South from Kings Meadow
2. View of existing office buildings from Kings Meadow
3. View, East to West across the site (3a and 3b)
4. View, East to West across Napier Road
5. Thames Quarter, newly completed 23 storey residential

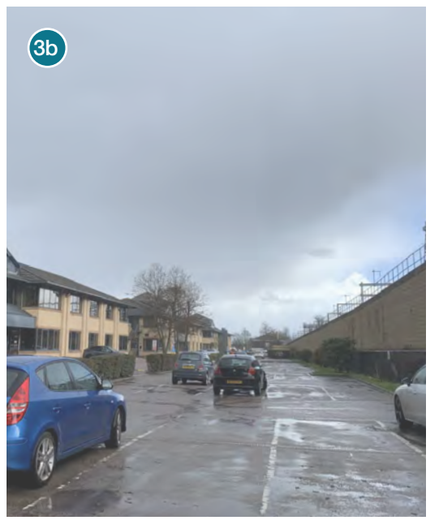














2.8 Site Studies

Access

The long narrow site can be accessed by vehicles at either end from the east and west. Both these access points are shared with the adjacent sites.

Along the southern edge of the site, Network Rail have a permanent land access agreement for the access and maintenance of the retaining wall of the railway line. This covers approximately two thirds of the length of the southern boundary.

Key

- Site Boundary
- Primary Vehicular Movement
- Secondary Vehicular Movement
- Shared access with adjacent site
- Network Rail permanent land access

Environmental & Landscape

Due to the proximity to the River Thames, the site sits within flood zones 2 but with parts to the rear of the site within flood zone 3 as illustrated.

A Flood Risk Assessment, Drainage Strategy & SUDS Statement accompanies this planning application.

There are a number of trees on the site, some of which are covered by tree preservation orders.

The adjacent railway line presents a noise and pollution consideration as trains accelerate and decelerate from the nearby station.

The long and narrow proportion of the site, along with its east-west orientation prohibits north-south building orientation preferred for residential typologies.

Key

- Site Boundary
- Sun Path
- Prevailing Winds
- Primary Noise
- Flood Zone 2
- Flood Zone 3 (1 in 100 year + 35% CC)
- Tree Preservation Order

Constraints

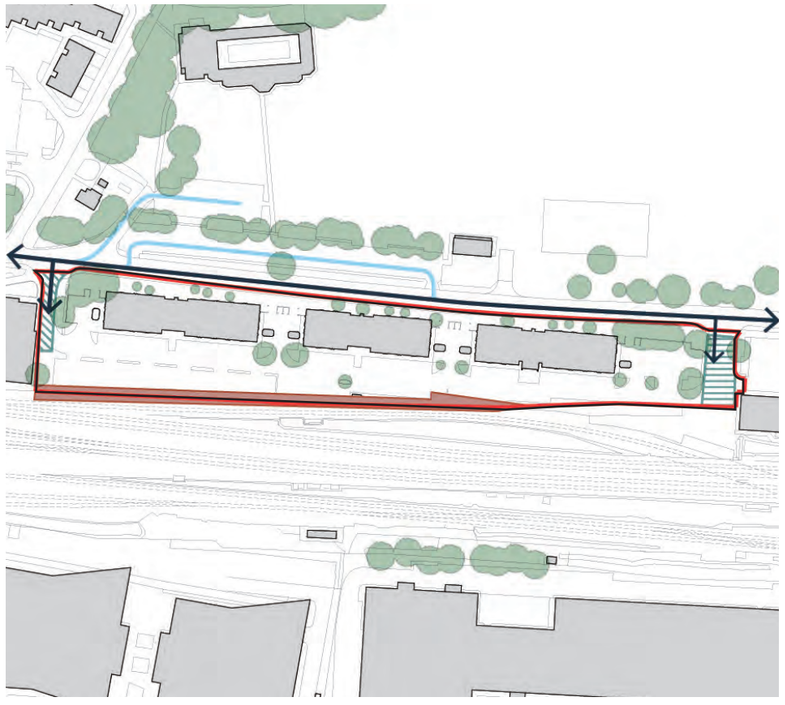
The existing site has a number of existing physical constraints which will require works to mitigate.

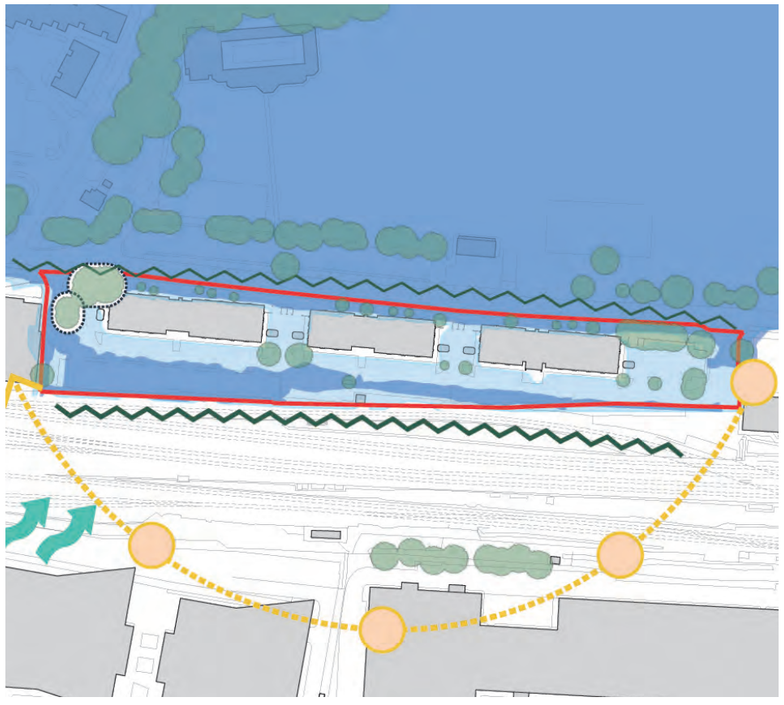
An area of land along Napier Road is safeguarded for a proposed future Mass Rapid Transport (MRT) route.

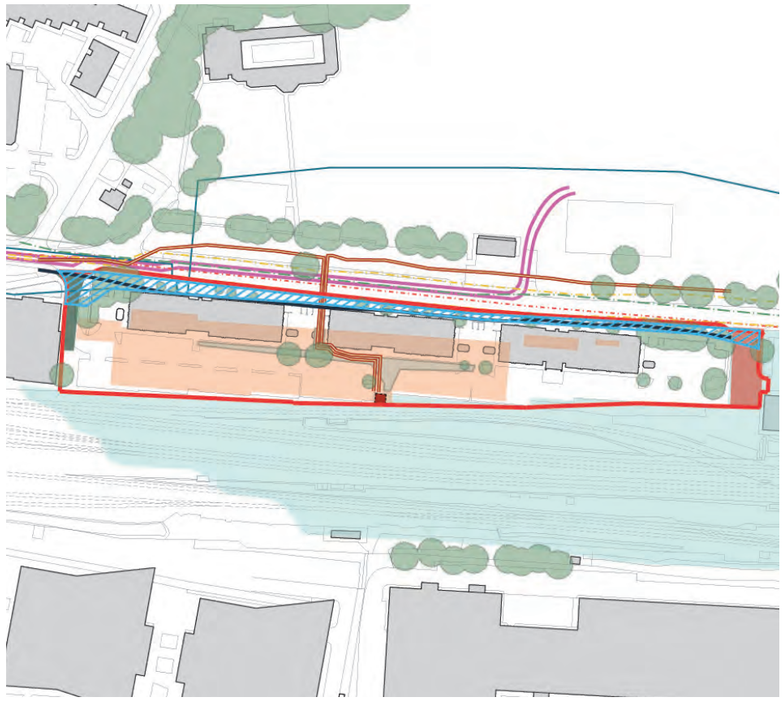
The site was previously used to house a railway warehouse building (now demolished) which may contain remnants of the prevous use below ground.

Key

- Site Boundary
- Substation
- Former railway building, now removed
- Mass Rapid Transport safeguarding
- Redundant 132 kV underground cables
- Re-laid 132 kV underground cables
- 11 kV underground cables
- Electricity
- Telecoms
- Gas
- Water
- Cross rail safeguarding rights
- Network Rail Shared Access
- Thames Quarter Shared Access







2.9 Site Studies

Heritage

The site sits within a vast area designated as having potential for archaeological value. It is adjacent to the historic core of Reading.

The Abbey Quarter contains part of the Market Place conservation area.

Key

- Site Boundary
- Archaeological Potential
- Conservation Area
- Scheduled Ancient Monument
- Historic Park or Garden
- Abbey Quarter
- Grade II Listed Building
- Grade I Listed Building
- Green Space

Predominate Use

This part of Reading town centre, close to the railway station, has a concentration of large footprint commercial office buildings.

Some of these buildings occupy land previously associated with the railway. Adjacent are numerous large retail type buildings, typical of this type of land reuse.

The historic town centre, south of the site and railway line, hosts a number of alternative uses, such as leisure and religious.

Significant residential use is becoming more prevalent.

Key

- Site Boundary
- Offices
- Residential
- Retail
- Leisure
- Mixed Use
- Car Park
- Green Space

Approach

The site is well served and connected by numerous means of transport.

Napier Road sits adjacent to the town centre arterial ring road for access via car and bus.

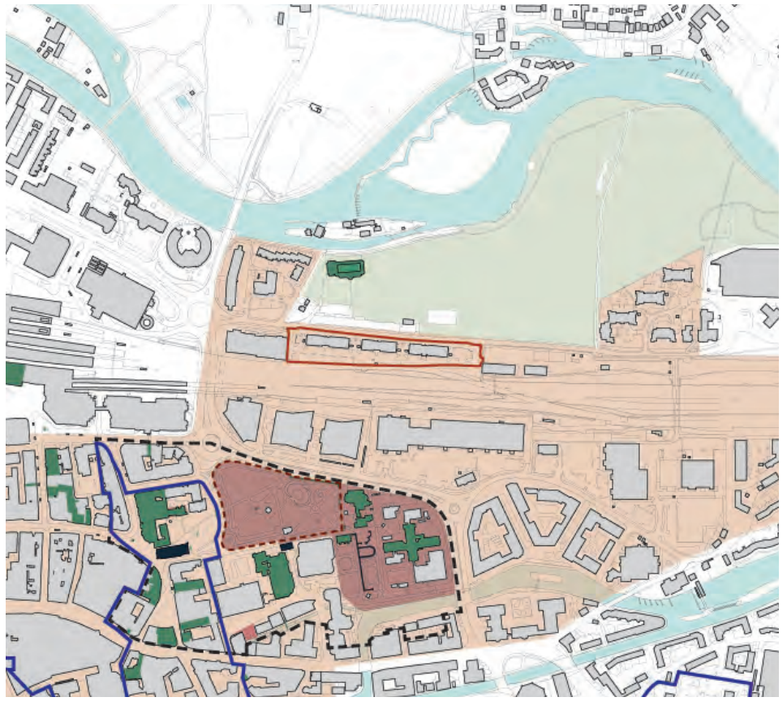
Dedicated cycle paths pass by Napier Road and close to the site, which connect through Kings Meadow and onto the Thames path.

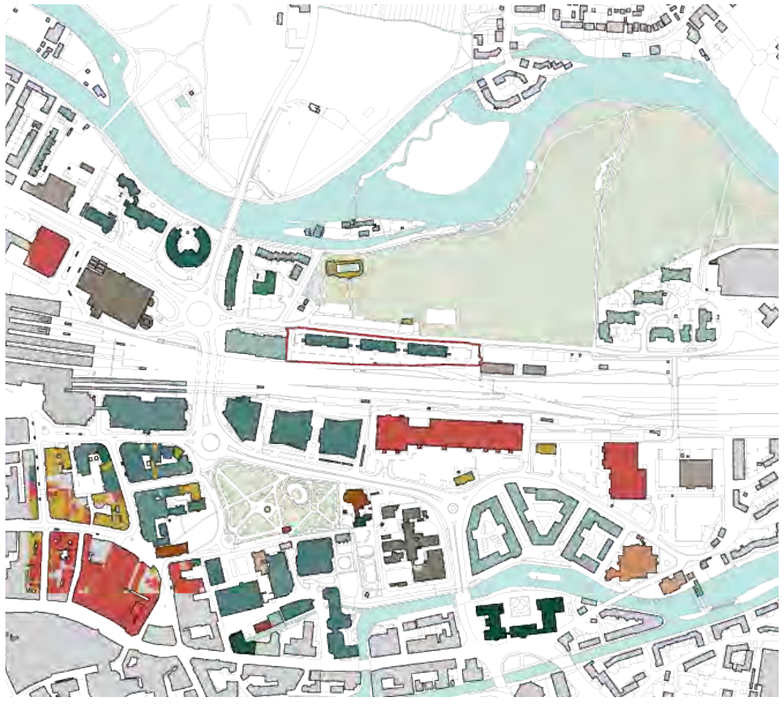
The site is also within walking distance of Reading Station offering sustainable transport connections further afield.

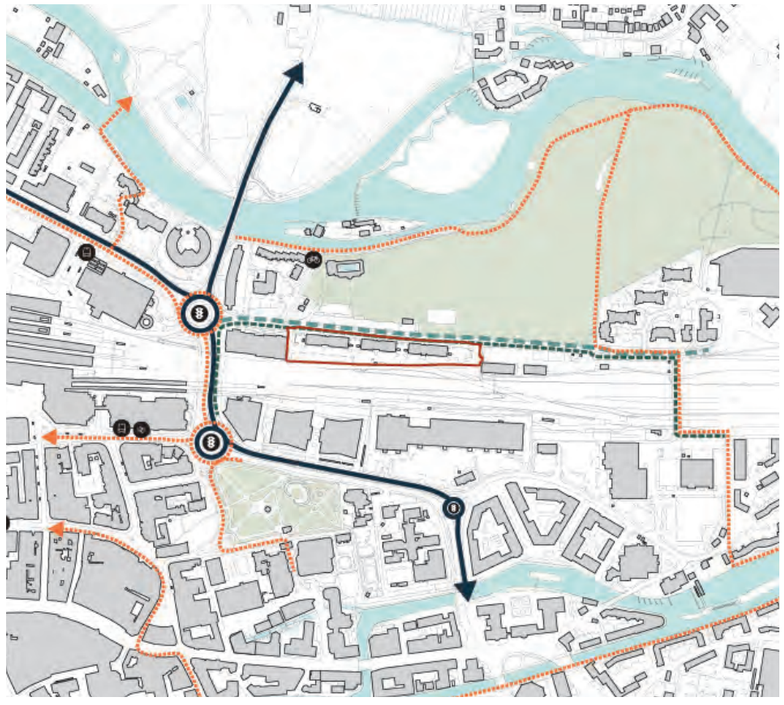
Train and bus stops are within a 5 minute walking distance from the site.

Key

- Site Boundary
- Primary Vehicular Movement
- Secondary Vehicular Movement
- Pedestrian Movement
- Cycle Lanes
- Bus Stops
- Major Junction
- Train station
- Green Space







2.10 Site History

The history of the site is largely defined by both the railway and the adjacent Kings Meadow which both date back to 1840 with the opening of the railway. Between 1840 and the 1980's, the site has functioned as a goods yard for the railway before it was eventually sold for the development of three blocks of offices. These offices currently still occupy the site.

The railway served as a piece of infrastructure which brought industry to the area, allowing the iron works and brewing trades to flourish. The town's population growth from 9400 in 1801 to 21500 in 1851 is largely attributed to the growth of industry that the railway catalysed.

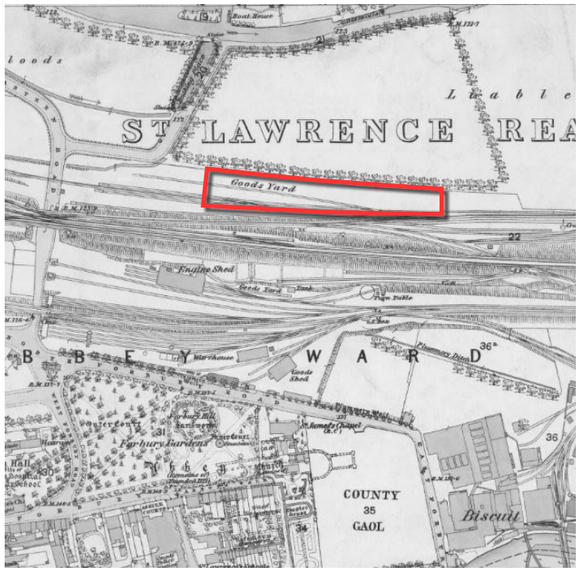
Kings Meadow was originally a possession of Reading Abbey until the dissolution of the Monasteries under Henry VIII. The crown then sold it to Reading Borough Council in 1869. Since then the area has been designated for recreation and used for many public events including markets, racing, shows, fairs and sports.

Our site frames this historic area and complementary development is considered crucial.
Interestingly the Thames Lido, which is a popular attraction today, dates back to its original construction in 1902. Prior to this a sluice existed off the Thames which was noted as being a place for bathing, back to as far as 1880. The relationship to Thames Lido is a strong historical connection due to it's position in relation to our site.

1879

The land bounded by Kings Meadow and Forbury Road has been occupied by railway infrastructure since the arrival of the railways in 1840.

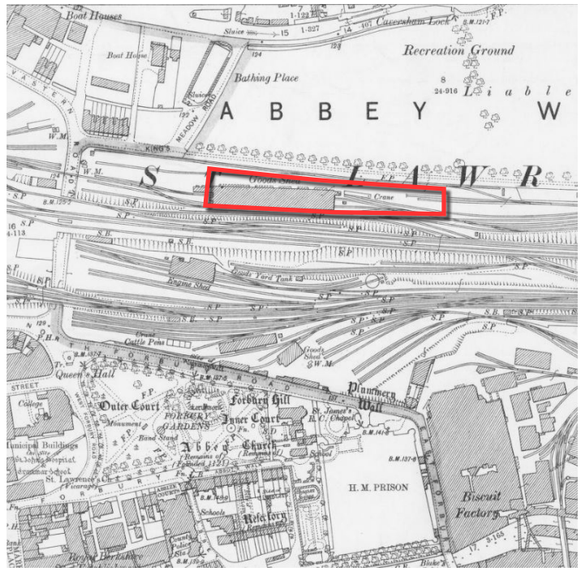
Initially the site was occupied by open air sidings which served a goods yards.



1900

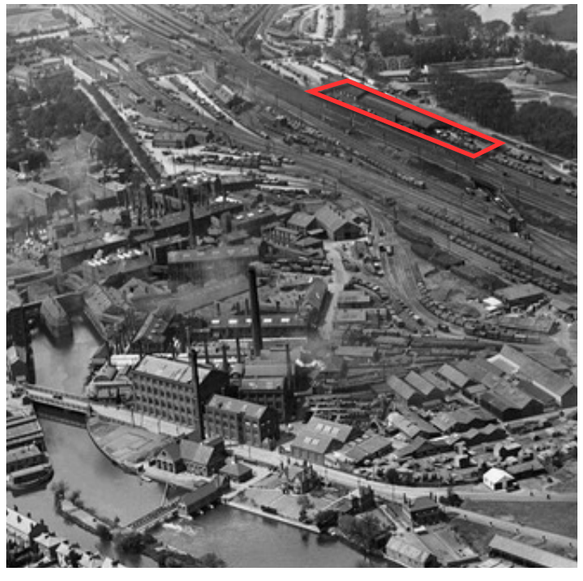
By the turn of the century, the dominance of the railways as the key mode of transport had grown. Further lines were added and sidings increased across the area.

A large goods shed now occupies the site which is pictured adjacent in the aerial photographic survey from the 1920s.



1920

By 1920 the Thames Lido had been built in Kings Meadow as a key architectural feature of the area. Industrial iron works are still seen south of the Railway.



1990

The site remained unaltered until the 1980s. At this time, the railways being in decline, road freight overtakes rail and the goods yard and shed are demolished with the land then being re-purposed.

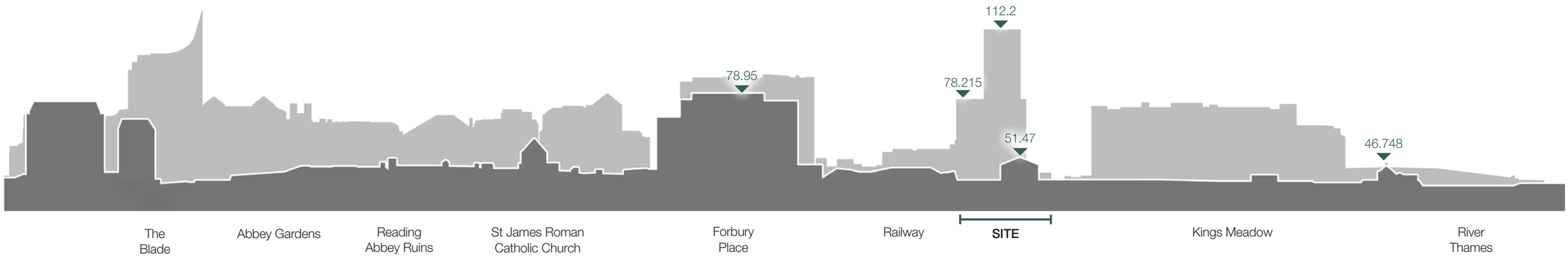
Also at this time, Napier Road is introduced providing access to the newly built office buildings on the site and the nearby residential and retail development.



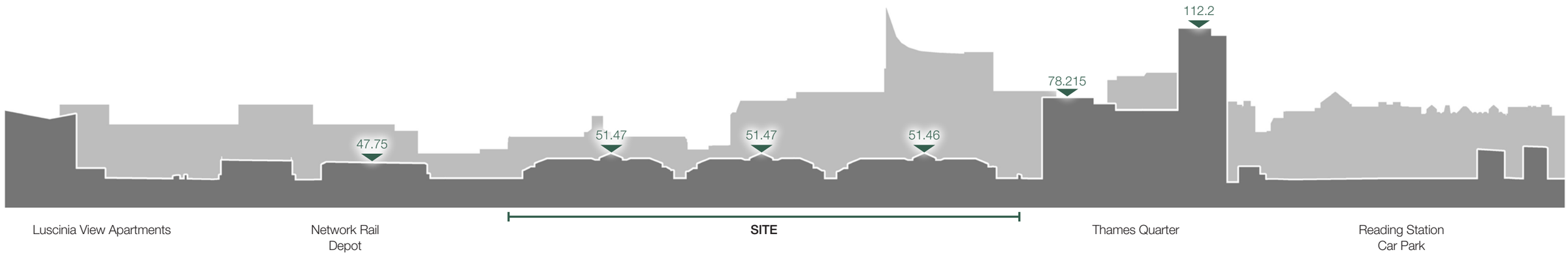
2.11 Existing Site Sections

These Long Sections show the existing townscape profile of Central Reading. Datums set by newly developed context are visible, creating a precedent for the massing of the Napier Court site.

Existing site information is taken from 3D Survey Data provided by Greenhatch Group from a survey dated June 2023.



Existing West Facing Townscape Section



Existing South Facing Townscape Section

Section 03

DESIGN PROCESS

3.1 Opportunities and Constraints

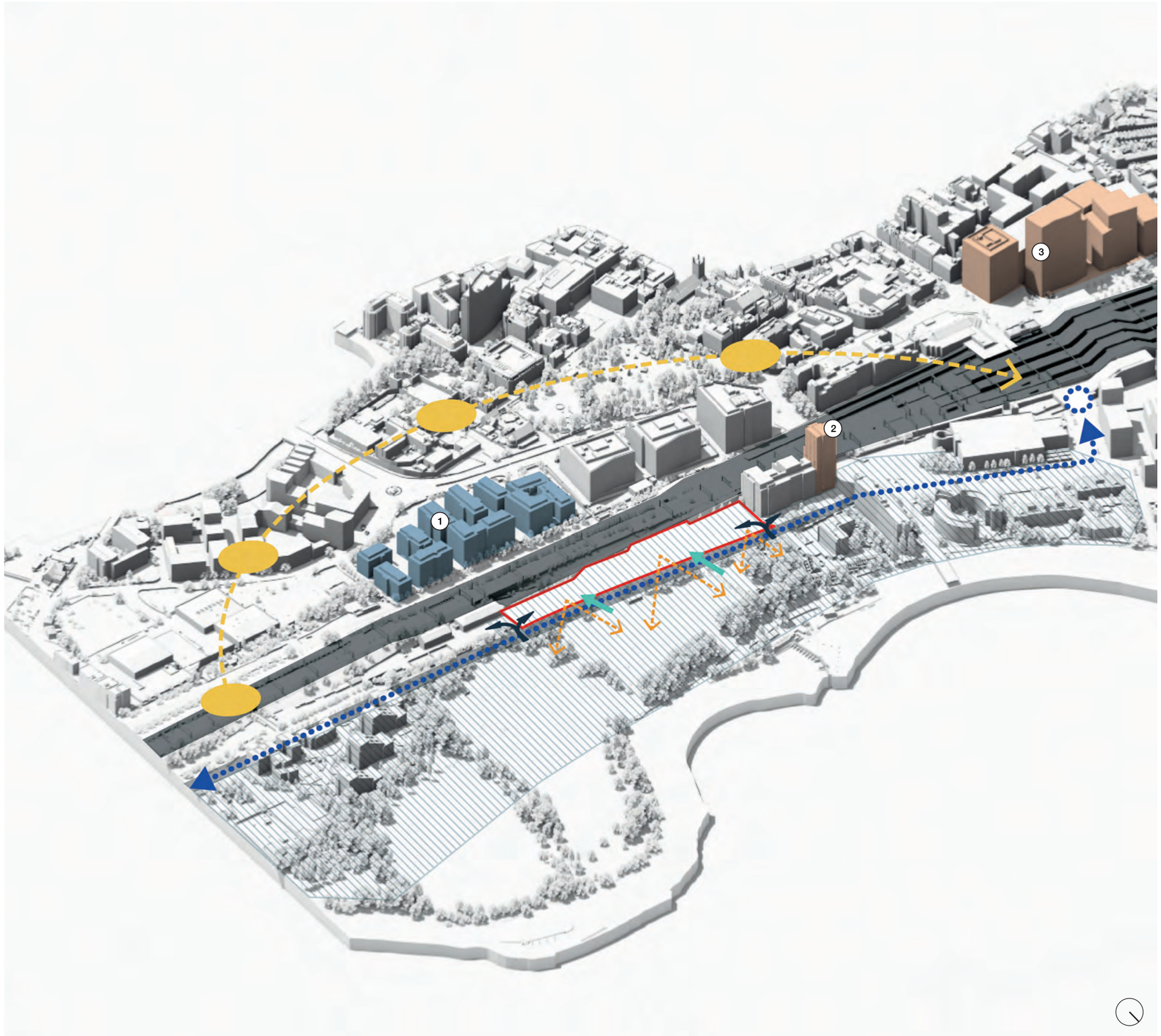
The Napier Court site is located south of both the River Thames and Kings Meadow.

The site backs onto the railway line creating a bounding edge for the proposed development. Vehicular access is provided via Napier Road, with entrances located at the most easterly and westerly ends of the site.

The existing office buildings do little to contribute to the sense of place within Kings Meadow or the arrival via the railway into Reading Station.

Existing massing is established with the Thames Quarter, Forbury Place and Kenavon Drive developments with an emerging scheme at Forbury Retail Park creating further opportunity along the railway corridor linking Kings Meadow with the town centre.

The accompanying diagrams highlight opportunities and constraints associated with the site.



Key

- Site boundary
- Sun path
- Railway
- Napier Road
- Vehicular access
- Potential entrances
- Dedicated MRT Zone
- Flood zones
- Tall buildings
- Viewpoints from site
- (1) Proposed Forbury Retail Park Development
- (2) Thames Quarter
- (3) One Station Hill

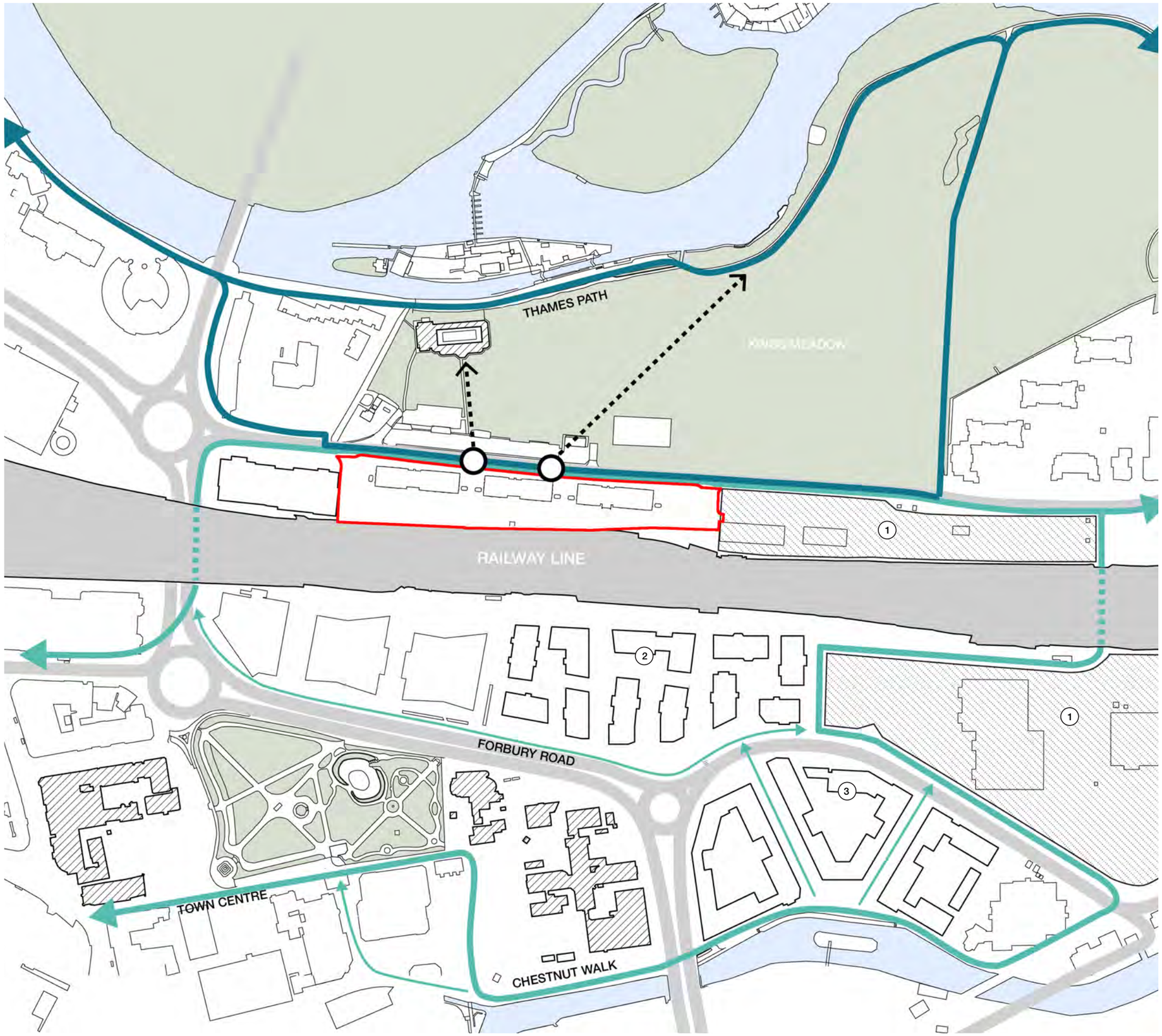
3.2 Urban Opportunities

The proposed development aims to capitalise on wider urban opportunities also.

It aims to both benefit from existing urban assets, but also reinforce their connections such as;

- Opportunity for new pedestrian crossing over Napier Road
- Connection with historic asset Thames Lido improving context and accessibility
- Connection across Napier Road to playground and wider Kings Meadow
- Completing an active 'leisure loop' to benefit from walking and cycling across Kings Meadow to the Thames path
- Contributing to the development corridor, creating a positive walking and cycling route to and from Kings Meadow
- Connecting the Central Reading Loop past heritage and commercial assets such as the Abbey Ruins, Forbury Gardens and the town centre shops.

This improved connectivity activated by new developments such as those proposed at Napier Court and Forbury Retail Park alongside delivered schemes such as Forbury Place, Thames Quarter and Kenavon Drive create a new destination part of Reading with existing green, blue and heritage assets at their heart.



1. Future Development Site
2. Kings Meadow View Development
3. Kenavon Drive Development

Key

- Site Boundary
- Central Loop
- Leisure Loop
- Potential Dynamic Connections
- Listed Buildings

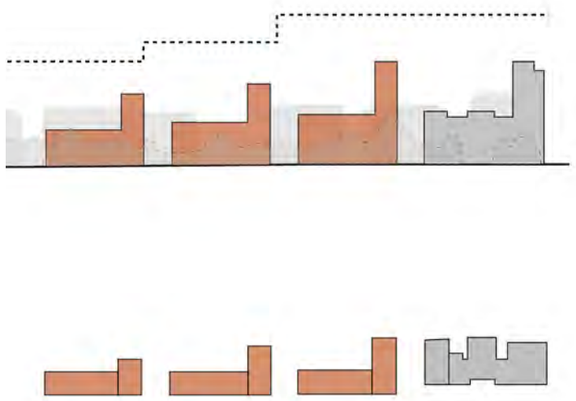
3.3 Massing Experiments

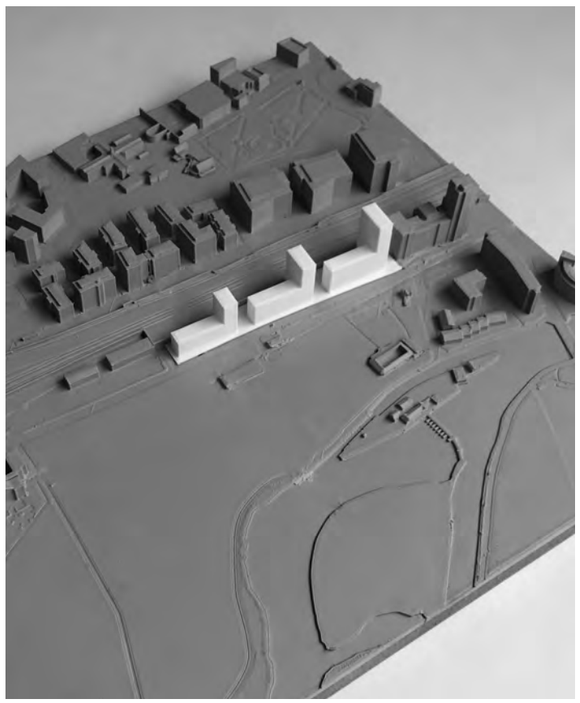
Alternative massing options were explored derived from the analysis undertaken.

A selection of these are illustrated below.

Stepped

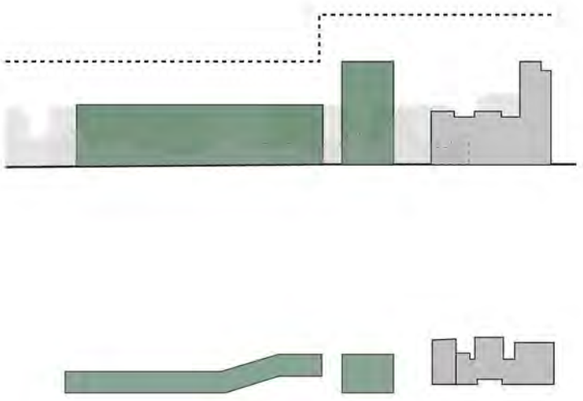
Three buildings stepping in height from west to east utilising the established Thames Quarter high rise and low rise datums.

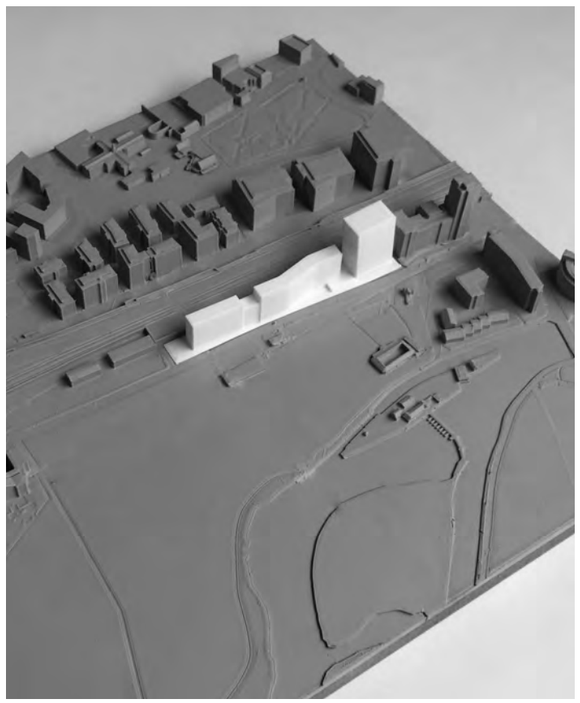




Rake + Tower

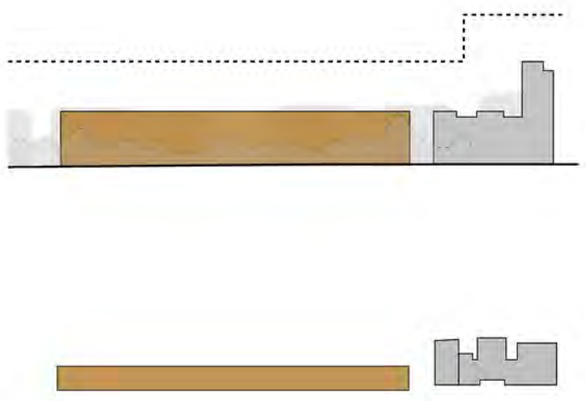
Two buildings, one more linear and cranked, the other tower-like to mimic Thames Quarter.

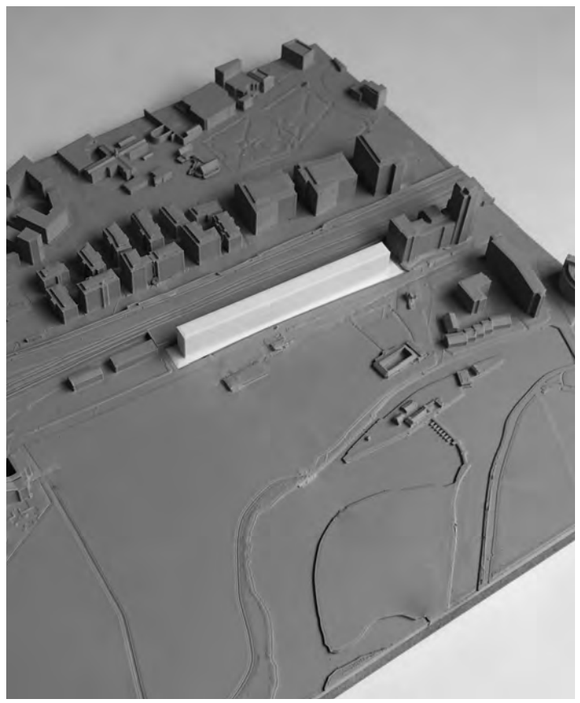




Straight

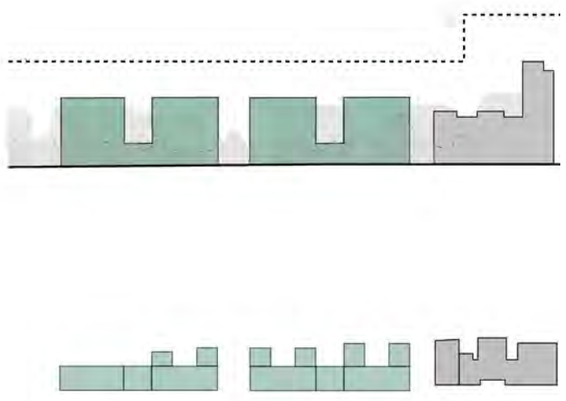
A single block in line with the 12 storey datum set by the adjacent Thames Quarter.

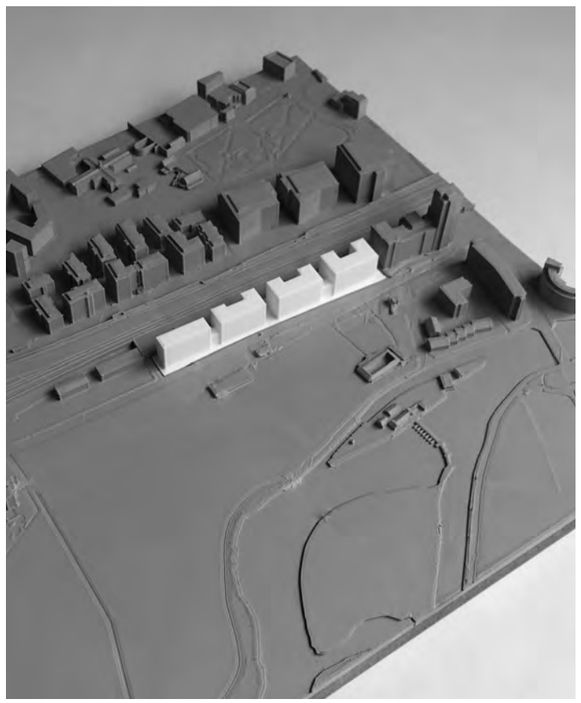




Mansion Block

Four connected blocks which create a frontage to Kings Meadow whilst offering variation to break up the form.





3.4 Mansion Block Typology / Building Safety Act

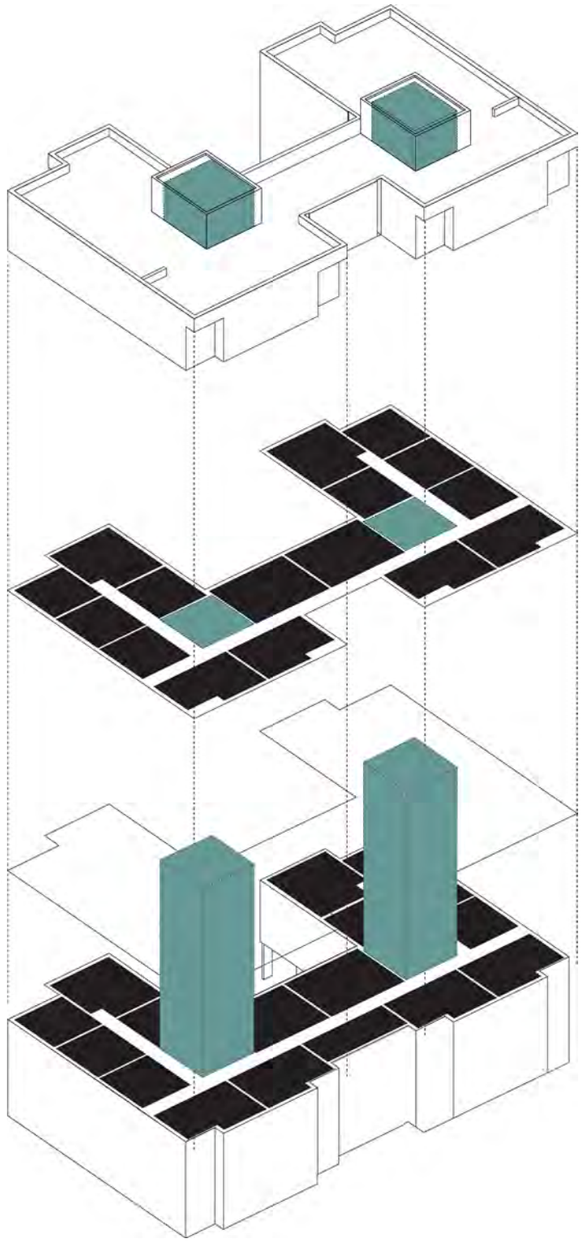
The relationship between site and Kings Meadow is a key consideration.

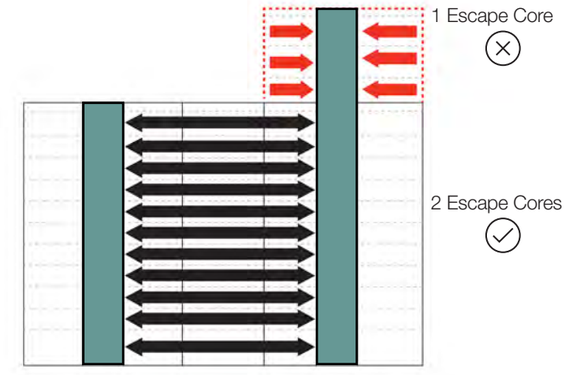
In approaching massing studies a mansion block typology with open green spaces has been considered the most beneficial approach and a number of renowned comparables are shown opposite.

A restrained approach to massing creating a legible and well mannered back drop to Kings Meadow is proposed, with breaks in the site length to provide visual permeability and to break down the linear mass, whilst also meeting operational and technical considerations such as building operator aspirations and meeting the requirements of the Building Safety Act in terms of escape strategy, etc.

In keeping with new approaches to fire safety and in particular escape from high rise buildings (18m +) set out under the Building Safety Act, introduced following the Grenfell tragedy, the buildings ensure that dual escape is provided to every apartment through the use of two cores.

The images and diagrams adjacent highlight how the requirements for dual escape stairs and a mansion block typology in particular lend themselves to the context of major parkland settings with a regularity and uniformity of massing.





Even Height Blocks Allow Dual Escape

Height Varying Blocks don't Allow Dual Escape

Escape Cores



One Hyde Park, London – RSHP



East Village, London – Eric Parry Architects



Brent Cross Town, London – Maccreanor Lavington



Brent Cross Town, London – Allies and Morrison



Brent Cross Town, London – Allies and Morrison



Plimsoll Building, London – David Morley Architects

3.5 Developed Massing

1 Establish the Footprint

- Set back from MRT safeguarding on Napier Road.
- Route to rear adjacent railway retaining wall inspection access for Network Rail
- Access from Napier Road

2 Contextual Height

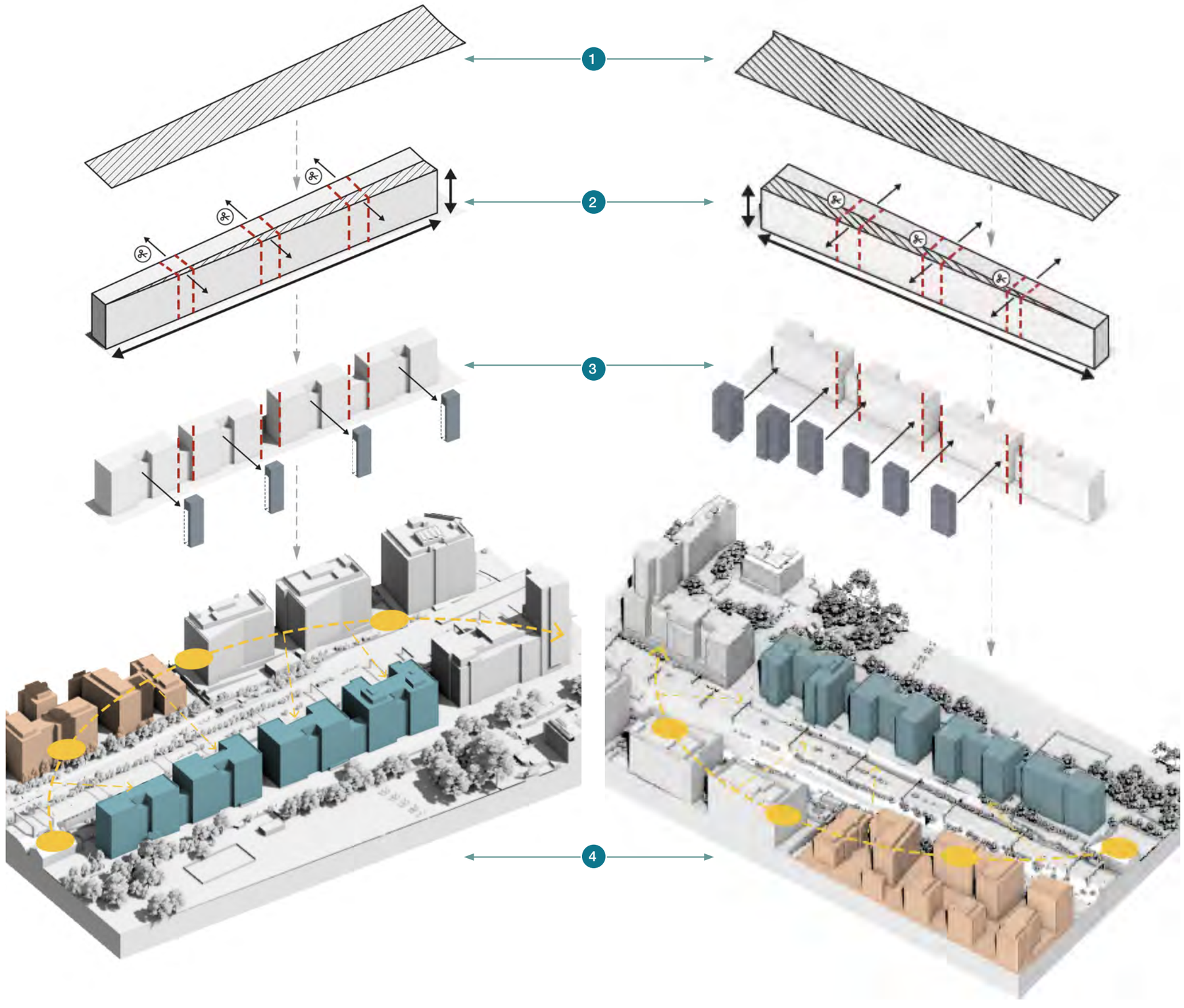
- Extrude developable footprint and develop an efficient and legible arrangement

3 Articulate Massing

- Redistribute massing to capitalise on developable plot
- Create visual permeability between blocks but maintain connectivity for escape strategy and residential community
- Common language across the blocks creating a legible frontage to Kings Meadow and the railway
- Efficiency of blocks in repetition and appropriate scale

4 Appropriate Massing

- Massing better relates to established scale of neighbouring developments at Thames Quarter and Forbury Road offices
- Knits in with proposed massing for Kenavon Drive developments and Forbury Retail Quarter proposals
- Creates south facing common space for residential amenity whilst maintaining access



3.6 Relationship with Kings Meadow

Kings Meadow is identified as part of the Thames Valley Major Landscape Feature and a Local Green Space.

There are three distinct character areas to Kings Meadow within the context of Napier Court defined by the treelined paths which intersect the space from north to south and create a form of separation between the grass areas.

The Napier Court site primarily addresses Zone 1 and the adjacent Network Rail site (remainder of CR11i policy site) addresses Zones 2 and Zone 3.

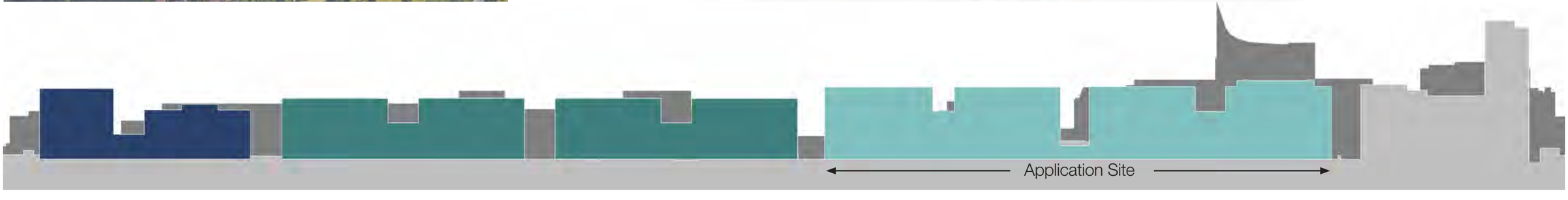
Kings Meadow comprises mainly open fields of short grass right up to the river bank, with some perimeter trees.

The playing fields are used by football clubs throughout the season and for annual fireworks displays and a beer festival.

Kings Meadow has potential to become a thriving green space that makes a positive connection with the river, towpath and town centre.







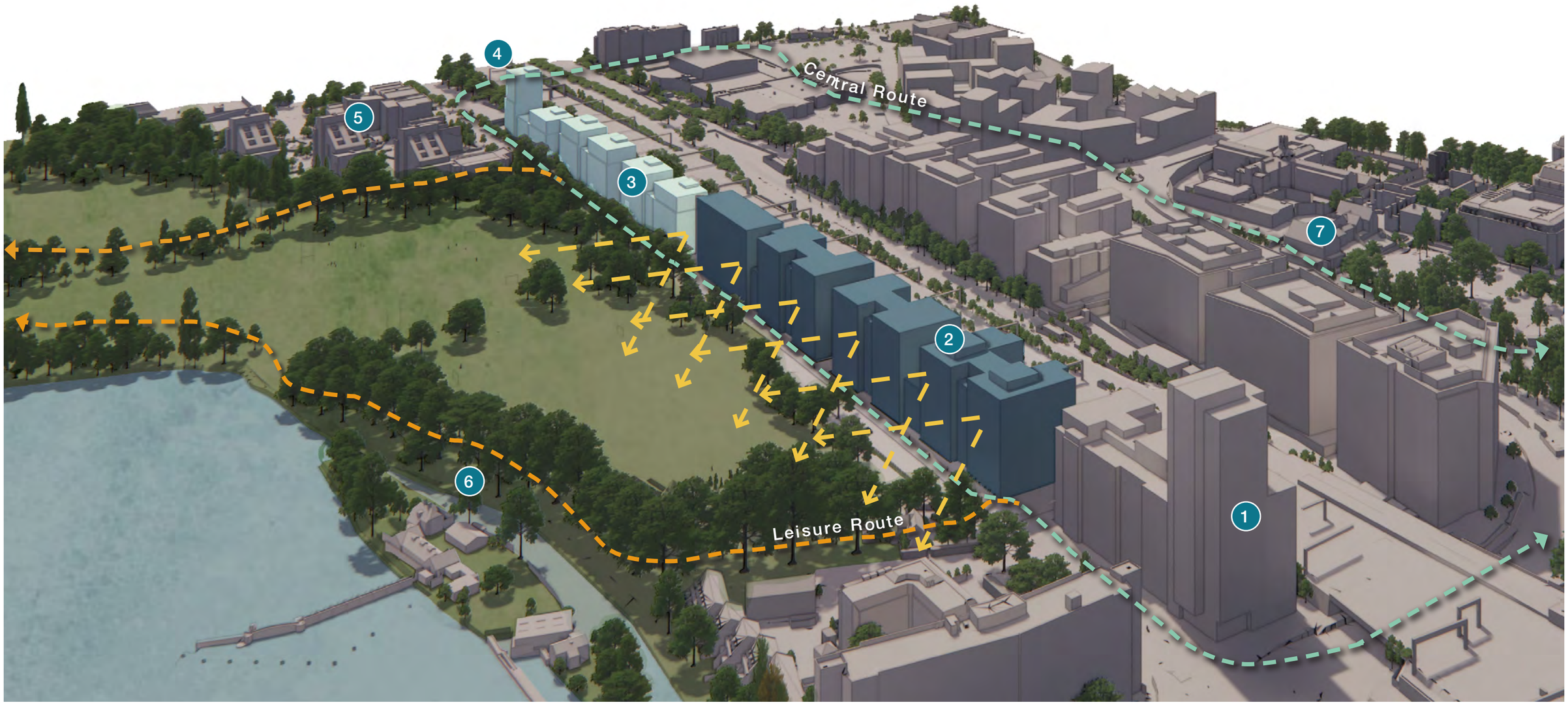
3.7 Developed Massing Context

Modelling shows how the CR11i policy area could be developed stepping down from west to east from Thames Quarter (west) to Luscinia View (east). The stepped form of the building reflects the adjacencies with the context of Luscinia View and different zones of Kings Meadow created by tree lines and open expanses of fields to the river.

Massing would be proposed to step relative to these adjacencies reading as a restrained backdrop to Kings Meadow with visual permeability to the established and emerging townscape to the south of the railway.

A final building marking the route from Napier Road to Forbury Road could rise to a contextual height with Luscinia View, helping to act as a landmark building setting up a relationship with Kenavon Drive and a potential route through to the Kennet.

1. Thames Quarter
2. Napier Court
3. Network Rail Site (could step down from Napier Court in accordance with policy)
4. Focal building to mark alternative pedestrian route back to the town centre
5. Luscinia View Apartments (4-11 storeys)
6. Completing the Leisure Route
7. Completing the Central Route

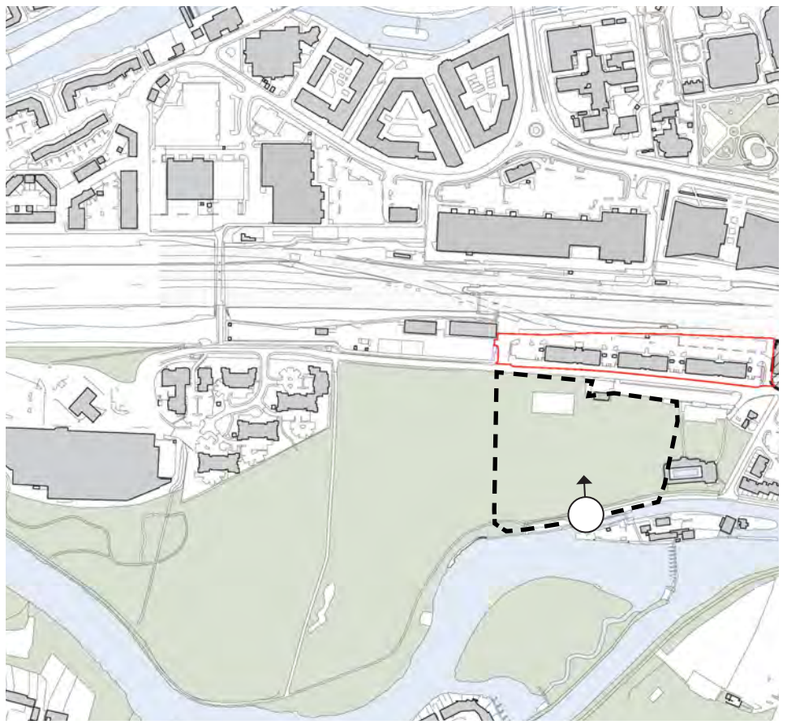


3.8 Visual Relationship from Kings Meadow

Zone 1

View from towpath adjacent to Thames Lido showing consistency of massing (area 1)

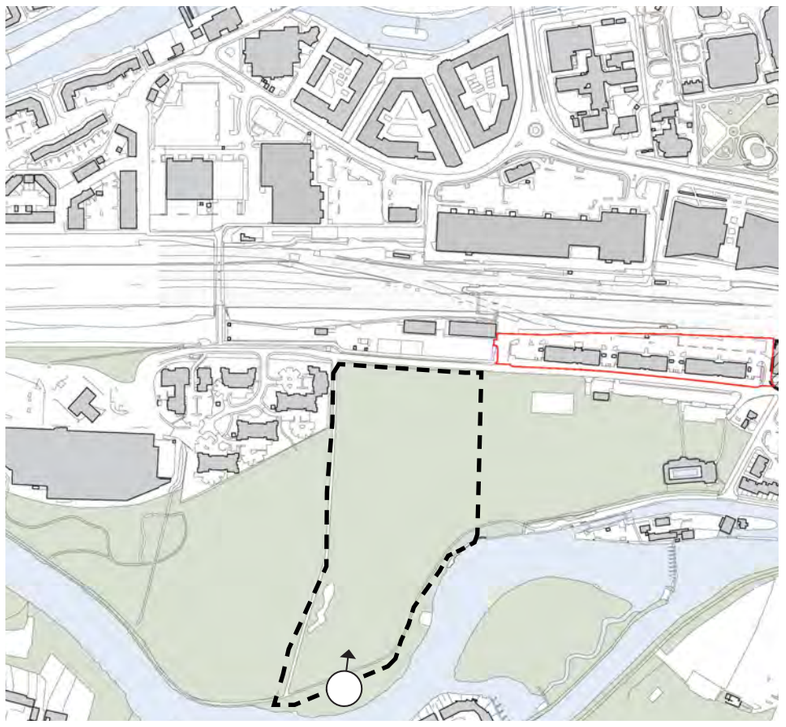




Zone 2

View from path illustrating stepping nature of massing relative to interface with Kings Meadow (areas 1 and 2)

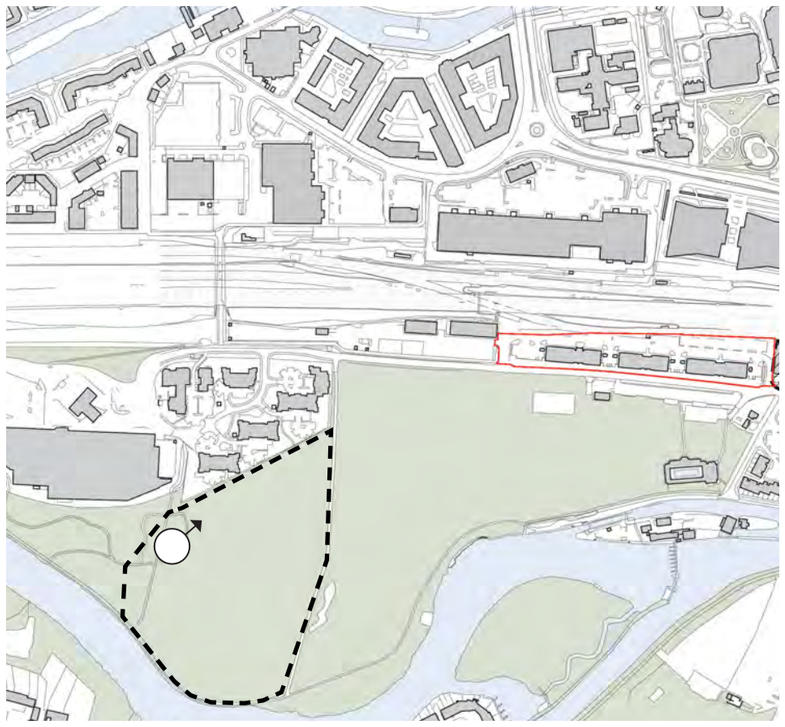




Zone 3

View from to the rear of Luscinia View illustrating stepping relative to interface with Kings Meadow (areas 1 to 3)



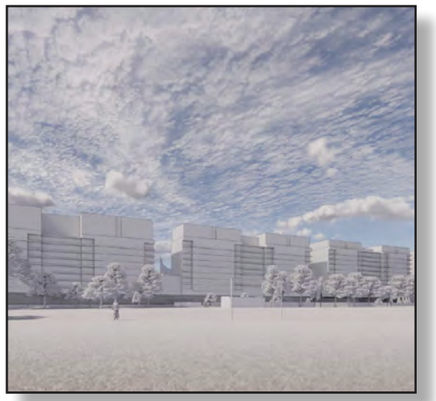


3.9 Design Development
Town Planning
Consultation Overview



1

Pre-App Meeting 01 - April 2023



2

Pre-App Meeting 02 - April 2023



3

Pre-App Meeting 04 - May 2023



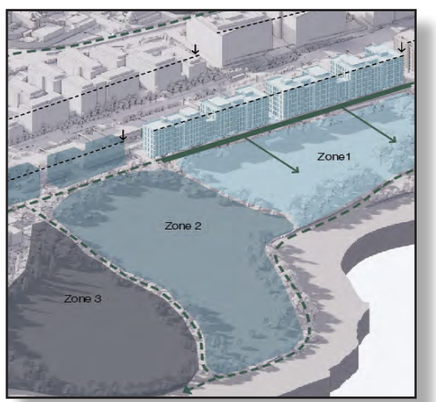
5

Design Review Panel - July 2023



4

Pre-App Meeting 04 - May 2023



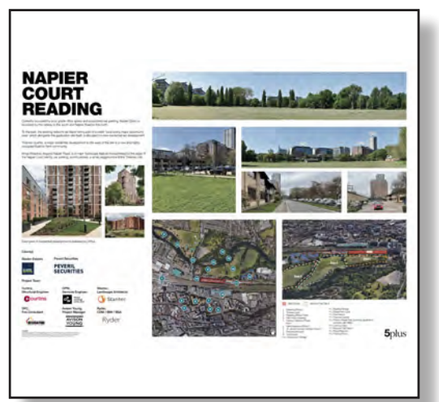
6

Pre-App Meeting 05 - August 2023



7

Pre-App Meeting 06 - October 2023



8

Public Consultation - November 2023

The scheme has been presented and reviewed as part of a series of design consultation meetings. This has assisted in the development of the scheme to incorporate planning, public and peer review feedback.

This process has included a series of pre-app meetings with Reading Borough Council's planning department between April 2023 and November 2023; a Design Review Panel which was held with Design South East in July 2023; and a Public Consultation which was held in early November 2023 in the neighbouring Thames Lido.

The following section aims to outline what was presented at each of these meetings and identify the key points of discussion between the attendees. At the end of this section is a summary of the major items of discussion with key design responses that have been incorporated into the scheme.

3.10 Design Development
Pre-Application Consultation Meetings

Pre Application Meeting 01 - 20th April 2023

The scheme concept design proposals were first presented to Reading Borough Council planning officers in April 2023. The presentation sought to outline the initial work that had been developed so far.

The presentation included key metrics which formed the brief of the project and included figures like accessibility provision, affordability provision, targeted sustainability criteria, amenity provision, proposed accommodation mix, space standards for apartments, outline fire strategy requirements, and EV provision amongst others.

Early research highlighting opportunities and constraints were presented which started to allow some early concept first-moves to be made for the development. The architectural vision for the mansion block typology as an appropriate formal approach to Kings Meadow was discussed.

Early plans and imagery were shown of the development at that stage to help visualise the massing.

The key topics of discussion are summarised as below:

1. The importance of the relationship to Kings Meadow was a key talking point and the importance of the height and massing being appropriate for both Kings Meadow and the building itself.

2. The requirement for stepping across the whole of Napier Road was referenced as part of this wider massing discussion.

3. The articulation of the massing was discussed with regard to the stepping to break down the mass and offer up views between the blocks.

Pre Application Meeting 02 - 28th April 2023

The second pre-app meeting was also held in April 2023. The key change to the scheme following on from the first meeting was the height reduction from 44m and 13 Storeys to 41m and 12 storeys. This resulted in a reduction in the number of apartments from 641 to 606.

The scheme visuals started to show development in the scheme articulation to offer stepping from Thames Quarter to the adjacent Network Rail site. The visuals also started to articulate the use of balconies and horizontal stepping to break down the mass.

The key topics of discussion were largely similar to the first meeting. The focus was the importance of the relationship with Kings Meadow and providing a designed solution which had a well considered and appropriate building with a positive impact on the Local Green Space.

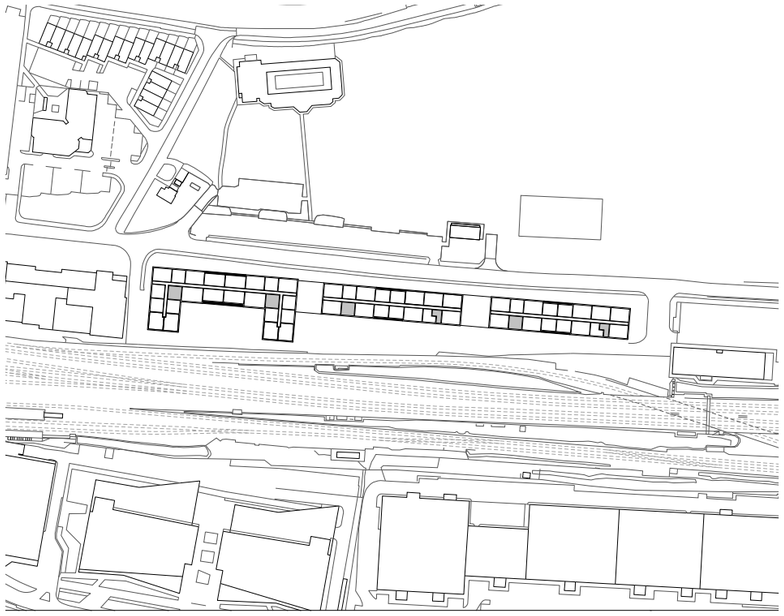
Pre-App Meeting 01

Gross Internal Area
56,091sqm

Height in Metres and Storeys
44m and 13 Storeys

Unit Total
641

Amenity %
5.1%





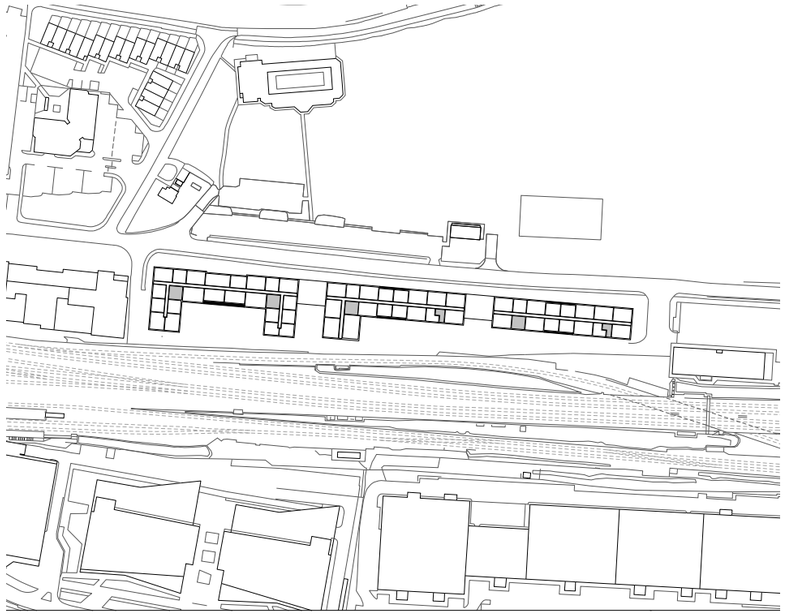
Pre-App Meeting 02

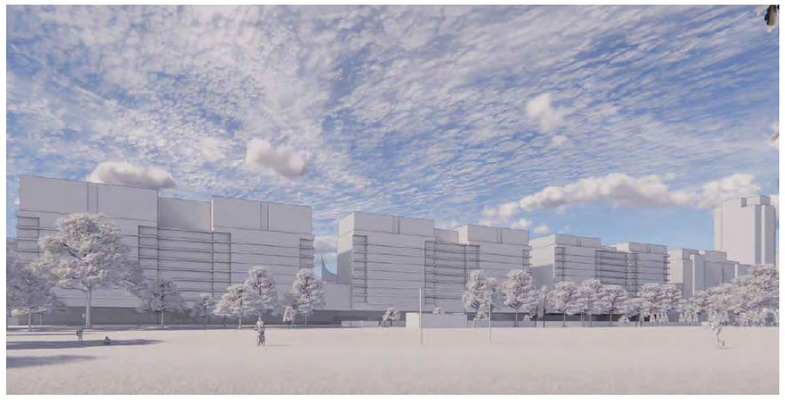
Gross Internal Area
53,095sqm

Height
41m and 12 Storeys

Unit Total
606

Amenity %
4.1%





3.11 Design Development
Pre-Application Consultation Meetings

The third pre-app meeting was a short discussion on the important viewpoints around the site particularly from Kings Meadow with the intention of suggesting and agreeing verified views for the development. The meeting did not include any design discussion relevant for this narrative summary, therefore, it has only been briefly mentioned in this section.

Pre-Application Meeting 04 - 11th May 2023

In the fourth pre-app meeting the proposals had developed in a number of ways as summarised below.

The form of the building had been broken into four blocks rather than three. This helps the northern frontage as follows :

- It visually helps to break down the mass, firstly because there are generally more breaks through, but secondly as these breaks are more meaningful providing clearer views through to the south of the railway.
- It also allows more dual aspect apartments facing in the direction of Kings Meadow and river which increases the value of those spaces for residents.
- It increases the number of balconies, which also helps to break down the mass by 'softening' the corners and providing a break to the regularity of the facade.

The complete breaking of mass between blocks B and C helps to create openness at the ground floor with the introduction of an open 'pocket park'.

The eastern-most block of apartments is shown stepping down towards the east and to the adjacent Network Rail site. This Network Rail site is part of the same policy area with the same policy requirements.

The scheme at this pre-app meeting was presented with two different massing options. These two options varied in height, with one shown as 12 storeys at 599 apartments, the second at 11 storeys with 532 apartments.

The discussion centred on the same key topics. These included the relationship with Kings Meadow, height, massing and articulation. Generally the changes from three blocks to four, the introduction of the central pocket park and clearer separation between blocks were perceived as positive changes.

The discussion on overall height and general tapering across the wider Napier Road policy area from west to east progressed. It was agreed that a peer review to comment on these aspects of the proposal would be appropriate and the Design Review Panel was organised.

Pre-App Meeting 04

Gross Internal Area
56,049sqm

Height and Storeys
41m and 12 storeys

Unit Total
599

Amenity %
4.9





Pre-App Meeting 04

Gross Internal Area
50,469sqm

Height and Storeys
38m and 11 storeys

Unit Total
532

Amenity %
4.8%





3.12 Design Development
Design Review Panel 01

Design Review Panel - 31st July 2023

The scheme was presented to Design South East, the Design Review Panel (DRP), in July 2023. The review included a guided walk around the site and neighbouring Kings Meadow. The site walkaround was proceeded by a formal presentation, with a summary as per below:

- Site research, analysis, identifying opportunities and constraints.
- Design development, which included a narrative on the massing and articulation particularly towards Kings Meadow.
- Summary of concept design from a large massing scale.
- Landscape proposals, including pocket park, rear courtyards and potential improvements to Kings Meadow focussing on improvement of the ground floor interface.
- Development of appearance, which included bay study, materiality and architectural detail experimentation.
- Proposal of design in its current form including bay studies, materiality and architectural details.

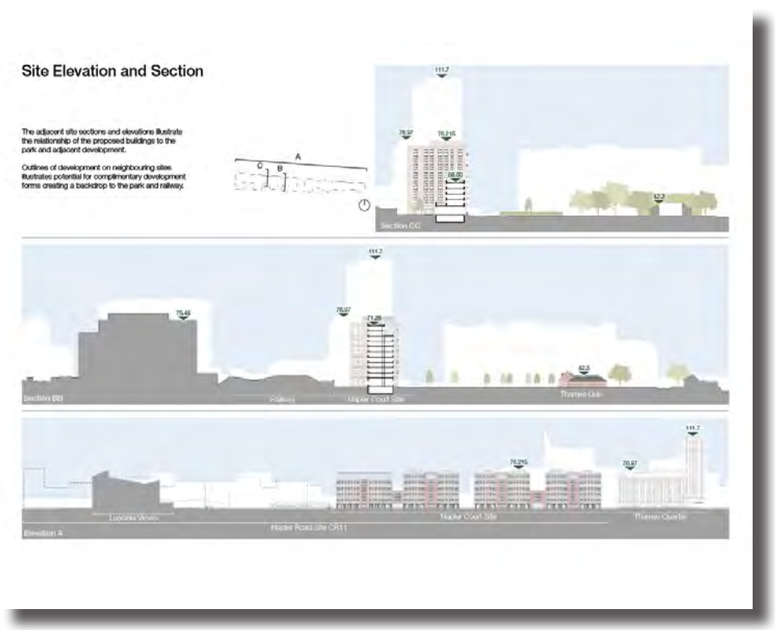
To note, the scheme had developed from pre-app meeting 04,with key changes as follows:

- A basement had been introduced to move the parking and service allocation from ground floor.
- Ground floor was now populated with apartments and each rear courtyard was a landscaped courtyard.
- The scheme remained at 11 storeys of residential accommodation with a plant and amenity level above.

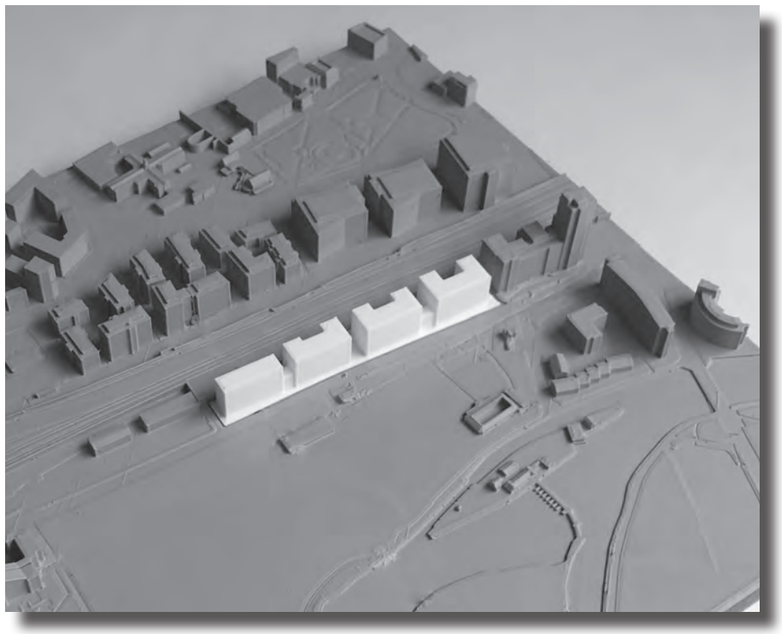
A summary of points of discussion is summarised below:

- Generally the massing in relationship to the Kings Meadow was considered to be appropriate. However a little more articulation through materiality and detailing could improve its perception.
- Consider alternative brick colours and tones
- A positive response to the architectural detailing of the main three blocks. However the fourth block, which had been developed with a slightly different style, should be reconsidered to derive a similar form to the others.
- Generally the Panel were against the introduction of the basement mainly due to the embodied carbon implication.
- Preference from the Panel for cycle facilities over car parking facilities with the possible introduction of a car club.
- Positive response to the retention of a number of trees within the site.
- Strongly supportive of the integration with Kings Meadow and utilisation of the Local Green Space for external amenity as opposed to compromised rear landscape areas.









3.13 Design Development
Pre-Application Consultation Meetings

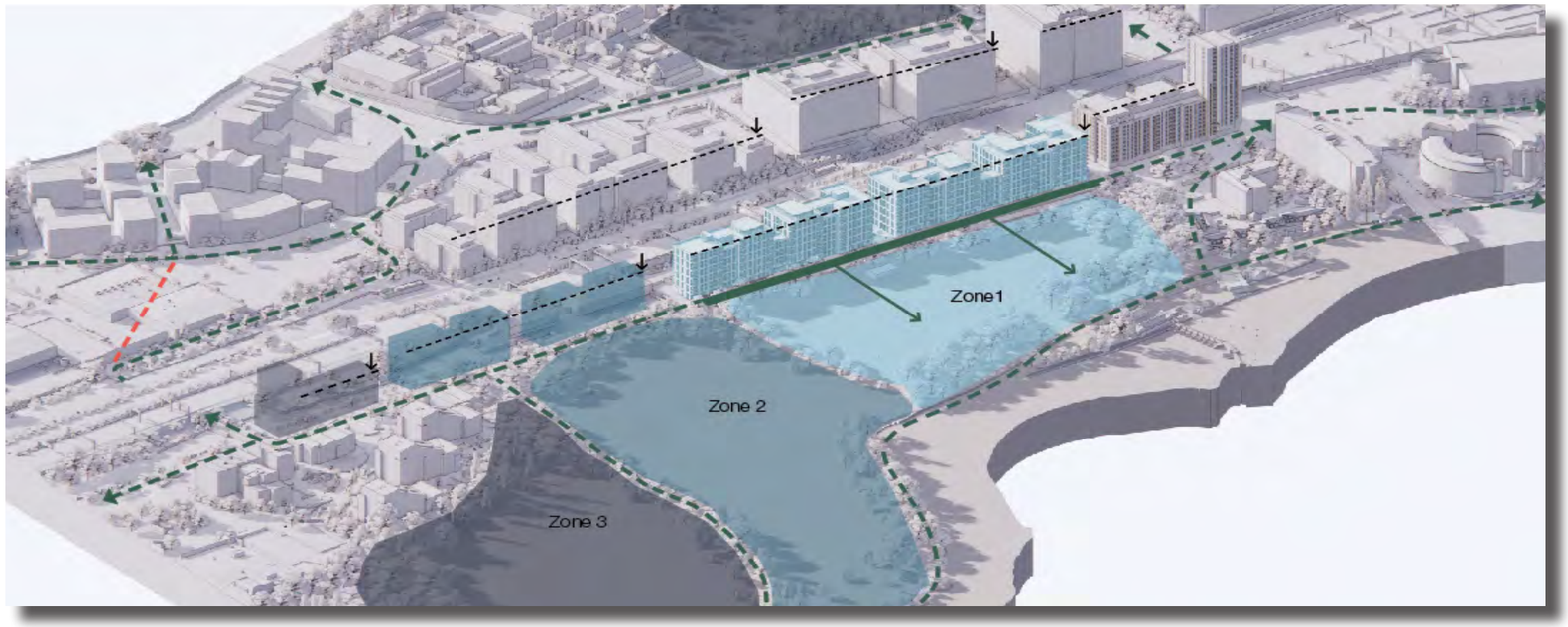
Pre-Application Meeting 05 - 24th August 2023

The fifth pre-app consultation meeting took place in August 2023 following on from the DRP consultation. As a result of that consultation, the scheme implemented a number of changes. The key comments taken on board from the DRP and subsequent changes made are summarised below:

- The basement was reduced in size to accommodate only the sprinkler and domestic cold water facilities. The car parking, back of house and parking facilities have been reintroduced to ground floor.
- The central 'pocket park' has been retained as a positive aspect of the scheme. However one of the rear courtyards has had to be removed as a result of the car parking relocation.
- Block D was reinterpreted to provide a closer resemblance to the other three blocks, reinforcing the idea of a well mannered Mansion Block typology facing Kings Meadow.
- Further consideration and development was incorporated into the facade detailing to help articulate the frontage further, which ultimately can help to break down the perception of mass from Kings Meadow.
- Prior to the DRP the total number of apartments within the scheme was 581. Relocation of the car parking from the basement resulted in a loss of apartments. Some of these were recouped through revisions to the heights of the infill elements of the buildings so that 570 apartments could be provided.

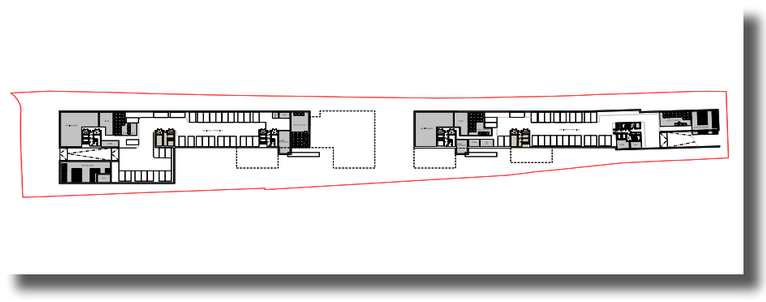
Discussion at the fifth pre-app consultation meeting focused on the relationship with Kings Meadow with two key points of discussion, one being building height and the second being the desired stepping from west to east along the wider Napier Road policy area. It was discussed that the Mansion Block typology is typified by its rhythmic consistency in height, and suggesting that the stepping could happen further to the east.

Although generally aligned on most scheme principles such as parking, sustainability, space allocation, architectural detailing, landscape; the matter of building height still remained an ongoing discussion.





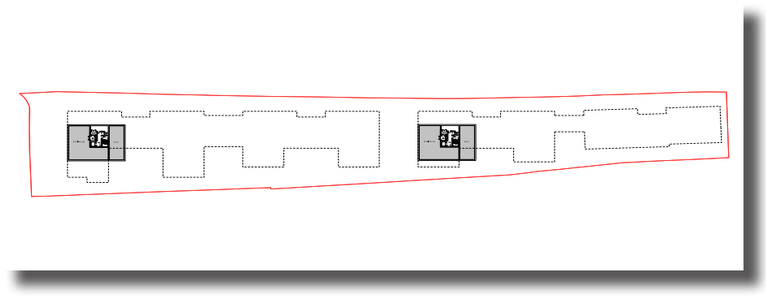
Prior to DRP Design Consultation



Prior to DRP Design Consultation



After DRP Design Consultation - Block 4 reinterpreted to maintain continuity with other blocks



After DRP Design Consultation - Removal of the majority of the basement to reduce Embodied Carbon

3.14 Design Development
Pre-Application Consultation Meetings

Pre-Application Meeting 06 - 10th October 2023

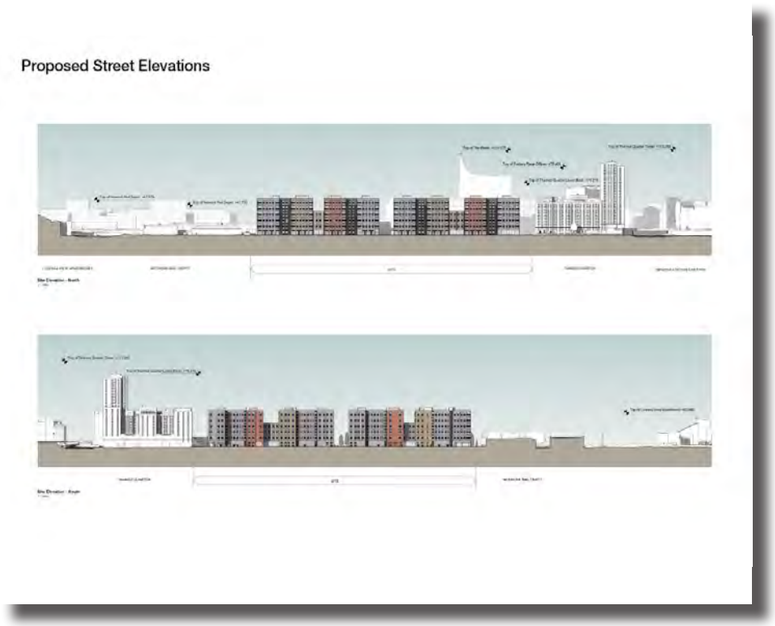
The sixth and final pre-app design consultation with Reading planning officers took place in October 2023 shortly before the Public Consultation.

The scheme had remained at 11 storeys of residential accommodation with a single storey above of plant and amenity. The main change to the scheme was the detail of the facade and materiality.

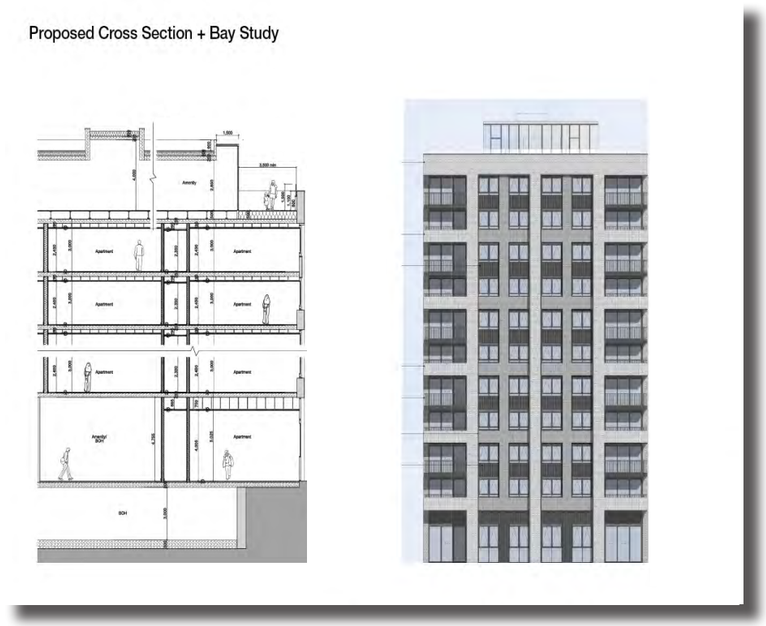
Finer detail features such as window shrouds, metal cladding panel strips and an increased range of brickwork have been introduced to help bolster the overall articulation. Variations in brick colour / tone across the building was integrated into the proposal at the request of Reading Borough Council.

These newly introduced features along with the balcony details and alternating form are all developed to help break down the mass, particularly from the Kings Meadow viewpoints.

On a more human scale, detailing and texture of the façades at close and medium range views helped to articulate the form and provide interest alongside a landscaped street scene with additional street trees to provide visual connectivity with the Kings Meadow.



Street Scene Elevation



Typical Bay Setting Out



Articulated Elevations and Coordinated Landscape



Kings Meadow Long View

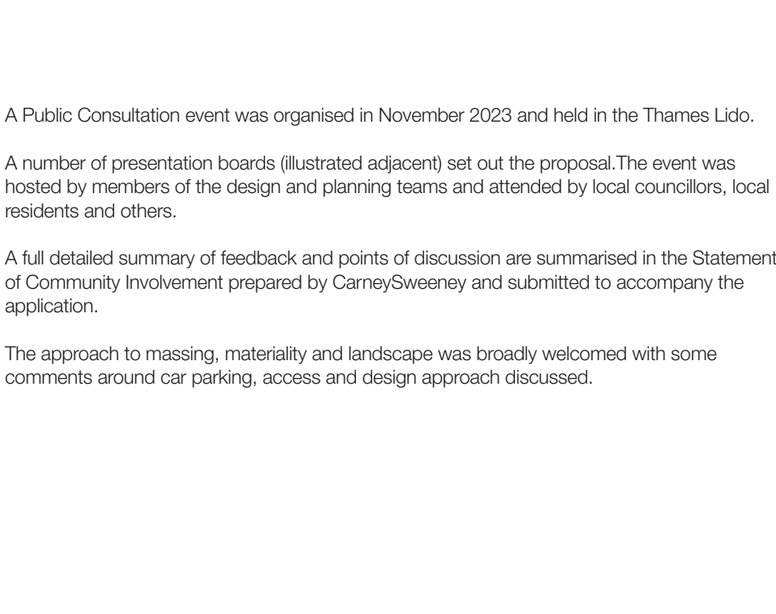
3.15 Design Development
Public Consultation

A Public Consultation event was organised in November 2023 and held in the Thames Lido.

A number of presentation boards (illustrated adjacent) set out the proposal.The event was hosted by members of the design and planning teams and attended by local councillors, local residents and others.

A full detailed summary of feedback and points of discussion are summarised in the Statement of Community Involvement prepared by CarneySweeney and submitted to accompany the application.

The approach to massing, materiality and landscape was broadly welcomed with some comments around car parking, access and design approach discussed.



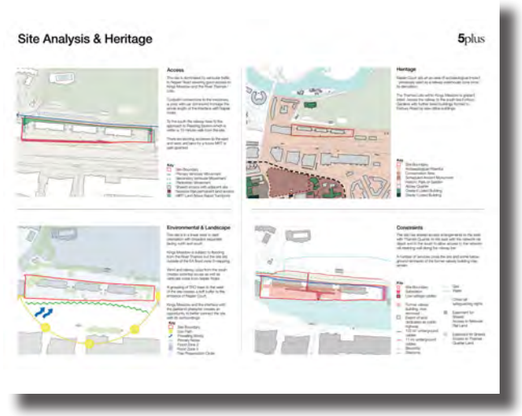
Public Consultation at Thames Lido



Public Consultation Board 01



Public Consultation Board 02



Public Consultation Board 03



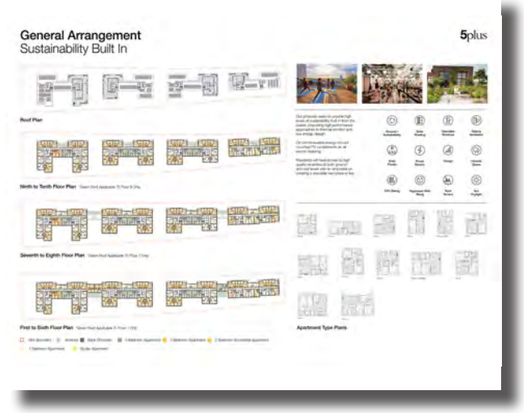
Public Consultation Board 04



Public Consultation Board 05



Public Consultation Board 06



Public Consultation Board 07



Public Consultation Board 08



Public Consultation Board 09

3.16 Design Development
Design Changes after Consultation

The consultations concluded in November 2023 with the Public Consultation. Following this, the scheme has incorporated several design changes which are largely a response to feedback during this process.

Basement

The basement has been removed in the proposed scheme, this was one of the main topics of discussion at the Design Review Panel, with the main argument being the embodied carbon impact of the additional work and material. The decision was made to remove the basement and bring up all the services to ground floor level.

Roof Terraces

The roof terraces have been removed from Blocks B, C and D (still remain on Block A). There were lengthy discussions throughout the consultation process about height and the desire for stepping across the site. This design decision to remove the sky lounges, terraces and cores from the roof level helps to reduce the height of the building and therefore visual impact on the surrounding landscape of Kings Meadow.

Covered Building Link

The pocket park has had a covered walkway added to connect the two buildings. The structure will be a light metal structure, open on both side with mesh and climbers. This allows connectivity between the two blocks to allowing staff or residents to move between buildings without getting wet if it's raining.

Car Club Parking Spaces

The Car Club parking spaces which were previously shown in front of the main entrances to the two buildings have now been removed. During the Public Consultation there were several comments suggesting the design of the landscape at the front should dissuade vehicles from frequently parking at the front and cluttering the road with cars.

Feedback from Reading Council to develop alternative means of assisting residents travel through management and travel plans further informed the decision to remove these spaces on Napier Road.



Above Image: Before showing the rooftop level Sky Lounges and Terrace



Above Image: After the removal of the Sky Lounges from Blocks B, C & D.showing the rooftop Sky Lounge only on Block A

3.17 Design Development
Design Review Panel 02

Design Review Panel 02 - 28th February 2025

The developed and revised scheme was presented to DRP introducing elements to help break down the massing on longer range vista's particualrly from zone 1 of Kings Meadow to allow greater distinction of the block boundaries. This was achieved by a reduction on height of the infill elements between blocks with a reduction in total units from 576 to 570.

The rooftop amenity of block 1 adjacent Thames Quarter was removed also to provide a more cohesive and uniform mass further augmenting the mansion block approach. The panel were generally supportive again of the approach to massing alongside development of materiality to maintain consistency.

Various alterations to material treatment, articualtion and fenestration were discussed with elements for further development discussed around gable elevations, fenestration and landscape interfaces, particularly at the interface with Napier Road and the MRT strip.

The access route to the south of the building was discussed with potential to create parking courts to allow more opportunity for soft landscape, trees and with a view to creating a better outlook and usage of space for residents.

Key recommendations where summarised as below:

- Refine the proportions of the blocks and their articulation, ensuring that they form a defined edge to Kings Meadow taking inspiration from mansion block typologies.
- Reduce the tonal palette to create a unified architecturtal language that ties the blocks together.
- Improve the landscape to the northern side of the proposal and develop a vision for the future of Napier Road to support connectivity between the development and Kings Meadow.
- Strengthen the relationship with the lido.
- Rethink the service road to the rear and create a space that is valuable to residents.
- Ensure that the highly visible southern elevation - and its associated open spaces - are given the same design attention as those facing Kings Meadow.

Built Form and Massing
Revised Scheme

1. Roof Amenity reduced
2. Reduced height of infills by 2 storeys



5plus 11 Napier Road Reading



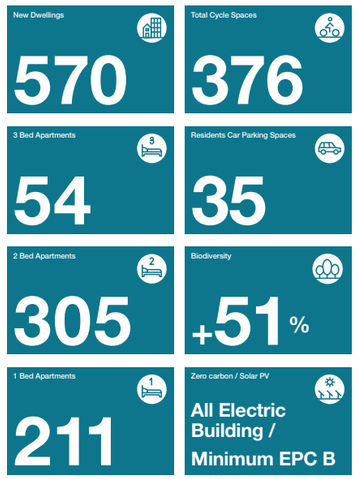


Updated Scheme

Timeline
Application documents to be updated following DRP 02.

Basis of Application
(Alterations from application)

570 new dwellings (minus 6)	All electric building with solar PV renewable energy complimenting
All apartments NDSS compliant	80% of all rooms pass BRE guidance for daylighting commensurate with other major urban residential developments of this size and scale. 45% of apartments are dual aspect
54 x 3 Bedroom apartments (minus 2)	Building Safety Act compliant with robust infrastructure embedded within the proposals to meet the requirements of the regulator
305 x 2 Bedroom apartments (minus 4) (10 of which are provided as BR M4(3) compliant)	50% affordable provision at LHA which equates to a circa 10% discount to market value.
211 x 1 Bedroom apartments (19 of which are provided as BR M4(3) compliant)	BNG proposals surpass 10% net gain (51.84% habitat units gain and 192.41% hedgerow units gain). TPO trees retained.
35 car parking spaces for residents (minus 4)	Landscape proposals which soften the street scene and promote connectivity to Kings Meadow whilst protecting MRT land for future implementation.
316 cycle spaces for residents (+60 for visitors) (plus 40 additional for visitors)	
Communal residential amenity at ground floor and roof level of Block A	
Promote connectivity to Kings Meadow via new crossing with commitment to contribute to improvements to Napier road edge of Kings Meadow to promote local outdoor recreation and outdoor space.	
71% betterment over 2021 Building Regulations Part L Dwelling Emissions rate	



5plus 24 Napier Road Reading

3.18 Design Development
Design Iteration after DRP 02

Following the second design review and further discussion with officers, the scheme proposals have developed further to capture a series of alterations to address key recommendations.

Site Strategy, Connectivity and Movement

The frontage land to the building on to Napier Road has been widened to incorporate the MRT reserved land to create a more significant and appropriate public realm. This presents an excellent opportunity to present a grander street scene with the addition of further street trees in planters. (See section 6.0 Landscape for design proposals). The use of planters safeguards the land in the event it is to be required in the future for use for the MRT.

The aim remains to create a crossing to Kings Meadow, which was endorsed by the Design review Panel, in order to allow easy access for residents.

The access route to the south of the development has undergone further development with a reduction in car parking quantum of 6 spaces from 39 to 33 to allow the creation of more pedestrian priority 'Play Street'. (See section 6.0 landscape for design proposals). The daily vehicular drop off and servicing would be via a new drop off lay by to the frontage of Napier Road with only bin collection using the rear 'Play Street' other than resident parking.

Scale and Massing

Following DRP 02 the approach to scale and massing has been maintained with a consistency of approach to the heights of the buildings following the omission of 2 storeys to each of the infill between Blocks A to B and C to D.

Materiality and articulation has been developed to maintain the coherent approach.





Previous Scheme



Proposed Scheme



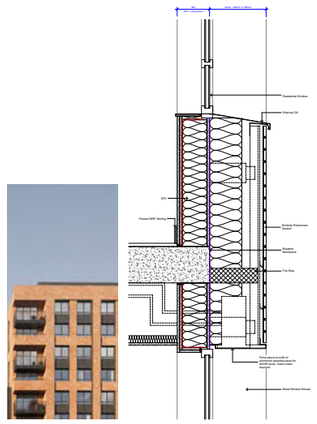


3.19 Design Development Continued
Design Iteration after DRP 02

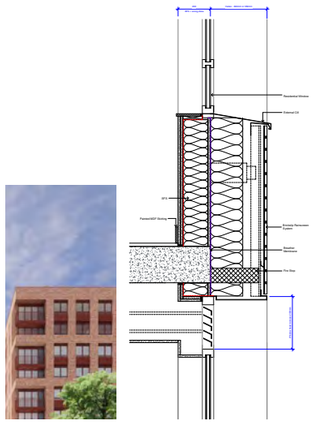
Elevations, Materials and Detailing

Following design review further development of the façades has seen the following elements addressed;

- The building line of Blocks A+B have been pulled back to provide more space for the TPO's
- Gable elevations have seen alterations to window sizes to optimise daylight to apartments and create greater variation between façades,
- The ground floor has been articulated as a continuous plinth to establish a coherent threshold with Napier Road articulated with projecting brick banding for greater textural detailing at human level,
- Corners have been articulated with brick banding to help turn the corner and allow a language to be developed between north and south façades,
- Entrance recessed façades have seen fenestration developed to optimise daylight and provide juliette balconies with the facade treatment despite being recessed giving a more celebrated treatment.
- Introduction of more terrace greening.
- Spandrels panels have been rationalised and detailed to provide further articulation to the facade
- Window head heights have been elongated to allow better daylight penetration to apartments
- Brise soleil to western elevations have been omitted following further design development not requiring these as part of the mitigation for Part O of the Building Regulations.
- Introduction of secure boundary and secure gates to the rear
- Roof terrace building has been replaced with an open terrace for residents (See Section 6.0 - Landscape)



Previous Window Head Detail



Proposed Window Head Detail

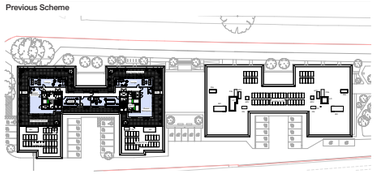


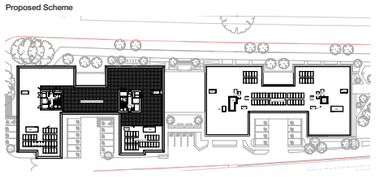


Previous Scheme



Proposed Scheme







Section 04

DESIGN PROPOSAL

4.1 Introduction
Overview + Design principles



The basis of the design is centred around creating a set of proposals which respond in a complementary manner to the local context in general arrangement, massing and materiality terms.

The proposals seek to create a high quality destination building for residents with a proportionate and well ordered aspect towards Kings Meadow.

The buildings respond to environmental factors such as noise, sun path and wind with opportunities for enhancing the local context optimised wherever possible.

A rational approach to the massing creates a coherent and legible datum with neighbouring properties and creates an appropriate mansion block typology to the expansive open space of Kings Meadow.

4.2 Introduction
Use + Amount

The buildings are arranged across four blocks (Blocks A to D from west to east) with a central external amenity space in between.

To the south, access to 33 car parking spaces (33 EV charging), 6 motorcycle spaces and up to 316 cycle spaces within designated areas is created.

The residential proposals cumulatively create 570 new dwellings in a quantum / mix as follows:

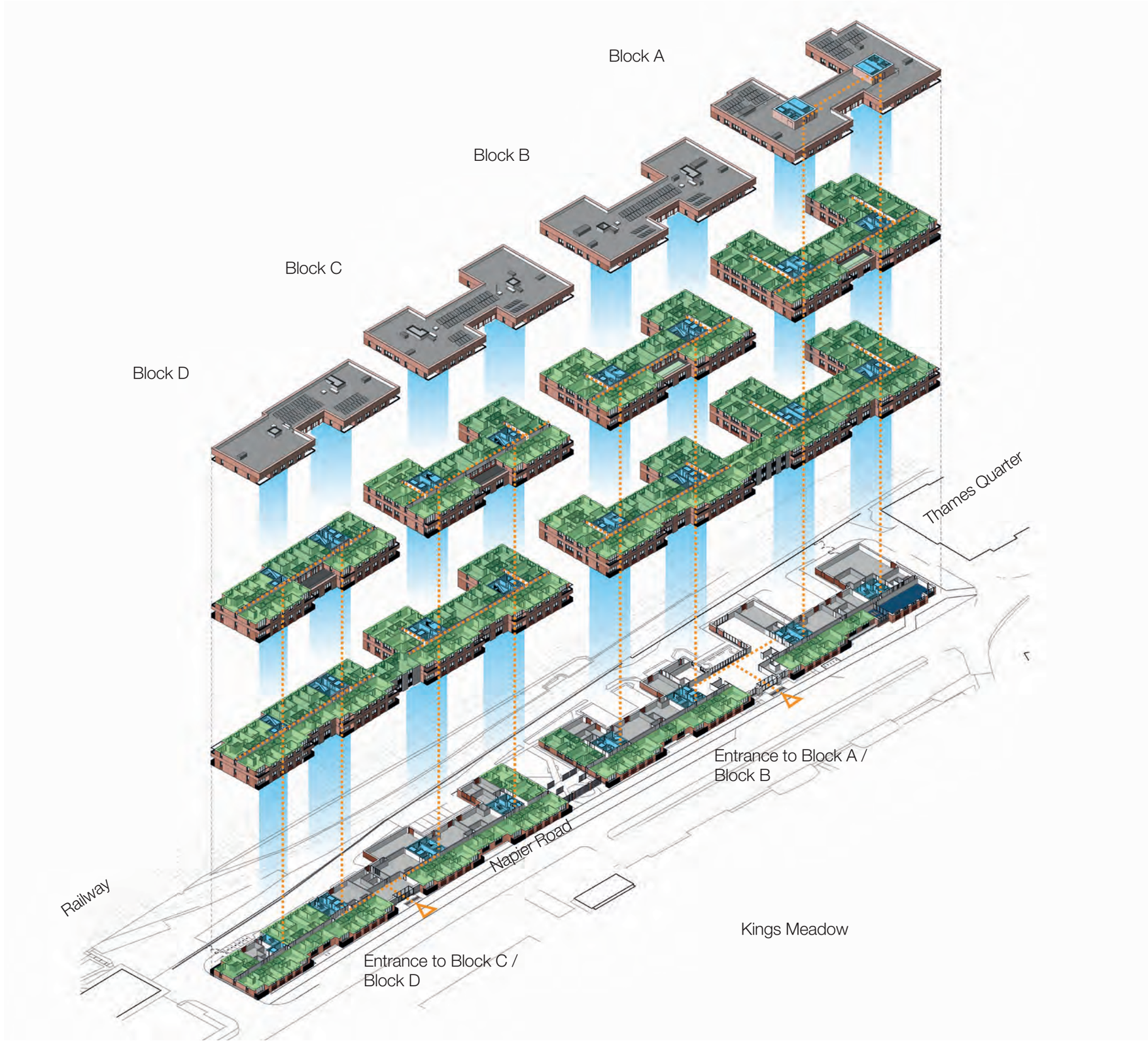
- 54 x 3B5P apartments / (circa 9.5% of total)
- 305 x 2B4P apartments / (circa 53.5% of total)
- 211 x 1B2P apartments / (circa 37% of total)

A total GIA of circa 51, 245sqm makes up the four blocks. There is space for circa 37, 456sqm of net internal space (a 73% efficiency) with a total internal amenity space of circa 772sqm (representing circa 2% of the total net internal space) arranged across ground and roof level.

Ancillary space for plant, cores, circulation and support space take up the remainder of the gross floor area.

Each block benefits from dual escape stairs and access to evacuation lifts to aid an improved fire escape strategy.

At roof level, space for solar PV arrays are maximised wherever possible to optimise renewable energy provision.



4.3 General Arrangement Masterplan

Ground Floor Site Plan

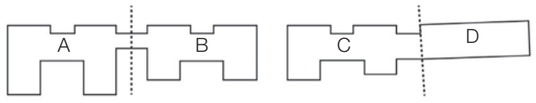
The adjacent plan indicates the ground floor of the scheme in context of the landscape strategy and the red line boundary.

Site Plan Key:

1. Building Entrances
2. Retained Existing Trees
3. Courtyard Garden
4. Parking Courtyards
5. Pocket Park
6. Proposed Pedestrian / Cycle Route

- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment





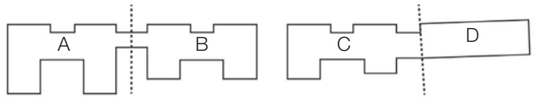
4.4 General Arrangement Masterplan

First to Fourth Floor Site Plan



- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



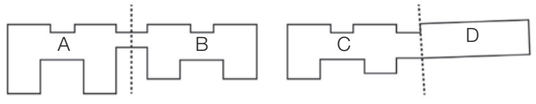
4.5 General Arrangement Masterplan

Fifth to Eighth Floor Site Plan



- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



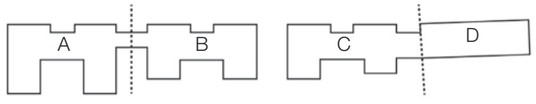
4.6 General Arrangement Masterplan

Ninth to Tenth Floor Site Plan



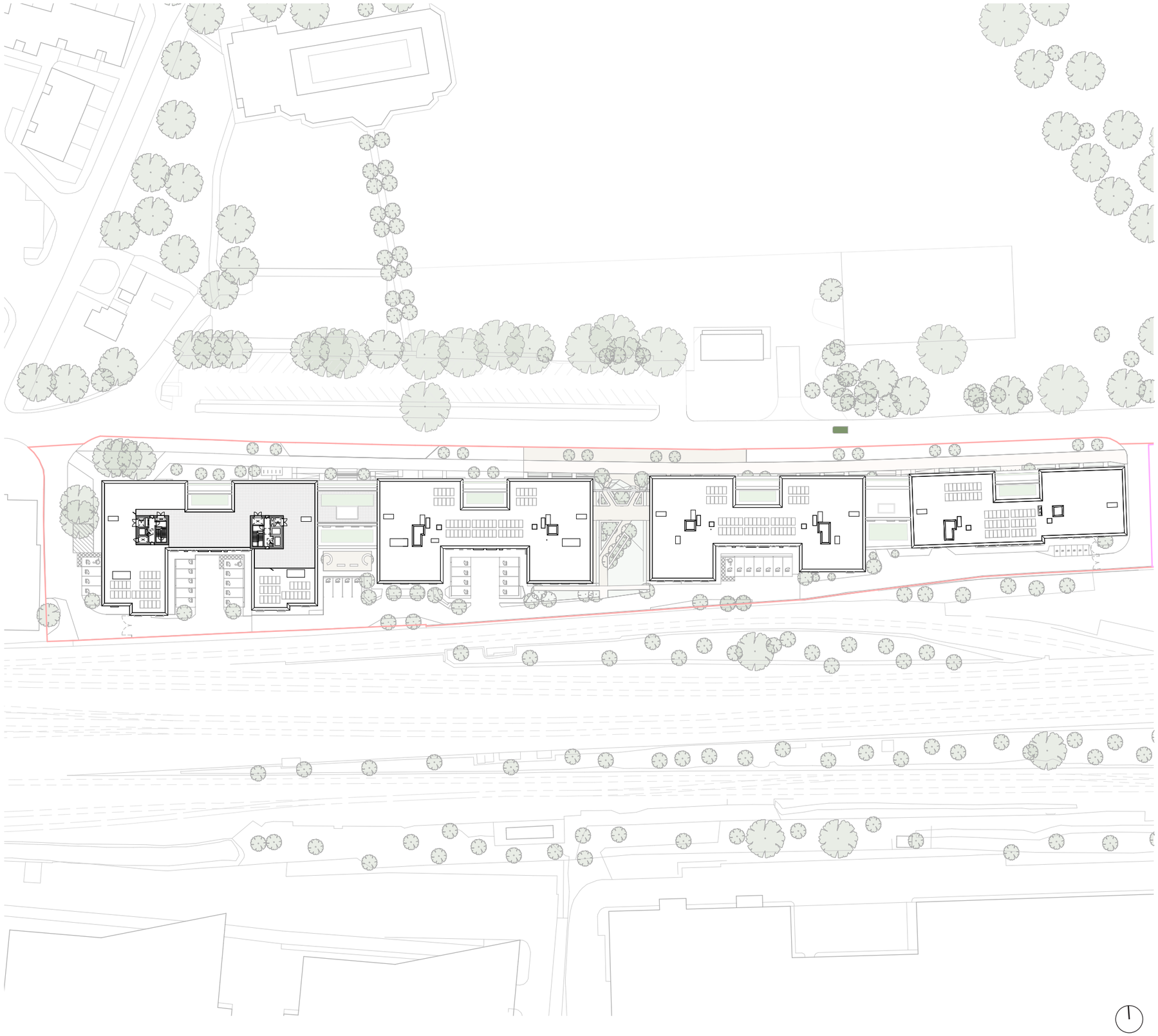
- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



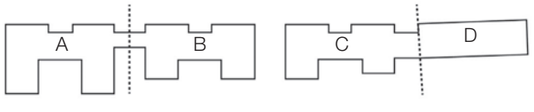
4.7 General Arrangement Masterplan

Eleventh Floor Site Plan



- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



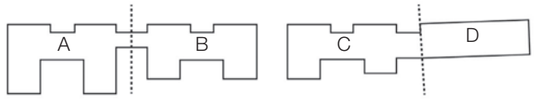
4.8 General Arrangement Masterplan

Roof Site Plan

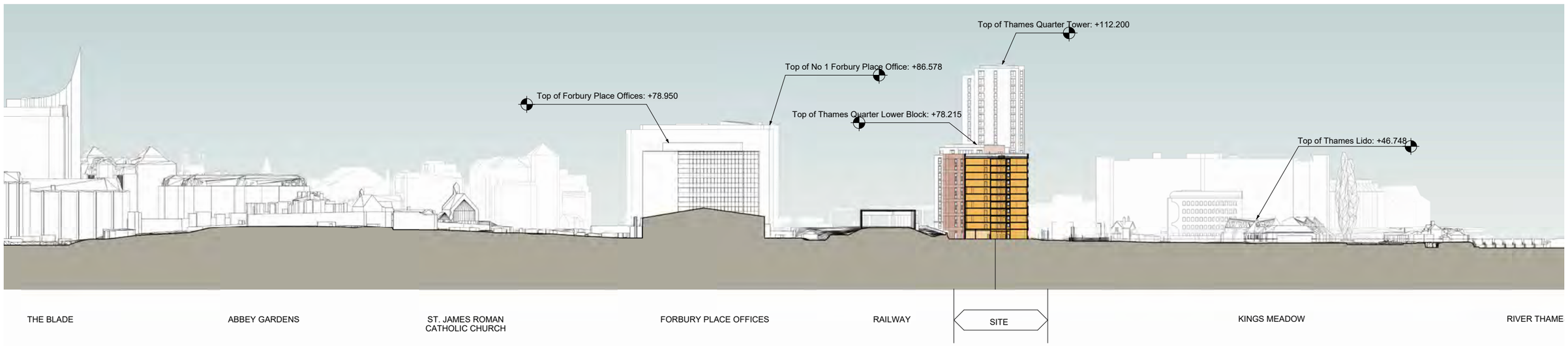


- Amenity Space
- Plant Space
- Green Roof

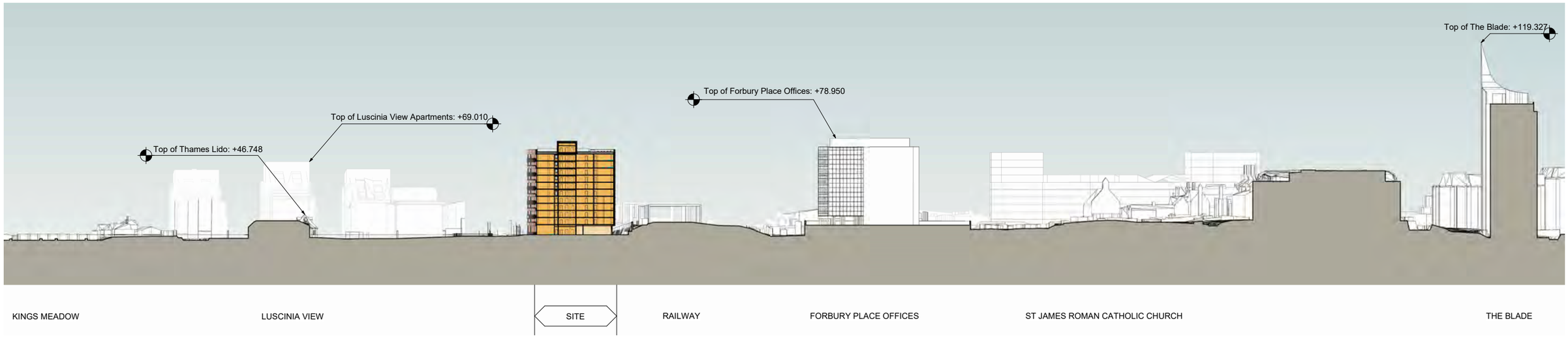
- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



4.09 Masterplan
Site Sections

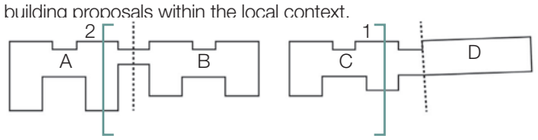


SECTION 01



SECTION 02

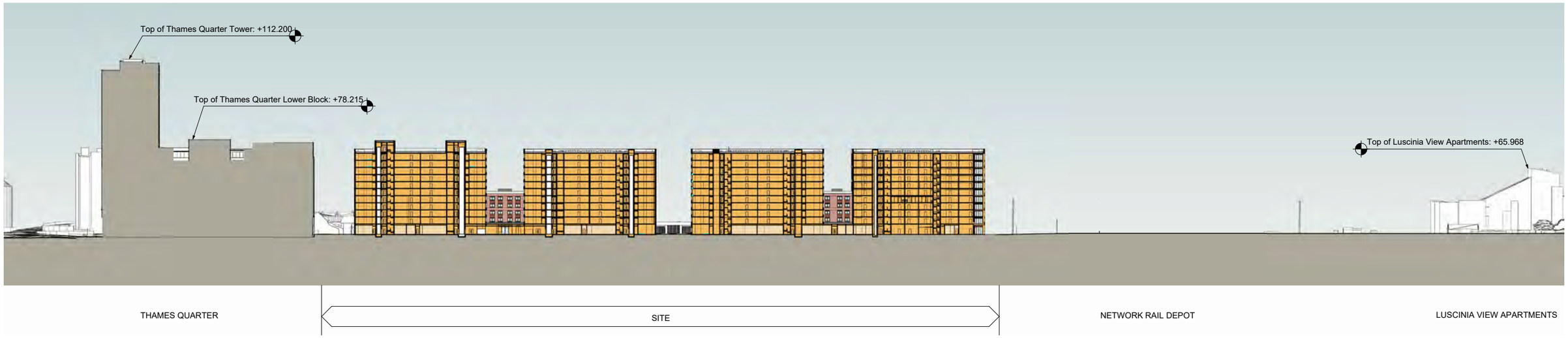
The adjacent site elevations illustrate the relationship of the new building proposals within the local context.



4.10 Masterplan
Site Sections

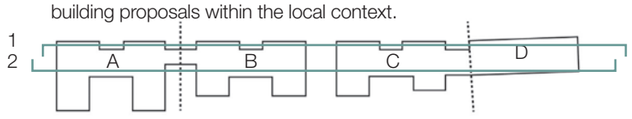


SECTION 01

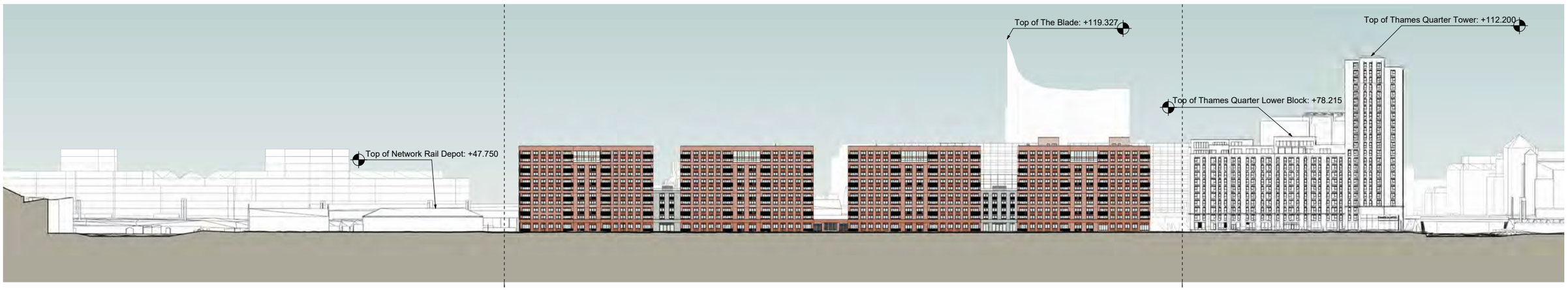


SECTION 02

The adjacent site sections illustrate the relationship of the new building proposals within the local context.

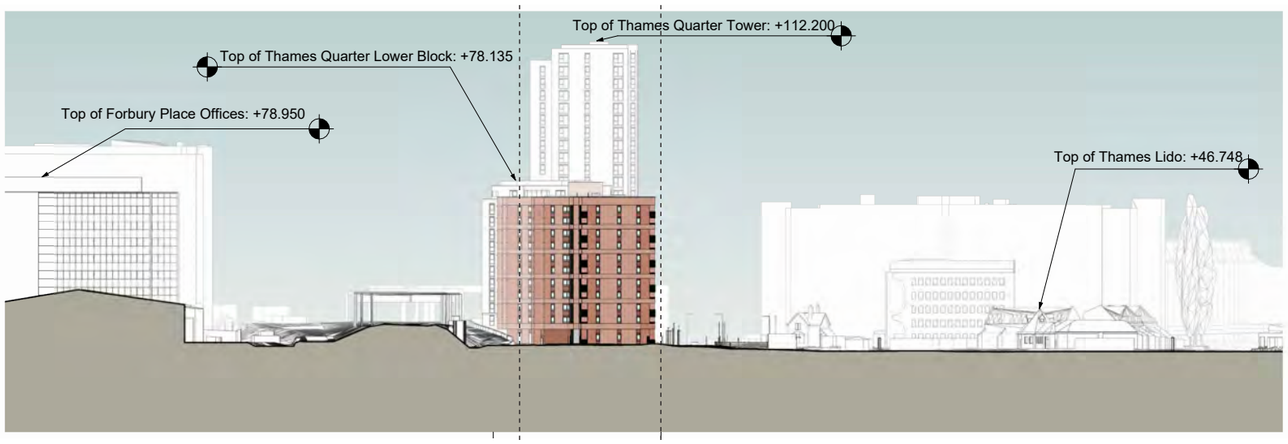


4.11 Masterplan
Site Elevation



Luscinia View Apartments | Network Rail Depot | Site | Thames Quarter | Reading Station Car Park

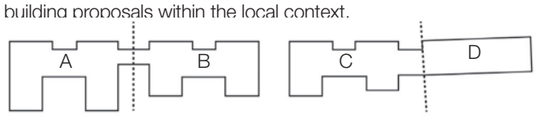
NORTH ELEVATION TO NAPIER ROAD



Railway | Site | Kings Meadow

EAST ELEVATION

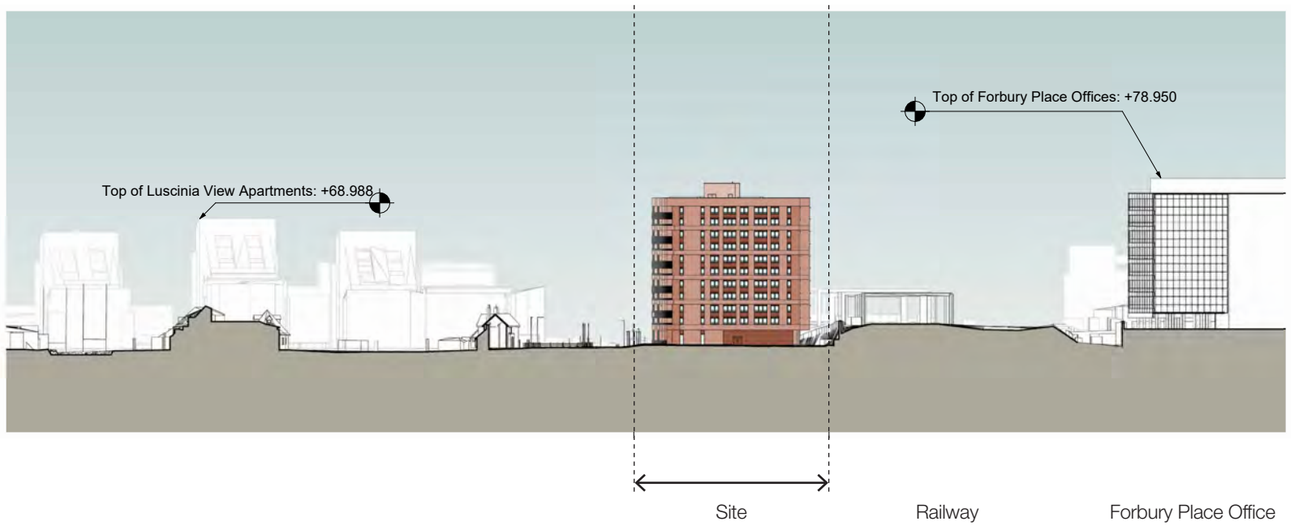
The adjacent site elevations illustrate the relationship of the new building proposals within the local context.



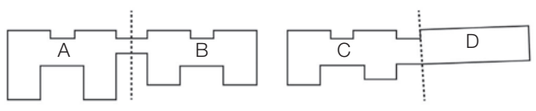
4.12 Masterplan
Site Elevations



SOUTH ELEVATION



WEST ELEVATION



4.13 General Arrangement Plan

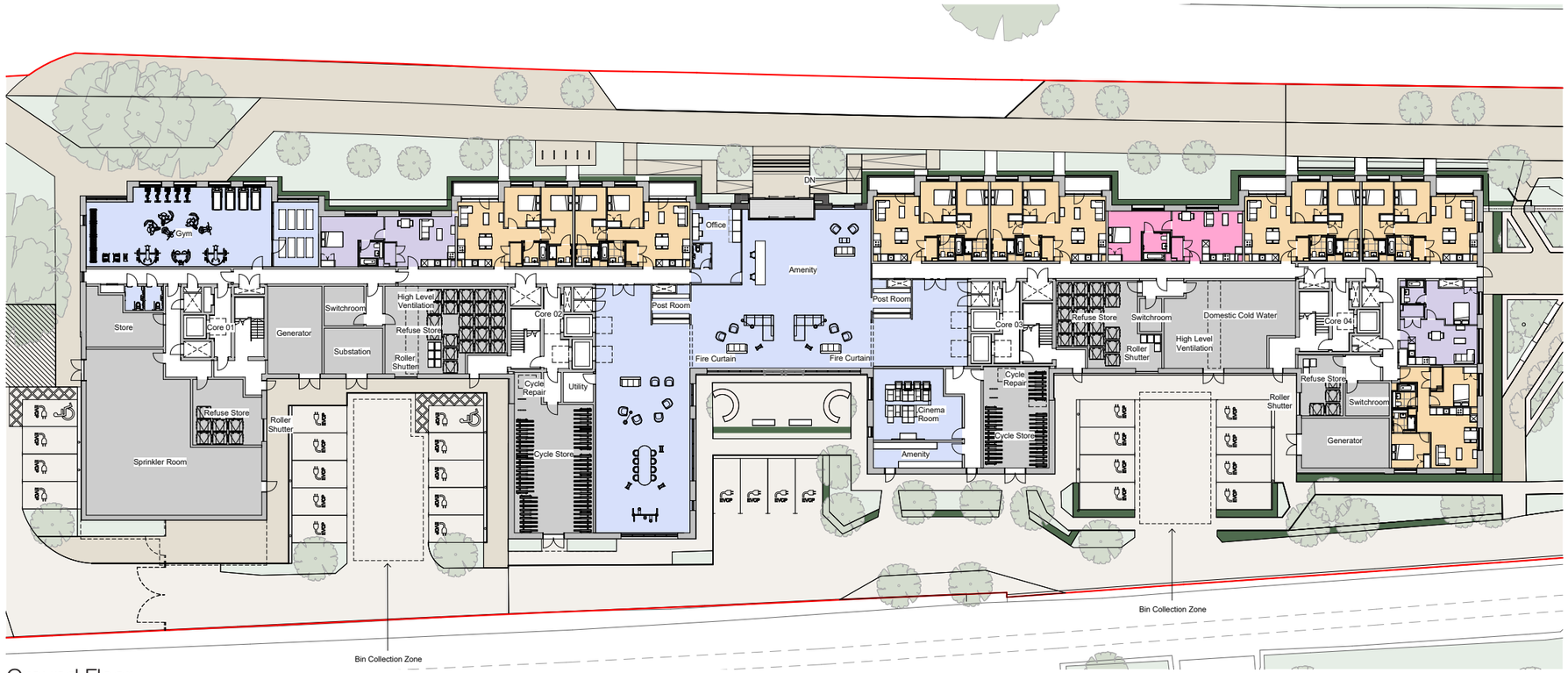
Block AB Ground Floor Layout

Apartment and amenity layouts are shown illustratively.

The ground floor level of Block A / Block B, houses both a reception and amenity space accessed via the main entrance directly off Napier Road.

A number of residential units line the northern edge of the building facing onto Kings Meadow, with a proposed gym space added to the north-west corner of the building.

The related support spaces are concealed beyond the amenity and residential units, these include bike and refuse stores either side of the central amenity zone.



Ground Floor

- Amenity Space
- Plant Space
- Green Roof

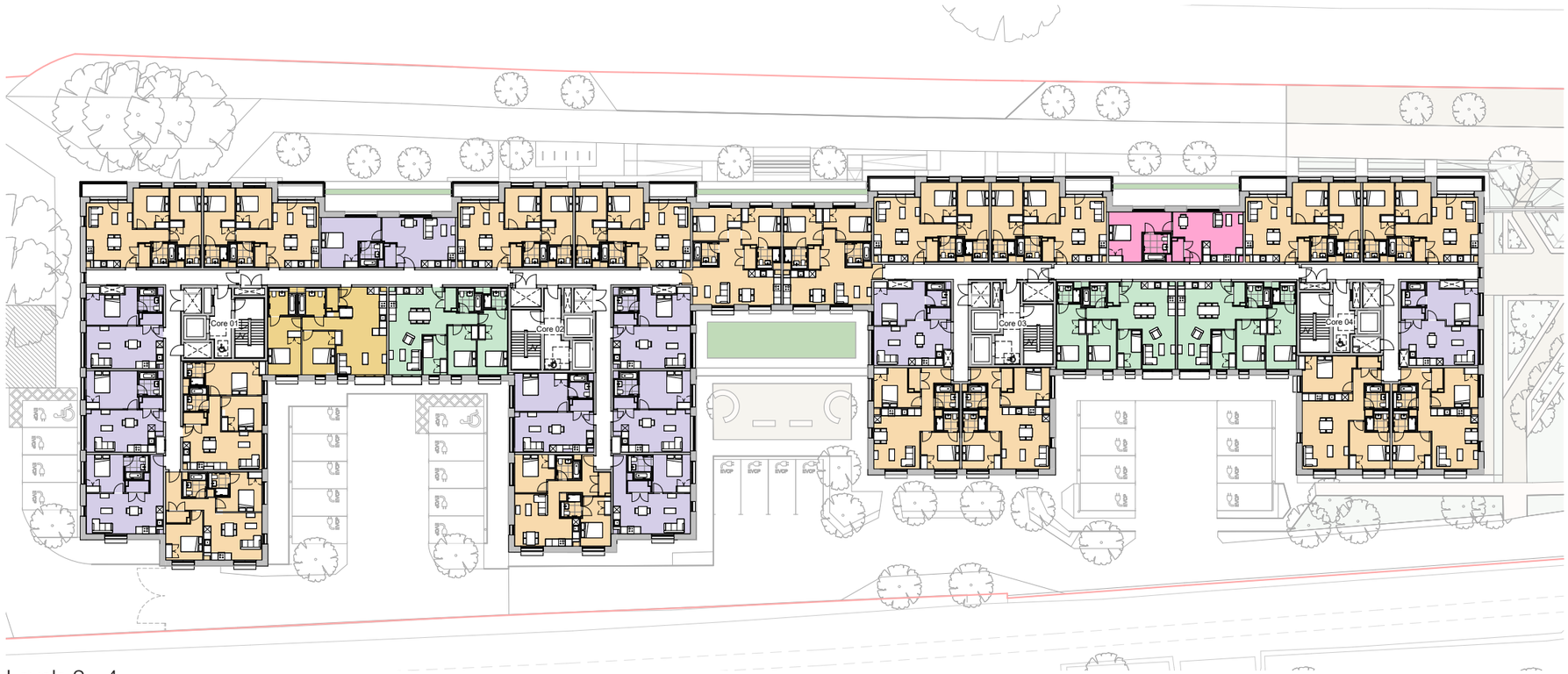
- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



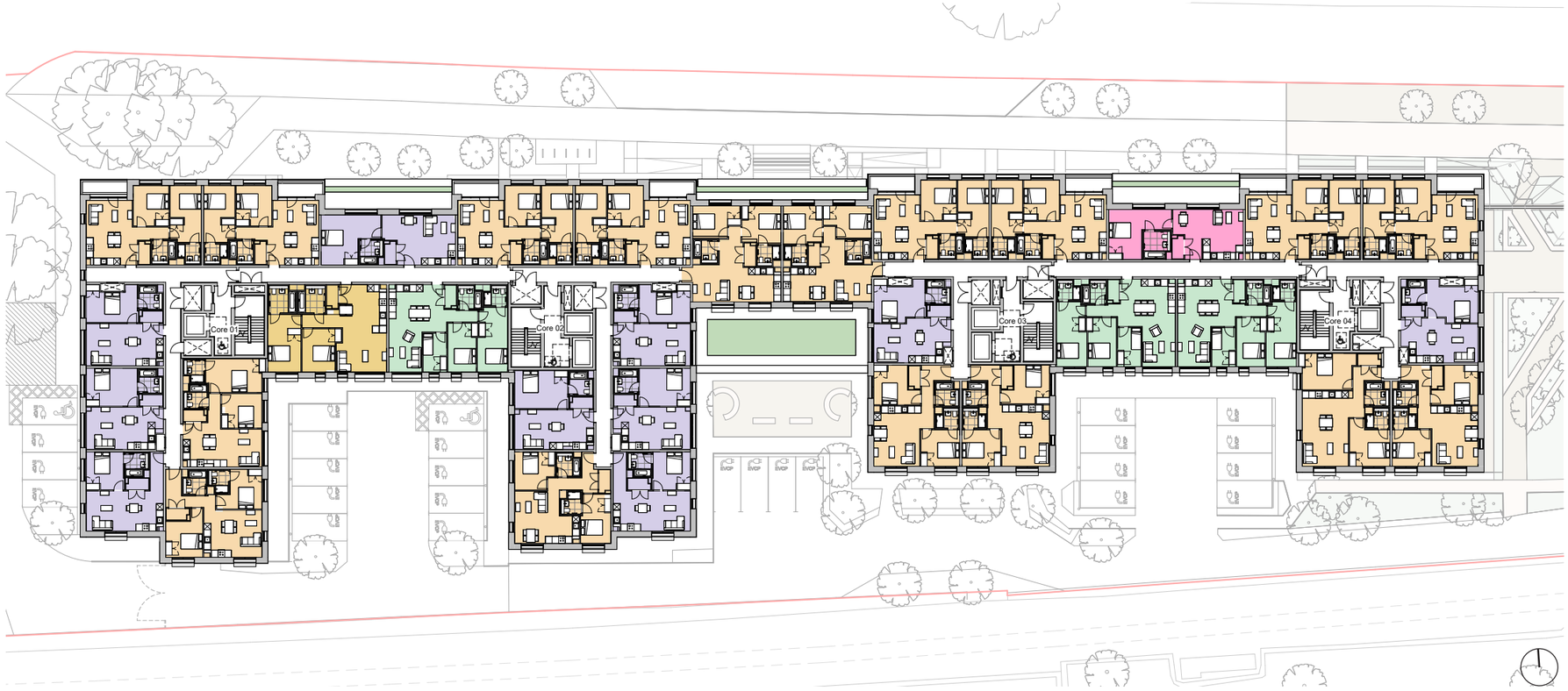
4.14 General Arrangement Plan

Block AB Typical Lower Layout

Apartment interior layouts are shown indicatively.



Levels 2 - 4



Level 1

- Amenity Space
- Plant Space
- Green Roof

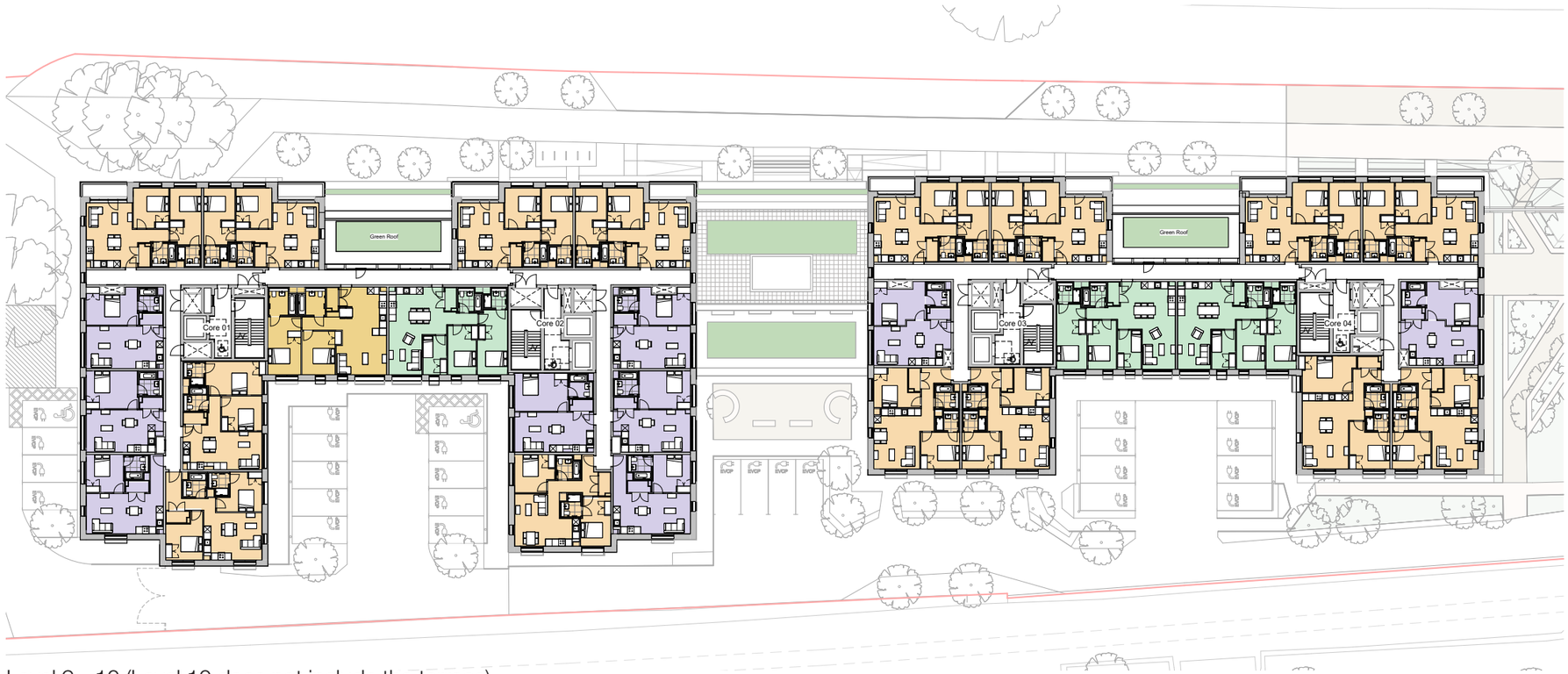
- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



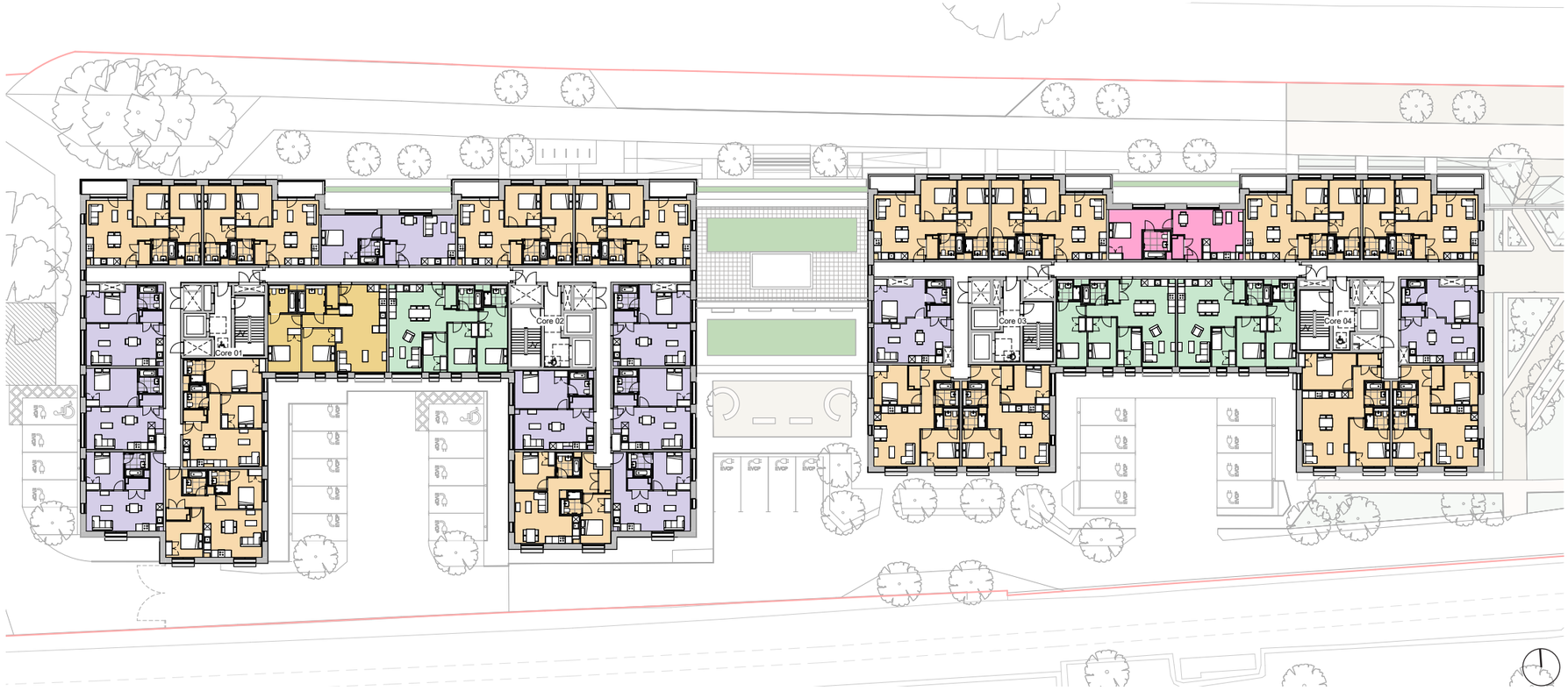
4.15 General Arrangement Plan

Block AB Typical Upper Layout

Apartment and amenity interior layouts are shown indicatively.



Level 9 - 10 (Level 10 does not include the terrace)



Level 5 - 8 (Level 6-8 does not include the terrace)

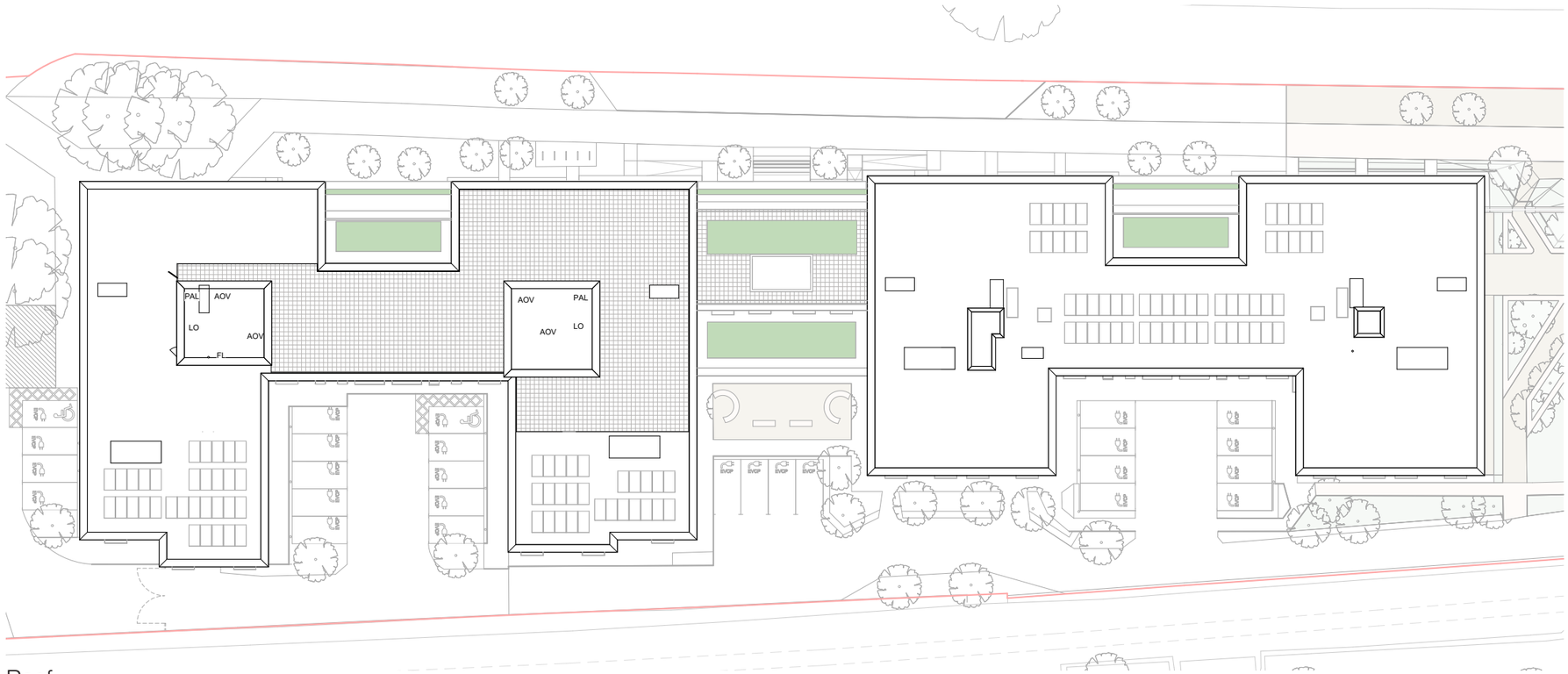
- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment

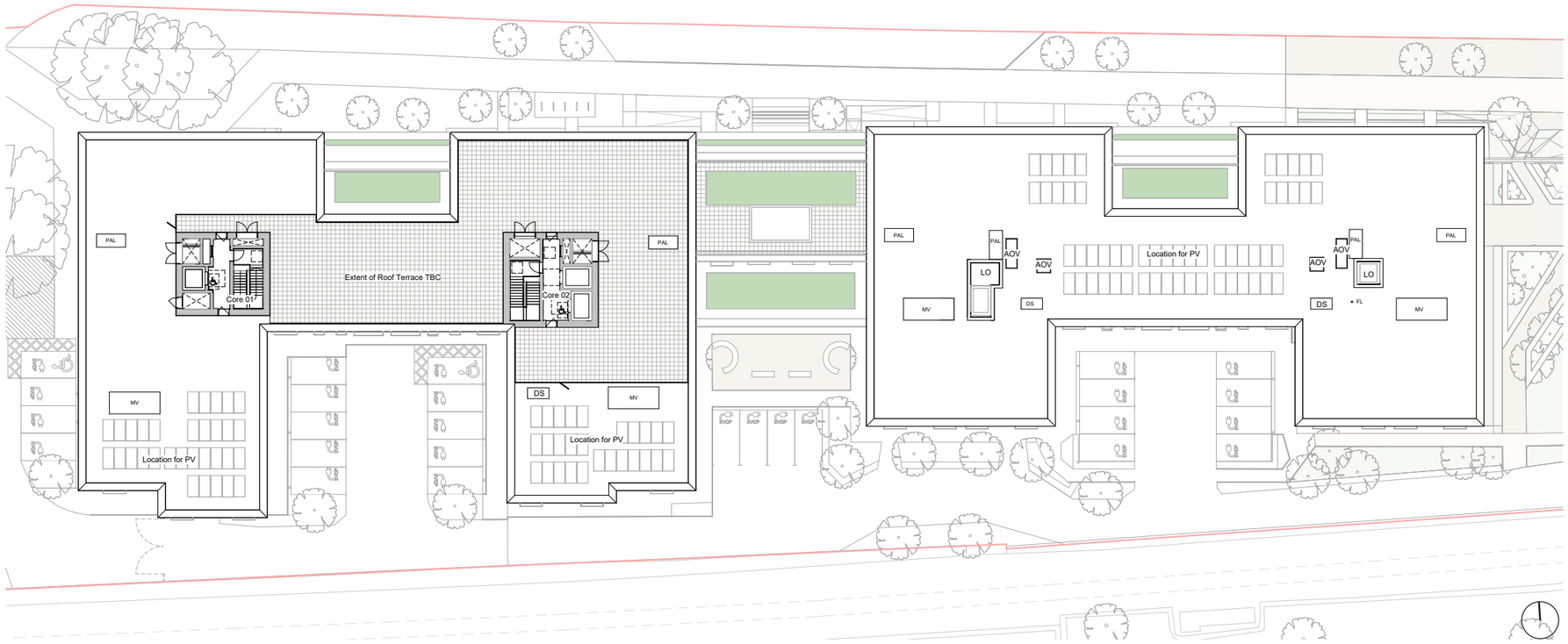


4.16 General Arrangement Plan

Block AB Roof Layout



Roof



Level 11

- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



4.17 General Arrangement Plan

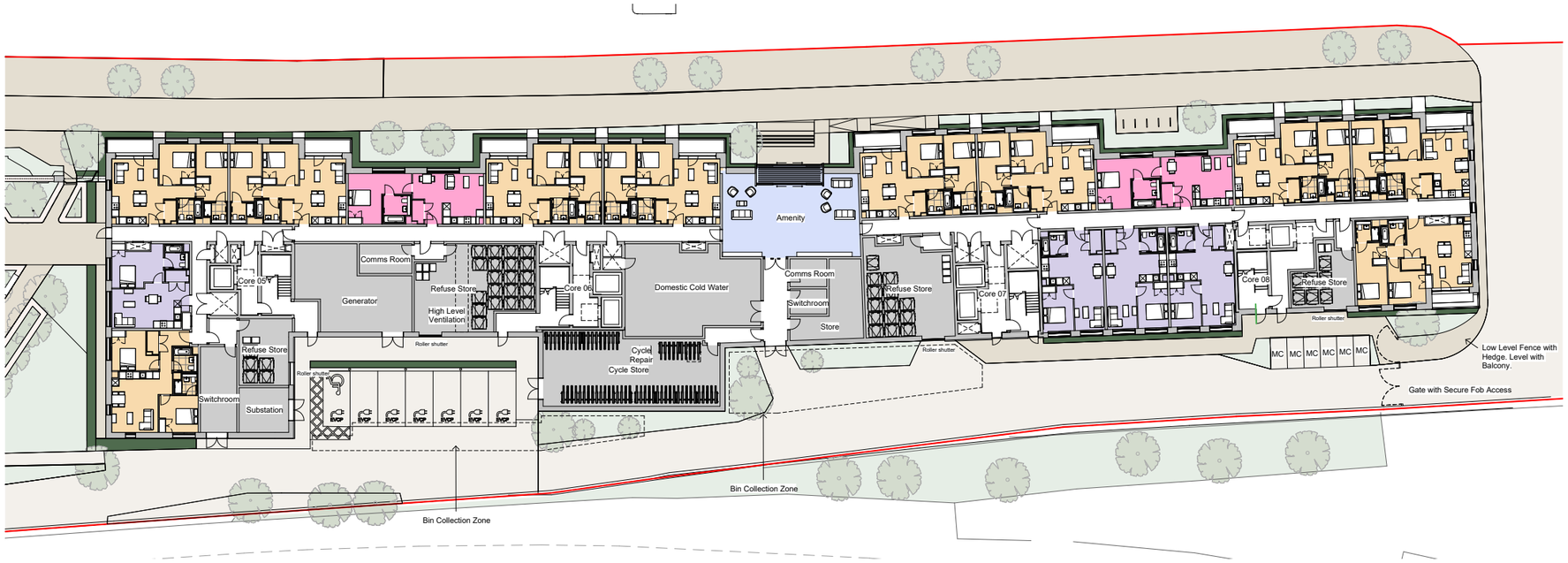
Block CD Ground Floor Layout

Apartment and amenity interior layouts are shown indicatively.

The ground floor level of Block C / Block D, houses both a reception and amenity space accessed via the main entrance directly off Napier Road.

A number of residential units line the northern edge of the building facing onto Kings Meadow.

Back of House spaces are generally located to the South side of the development, beyond the amenity and residential units. These include bike and refuse stores either side of the central amenity zone.



Ground Floor

- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



4.18 General Arrangement Plan

Block CD Typical Lower Layout

Apartment and amenity interior layouts are shown indicatively.



Levels 2 - 4



Level 1

- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



4.19 General Arrangement Plan

Block CD Typical Upper Layout

Apartment and amenity interior layouts are shown indicatively.



Level 9 - 10 (Level 10 does not include the terrace)



Level 5 - 8 (Level 6 - 8 does not includ the terrace)

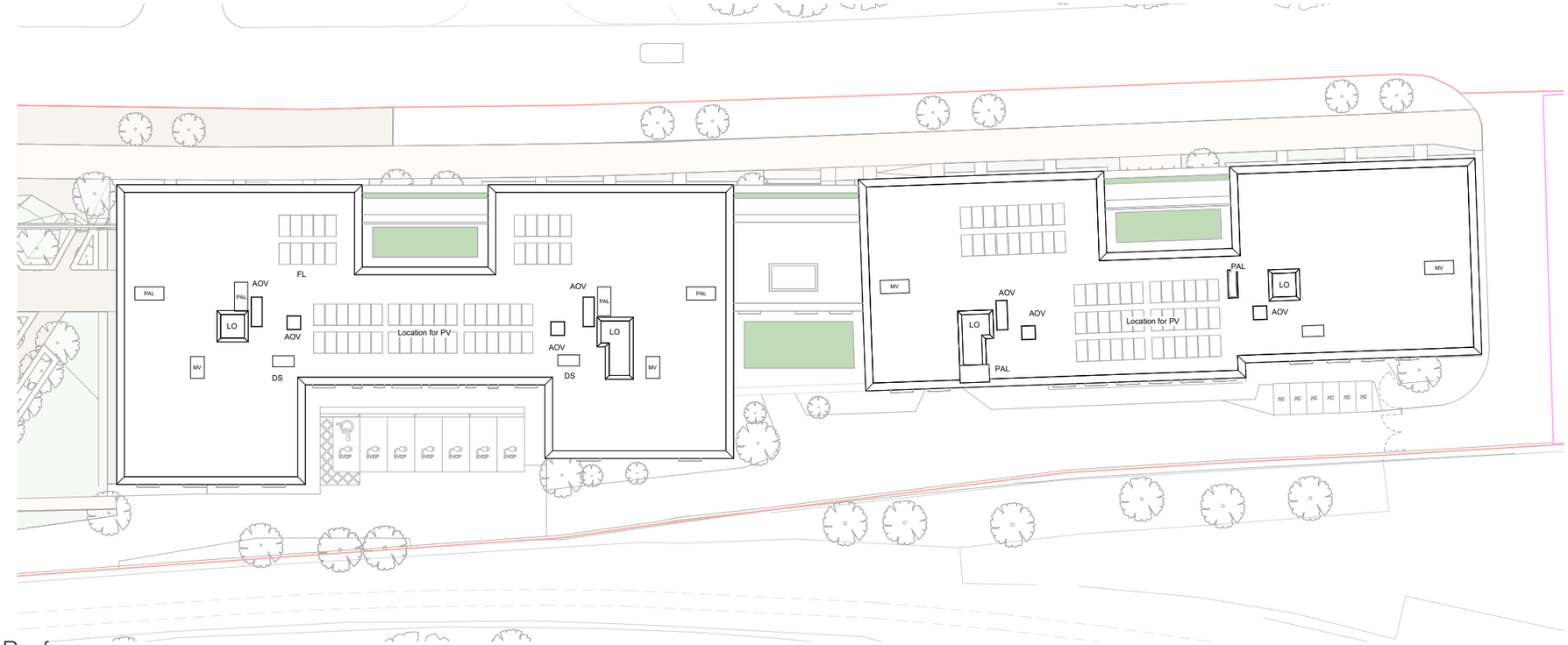
- Amenity Space
- Plant Space
- Green Roof

- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment



4.20 General Arrangement Plan

Block CD Roof Layout



Roof

- Amenity Space
- Plant Space
- Green Roof

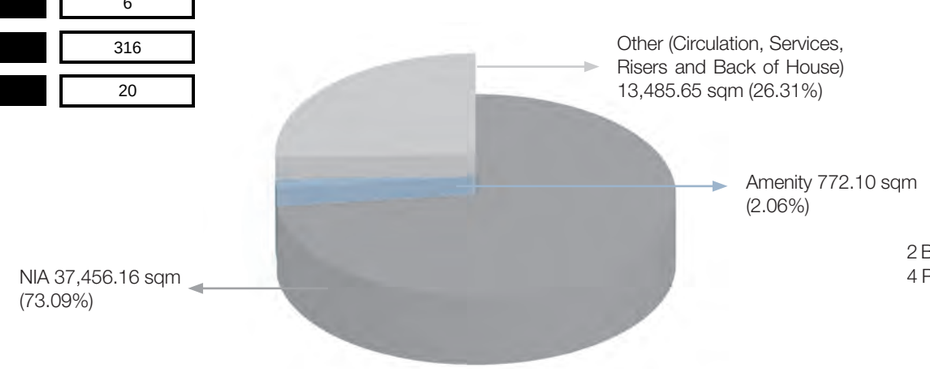
- 1 Bed Apartment
- 1 Bed Apartment Accessible
- 2 Bed Apartment
- 2 Bed Apartment Accessible
- 3 Bed Apartment

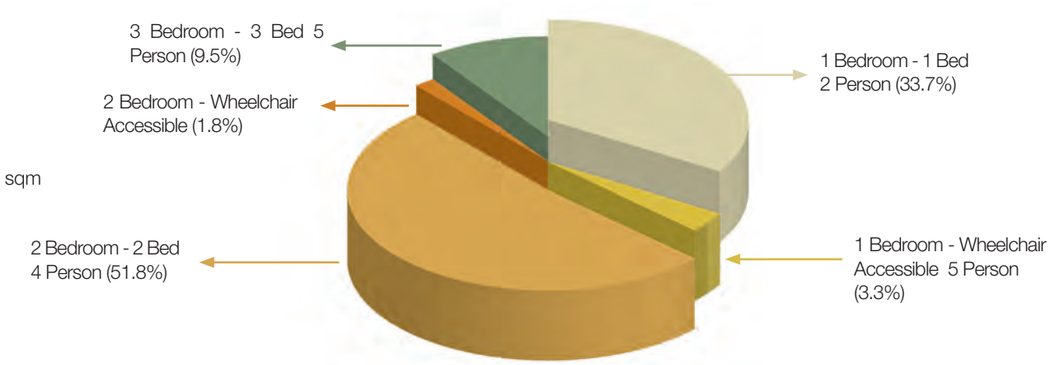


4.21 Area Schedule

Level	Floor - Floor	Areas							1 Bedroom - 1 Bed 2 person (1b2p)	1 Bedroom - Wheelchair Accessible (1b2p a)	2 Bedroom - 2 Bed 4 Person (2b4p)	2 Bedroom - Wheelchair Accessible (2b4p a)	3 Bedroom - 3 Bed 5 Person (3b5p)	Dwellings / Floor
		GIA		NSA Excludes Amenity & Commercial		N:G	Amenity							
	m	SQM	SQFT	SQM	SQFT	%	SQM	SQFT						
Totals	39.5	15,439.68	166,192.72	11,119.56	119,690.94	72.02	428.28	4,609.95	79	0	76	10	10	175
Block A									45.1%	0.0%	43.4%	5.7%	5.7%	-
Totals	35.6	13,121.02	141,234.66	9,666.71	104,052.47	73.67	244.26	2,629.17	21	9	89	0	20	139
Block B									15.1%	6.5%	64.0%	0.0%	14.4%	-
Totals	35.6	12,886.12	138,706.20	9,387.83	101,050.60	72.85	99.57	1071.77	41	9	65	0	24	139
Block C									29.5%	6.5%	46.8%	0.0%	17.3%	-
Totals	35.6	9,797.65	105,461.90	7,282.06	78,384.09	74.32	0.00	0.00	51	1	65	0	0	117
Block D									43.6%	0.9%	55.6%	0.0%	0.0%	-
Phase 1 - Total Units		28,560.70	307,427.37	20,786.27	223,743.41	72.78	672.53	7,239.12	100	9	165	10	30	314
Amenity Percentage									31.8%	2.9%	52.5%	3.2%	9.6%	-
Phase 2 - Total Units		22,683.77	244,168.10	16,669.89	179,434.70	73.49	99.57	1,071.77	92	10	130	0	24	256
Amenity Percentage									35.9%	3.9%	50.8%	-	9.4%	-
P1 & 2 Combined Totals		51,244.47	551,595.48	37,456.16	403,178.11	73.09	772.10	8,310.89	192	**19**	295	**10**	54	570
Amenity Percentage						2.06			33.7%	3.3%	51.8%	1.8%	9.5%	-

Car Parking (Phase 1)	26
Car Parking (Phase 2)	7
Motorcycles	6
Resident Cycle Spaces	316
External Visitor Cycle Spaces	20

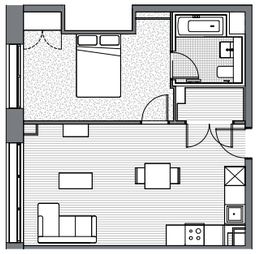


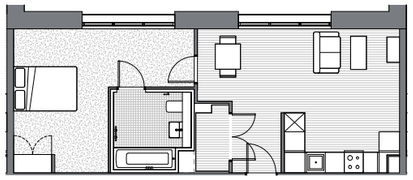


4.22 General Arrangement
Typical Apartment Types

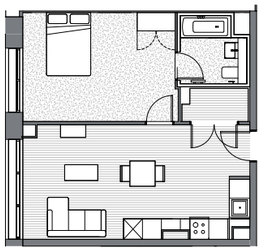
Apartments layouts to the nationally described space standard. All layouts shown indicatively.

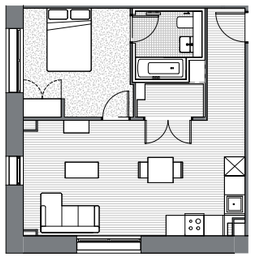
Typical 1 Bed Apartments -

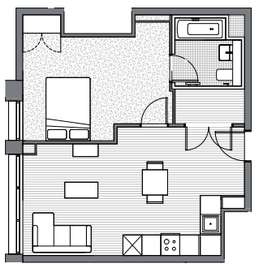


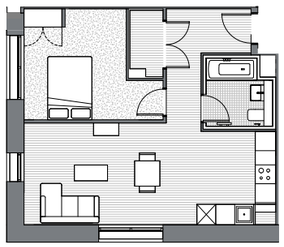


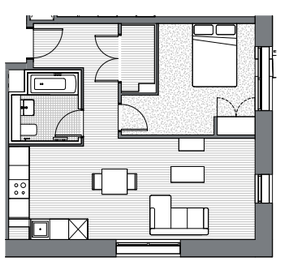
Accessible Apartment

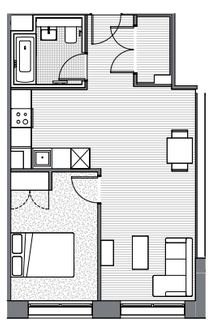




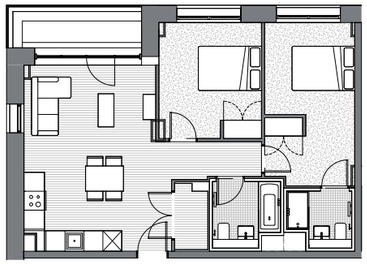


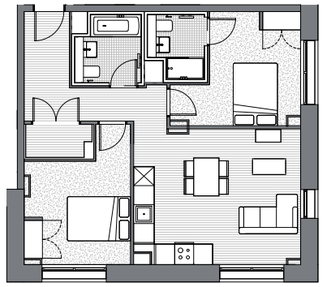


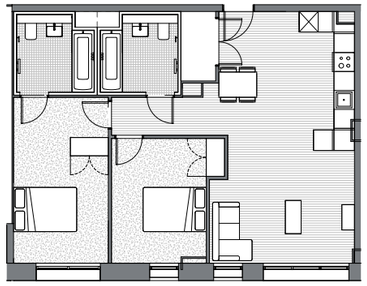


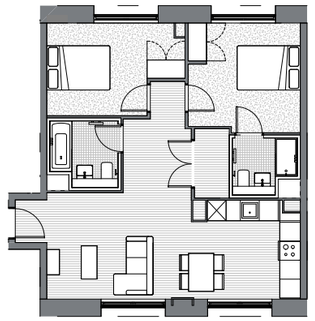


Typical 2 Bed Apartments -

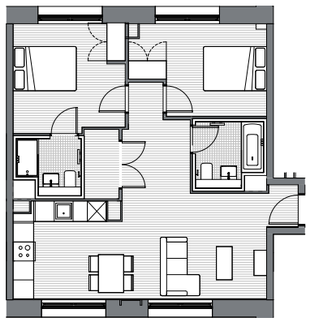


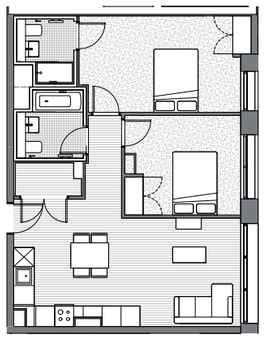


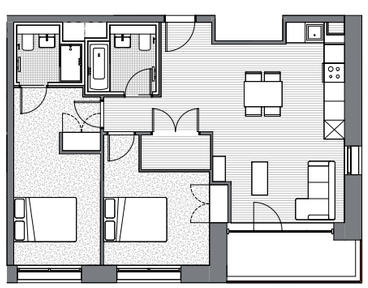


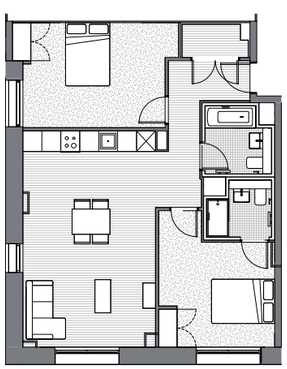


Accessible Apartment

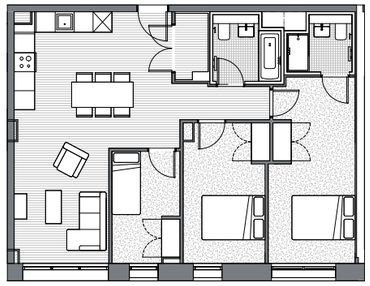


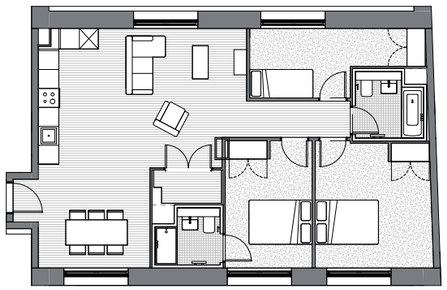






Typical 3 Bed Apartments -





4.23 General Arrangement Section

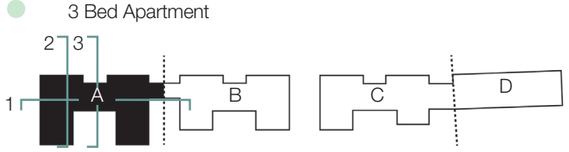
Block A Section

Section Key:

1. Thames Quarter
2. Retained Existing trees
3. Parking Courtyards
4. Napier Road
5. Ground Floor Amenity
6. Green Roof
7. Roof Terrace
8. Pocket Park

Amenity Space
Plant Space
Green Roof

1 Bed Apartment
1 Bed Apartment Accessible
2 Bed Apartment
2 Bed Apartment Accessible
3 Bed Apartment



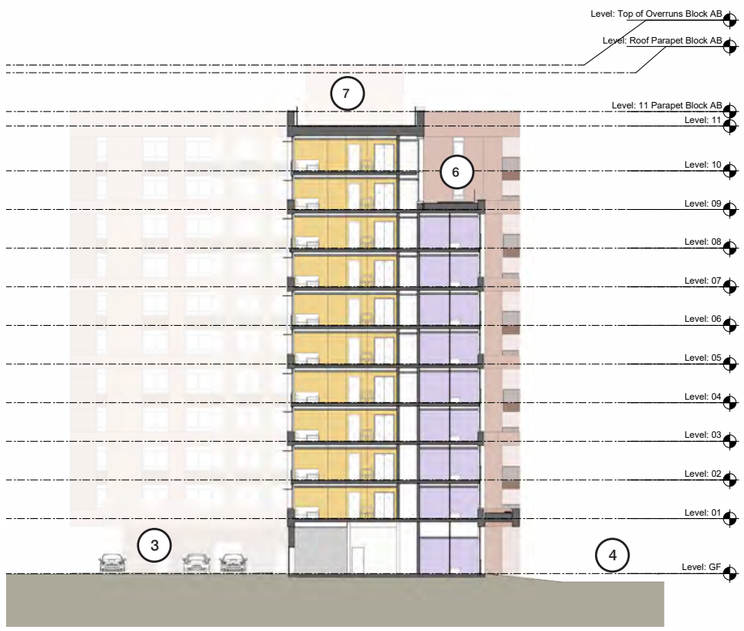
Section 1



Section 2



Section 3



4.24 General Arrangement Section

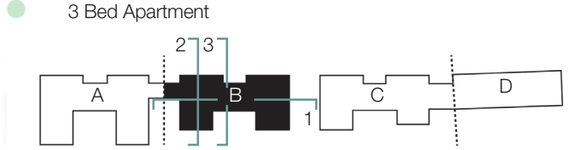
Block B Section

Section Key:

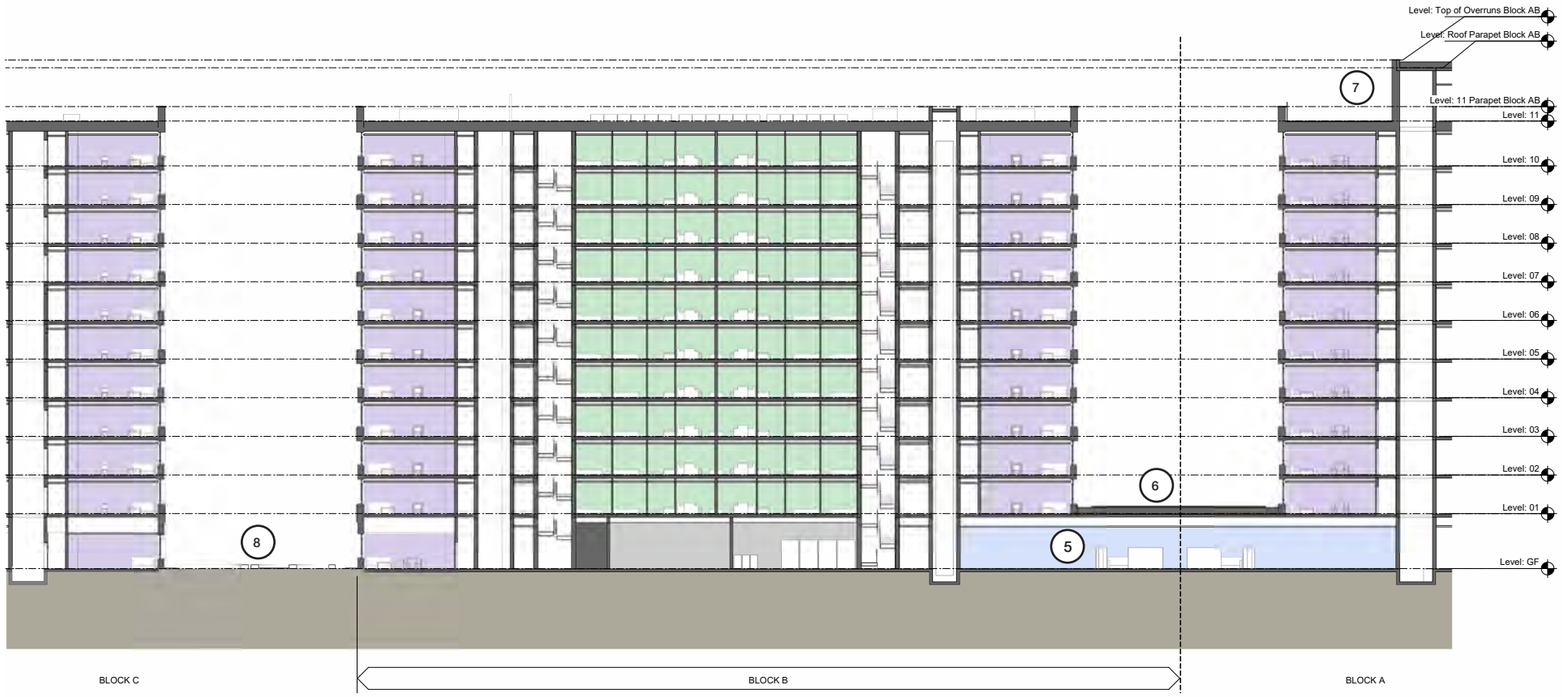
1. Thames Quarter
2. Retained Existing trees
3. Parking Courtyards
4. Napier Road
5. Ground Floor Amenity
6. Green Roof
7. Roof Terrace
8. Pocket Park

Amenity Space
Plant Space
Green Roof

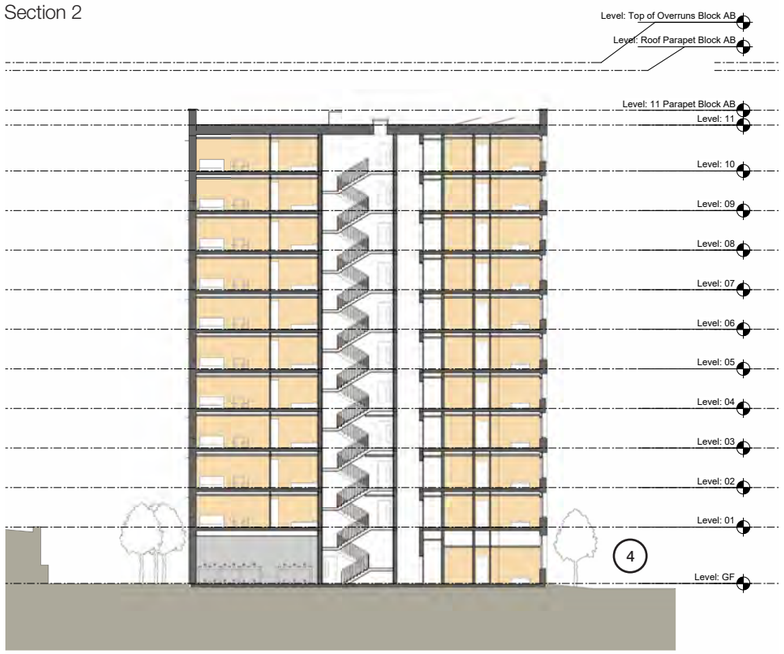
1 Bed Apartment
1 Bed Apartment Accessible
2 Bed Apartment
2 Bed Apartment Accessible
3 Bed Apartment



Section 1



Section 2



Section 3



4.25 General Arrangement Section

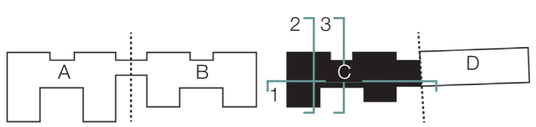
Block C Section

Section Key:

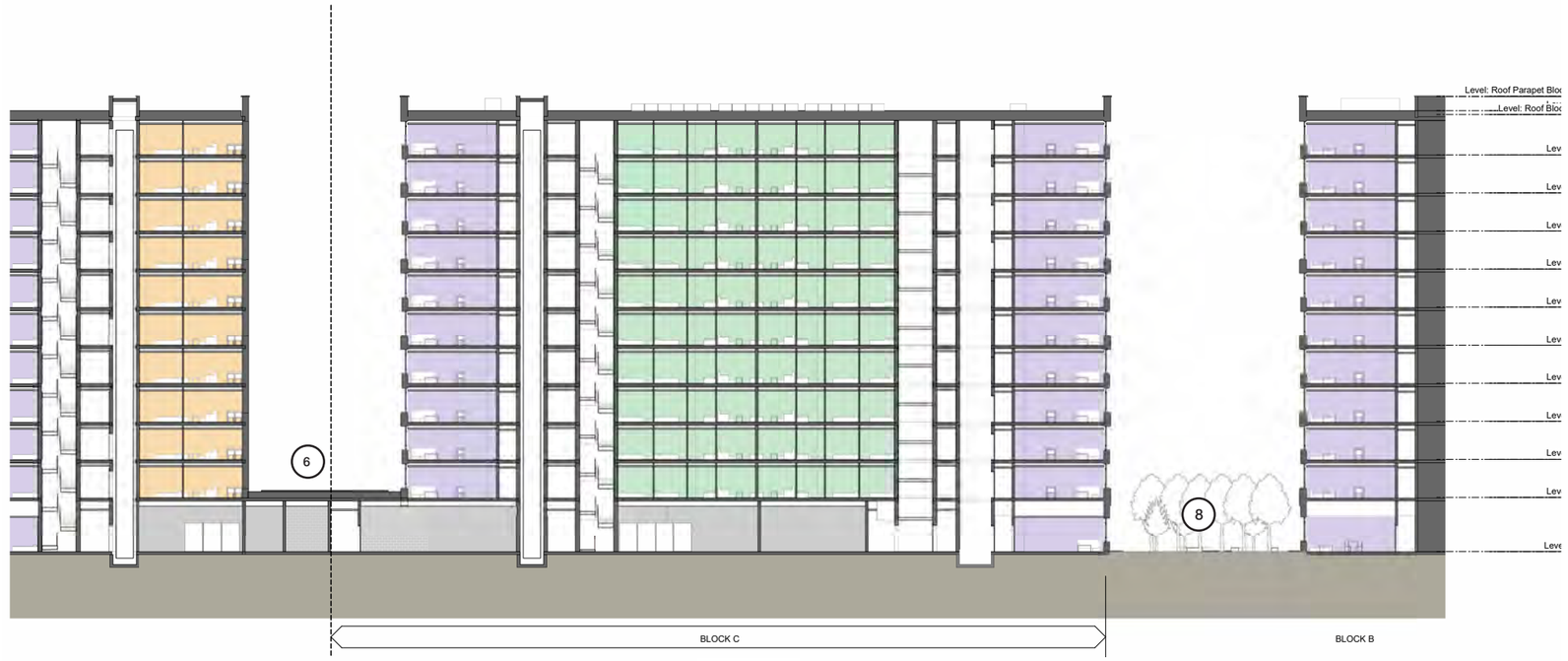
1. Thames Quarter
2. Retained Existing trees
3. Parking Courtyards
4. Napier Road
5. Ground Floor Amenity
6. Green Roof
7. Sky Lounge and Amenity Areas
8. Pocket Park

Amenity Space
Plant Space
Green Roof

1 Bed Apartment
1 Bed Apartment Accessible
2 Bed Apartment
2 Bed Apartment Accessible
3 Bed Apartment



Section 1



Section 2



Section 3



4.26 General Arrangement Section

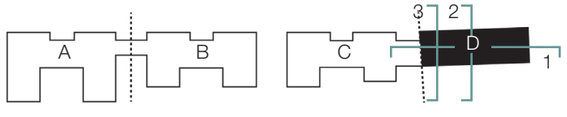
Block D Section

Section Key:

1. Thames Quarter
2. Retained Existing trees
3. Parking Courtyards
4. Napier Road
5. Ground Floor Amenity
6. Green Roof
7. Sky Lounge and Amenity Areas
8. Pocket Park

Amenity Space
Plant Space
Green Roof

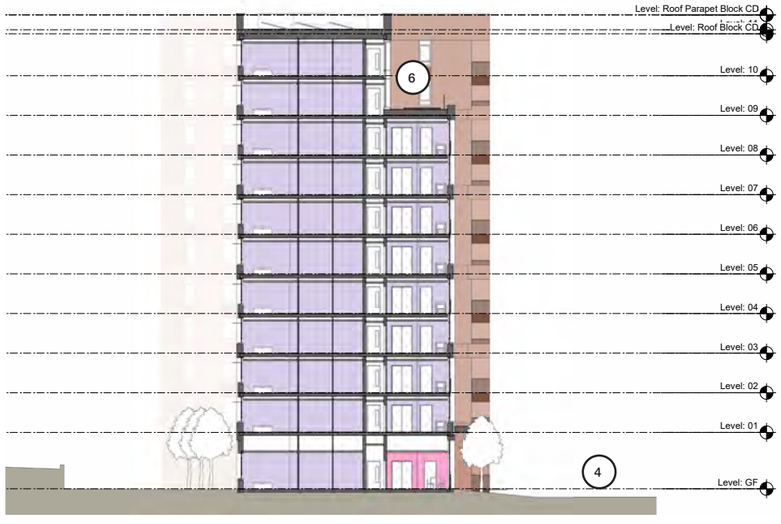
1 Bed Apartment
1 Bed Apartment Accessible
2 Bed Apartment
2 Bed Apartment Accessible
3 Bed Apartment



Section 1



Section 2



Section 3



Section 5.0

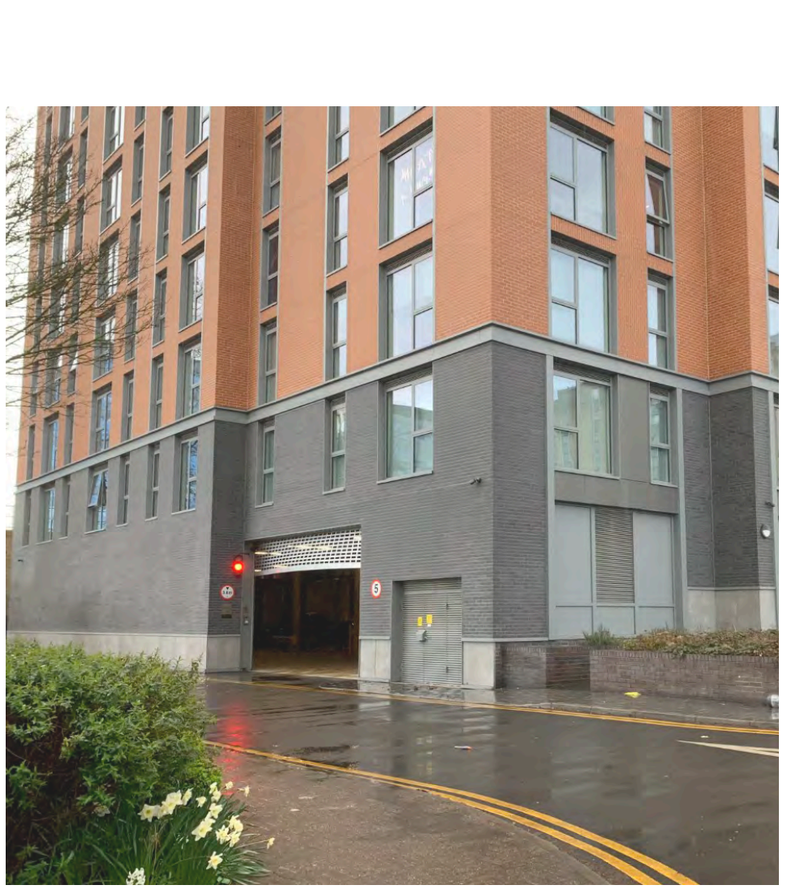
APPEARANCE

5.1 External Appearance
Materiality

Reading has a long history and association with brick. Notable buildings within the town use brick in differing tones. bonds and patterns with varying degrees of articulation and blending illustrated over time and defining specific eras.

Our proposals seek to echo this vernacular in a contemporary manner in the creation of a civic-esque appearance creating a desirable prestigious addition to the townscape.

The proposals will utilise several brick stocks across the scheme, with varying brick bonds and mortars to complement the neighbouring context with Thames Quarter, the Lido and the natural setting of Kings Meadow.













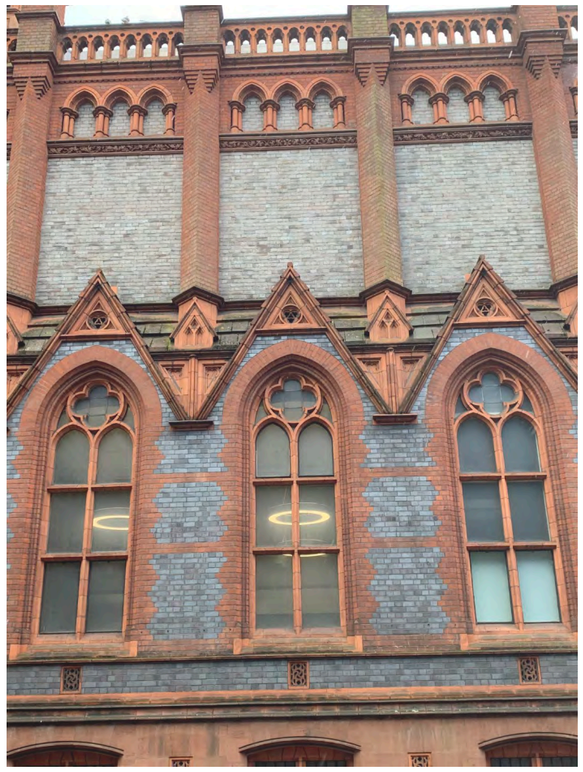


5.2 External Appearance
Colour and Tone

Although predominantly a brick town, Reading has a varied streetscape in both colour and materiality. Old and new buildings have developed to create varying orders of streets with the old town characterised by terraced street frontages, varying materials and details. Whilst new more modern developments create homogeneous indented and textured facades to help break down overall mass.

Earthy red are counterbalanced by grey and white tones creating a richness. In updated proposals, a more subtle use of these earthy tones to tie in with local context with punctuations of lighter tones to accentuate entrances.





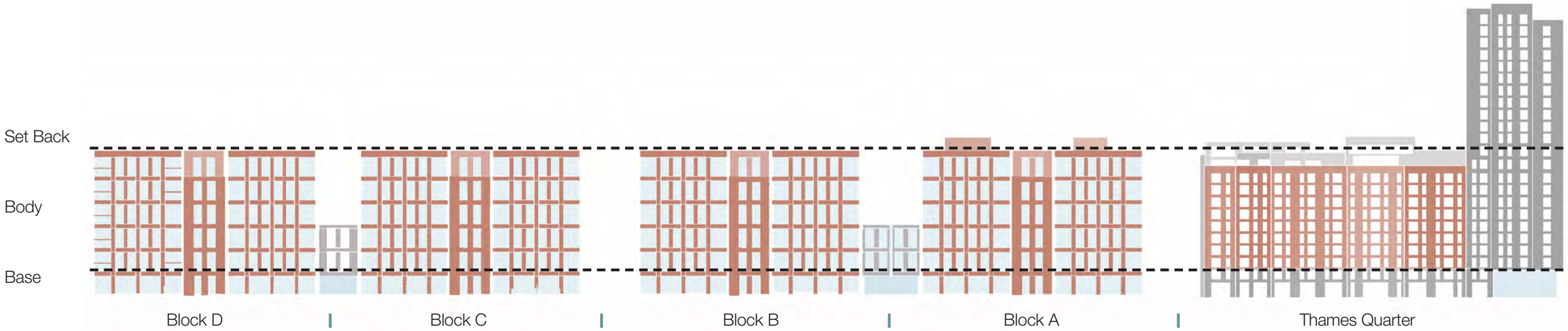


5.3 Materiality Strategy
Elevation Study

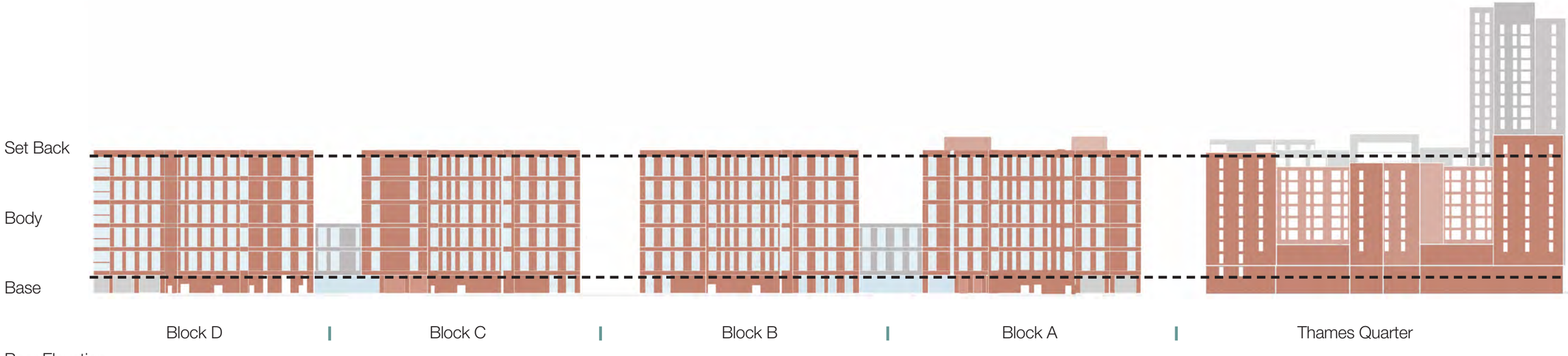
Conceptually, the order of the streetscape in the new proposals for Napier Court are derived from the local vernacular of varying tones of materials with interruptions between built forms to accentuate a break in form and allow a finesse of detailing to be derived.

The accompanying drawings show how this is applied to both the front and rear elevations of the building. In keeping with the mansion block typology a strong plinth at the threshold of Napier road creates a defined base whilst the main body of the buildings create a uniform building line visually tying in with Thames Quarter to present a coherent approach to the arrangement of materials in a horizontal expressed continuation of the built form of Thames Quarter and Napier Court.

Entrances are defined as subtle lighter brick tones whilst maintaining plinth and fenestratio rhythm of the mansion blocks.



Front Elevation

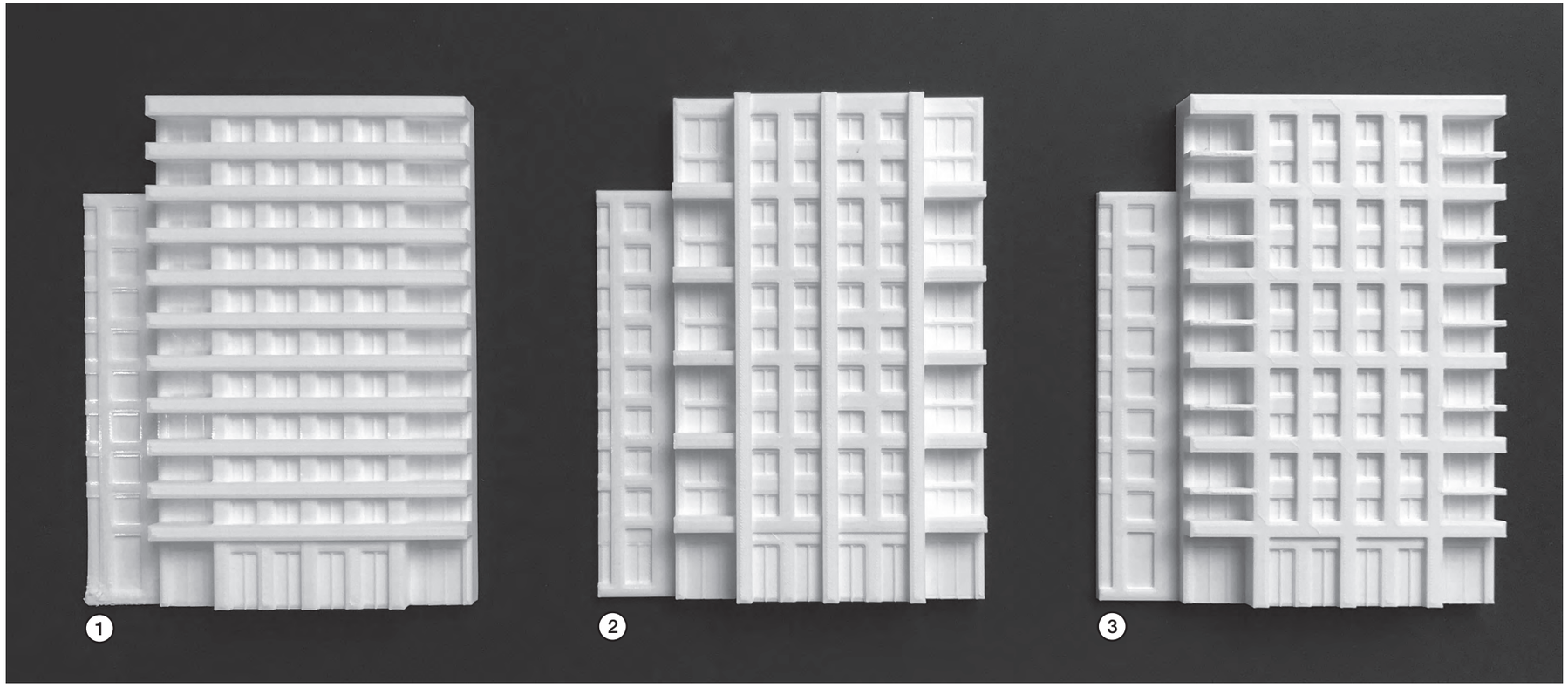


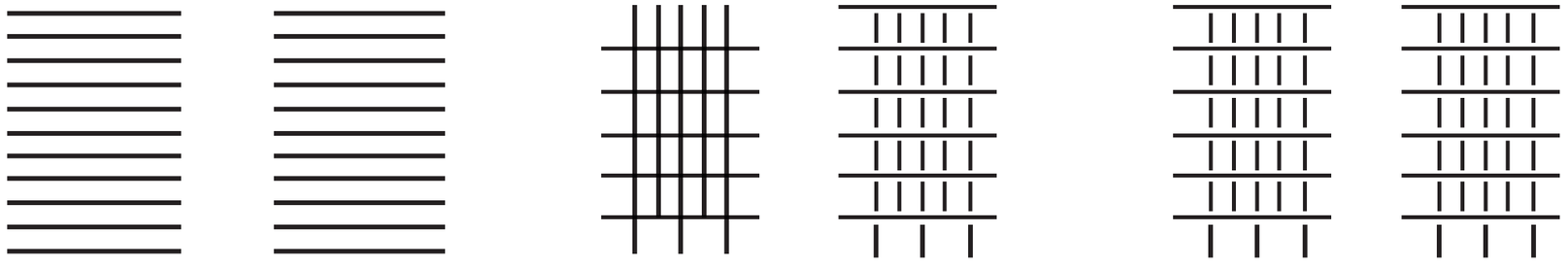
Rear Elevation

5.4 Proportion Experimentation
Block Study

Articulation options explored within the project look at expressing both horizontal and vertical elements within the facade build up.

This strategy is in keeping with the mansion block typology which is formed by creating a well mannered and common language. Across the site, this articulation aims to better define the Kings Meadow edge to create a formal transition between open green space and town.





1. Horizontal Facade Articulation Option 1
2. Combined Horizontal + Vertical Facade Articulation Option 1
3. Combined Horizontal + Vertical Facade Articulation Option 2

5.5 Fabric Efficiency
A coordinated facade

A rigorous approach has been undertaken in the design of the building envelope with consideration of the energy hierarchy to create a coordinated facade which responds to orientation, thermal efficiency and overheating.

With its broadest expanses orientated on a predominantly east to west axis, the proposed building has large expanses of facade which face almost due south and north.

To balance thermal performance with overheating mitigation, the buildings are configured as courtyards with return legs which provide shading throughout the day. However fenestration and external wall build-ups must still provide compliance with building regulations from a thermal performance and overheating point of view.

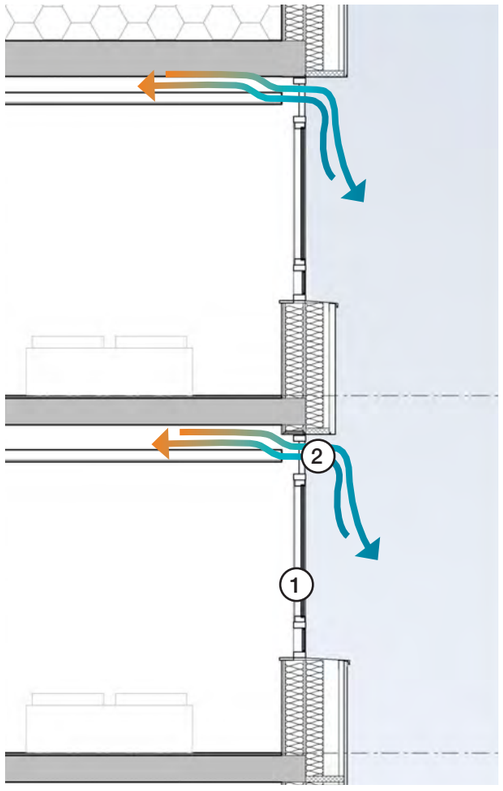
Analyses of the extent of solid and glazed elements on each elevation has been considered with an optimised arrangement to meet thermal and overheating compliance with the building regulations.

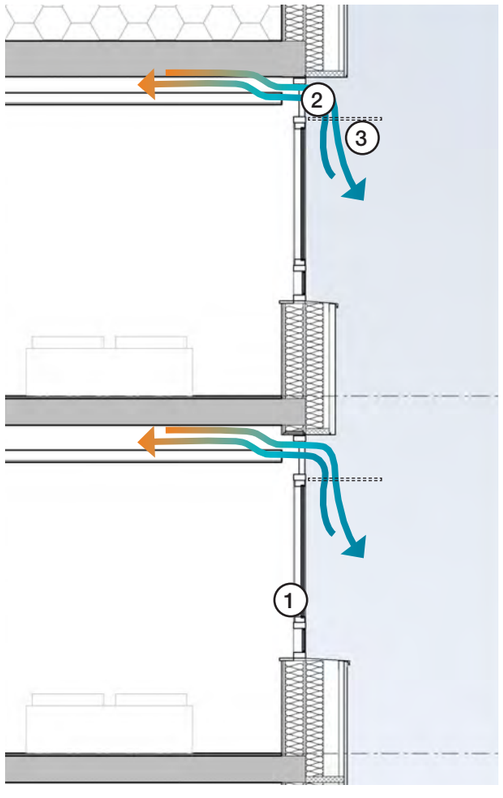
The starting point for a passively designed facade has been to create an approach to fenestration which allows safe access to purge ventilation via openable windows which provides a high level of rapid ventialtion and also provides excellent access to natural daylight.

A preliminary assessment has been undertaken which has considered the buildings' thermal performance across the facade and considers overheating in peak summer conditions, in order to validate the passive measures to be integrated into the building envelope allowing an optimised thermal line.

Deep reveals to windows and a generous depth of wall build up allow good levels of insulation in the attainment of proposed U-values creates a baseline for good efficiency as a fabric first approach whilst brise soleil to south facing windows act to mitigate overheating in a passive way.

1. Openable windows to allow rapid purge ventilation into bedrooms and living / dining spaces within the apartment.
2. A mechanical heat recovery system expels stale warm air from the apartment and uses the heat from the discharged air to heat the clean incoming air from outside. This process happens between an external plenum box which is mounted above the external windows, and a MVHR unit which is located in the service cupboard.
3. Brise soleil providing solar shading mitigation in accordance with Building Regulations Part O.









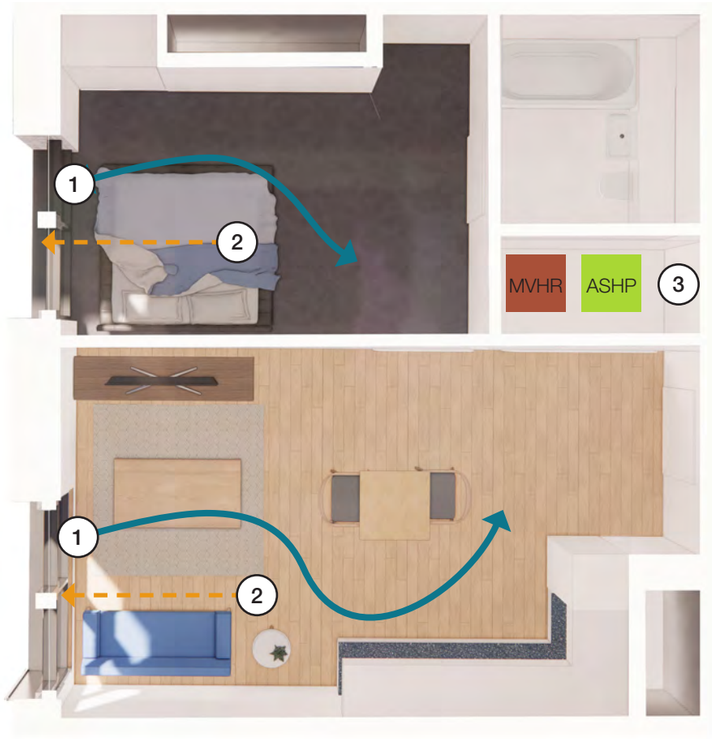
5.6 Integrating Services
MVHR and ASHP

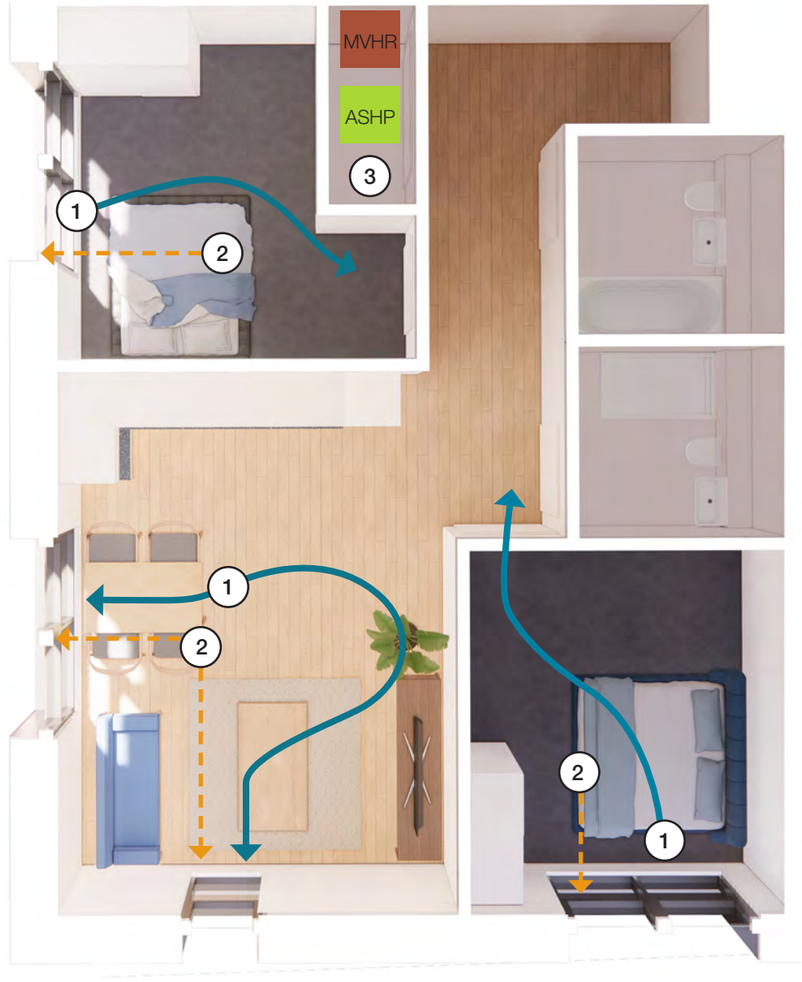
A decentralised strategy is proposed for building services which provides benefits over a centralised solution by providing good user control and mitigating heat losses experienced as part of the distribution network required to individual apartments.

This decentralised strategy aligns with Building Regulations Part L by utilising increased efficiency MVHR (Mechanical Ventilation Heat Recovery) and ASHP (Air Source Heat Pump) as part of an overall building energy strategy which requires minimal heating to limit energy use and maintains optimal levels of thermal comfort.

Good access to natural ventilation will also be provied via openable windows, working together as a mixed mode ventilation strategy in tandem with the MVHR.

The building fabric and integrated high efficiency services allow a holistic approach to meet the Be Lean and Be Clean elements of the energy hierarchy as outlined in the energy statement accompanying this application.





1. Openable windows allow rapid purge ventilation into bedrooms and living / dining spaces within the apartment.
2. A mechanical heat recovery system expels stale warm air from the apartment and uses the heat from the discharged air to heat the clean incoming air from outside. This process happens between an external plenum box which is mounted above the external windows, and a MVHR unit which is located in the service cupboard.
3. Hot water cylinder with ASHP (Air Source Heat Pump)

5.7 Block A
Elevations

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

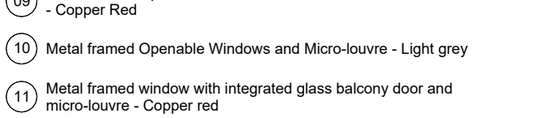
21 Capping, Aluminium PPC finish– Rose Colour

22 Metal bar screen and gate

23 Notional Flue/Plant

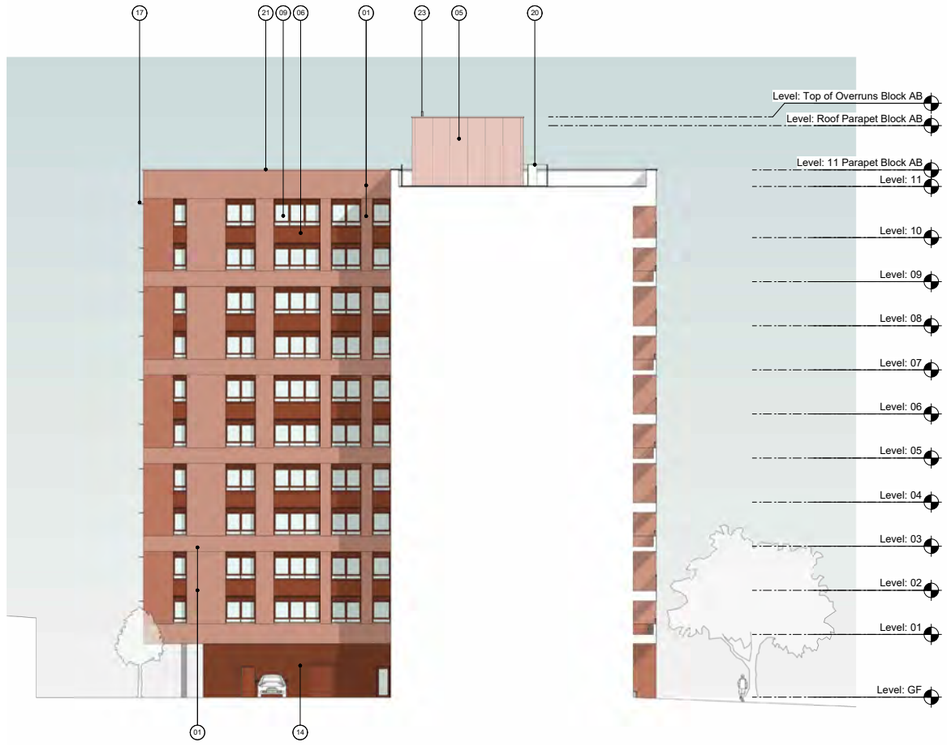
24 Glazed sliding door finish to match adjacent curtain wall system.

25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window





North Elevation



Courtyard West Elevation



West Elevation

5.8 Block A
Elevations

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

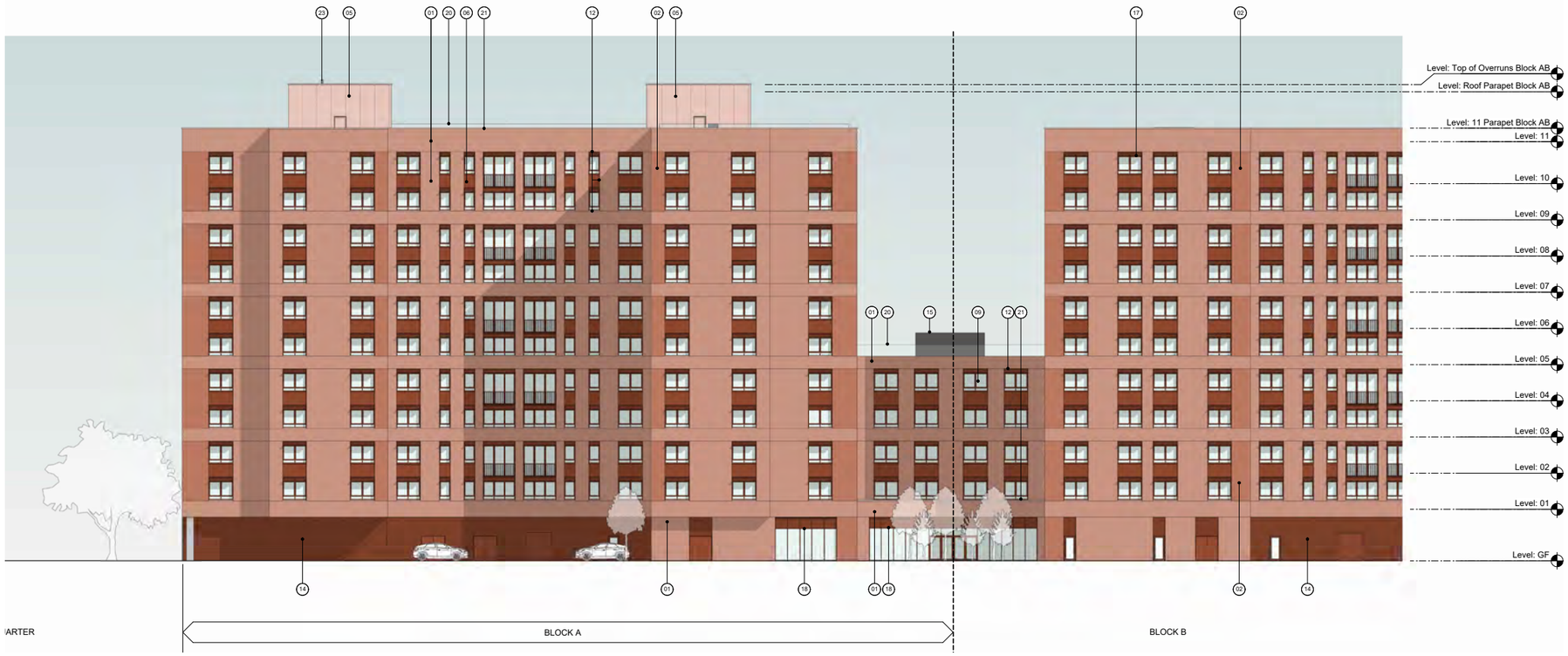
21 Capping, Aluminium PPC finish– Rose Colour

22 Metal bar screen and gate

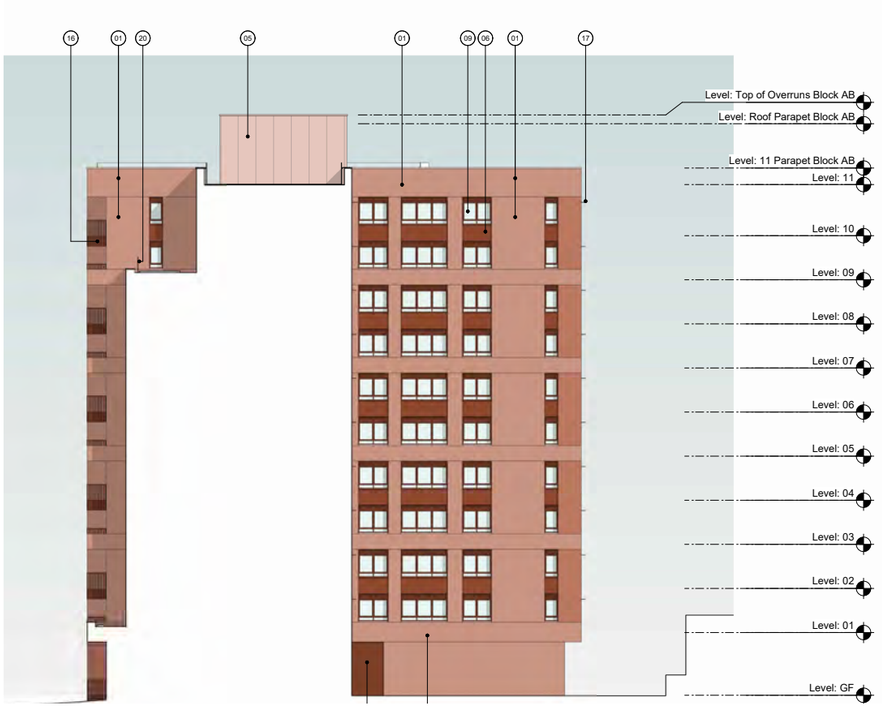
23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

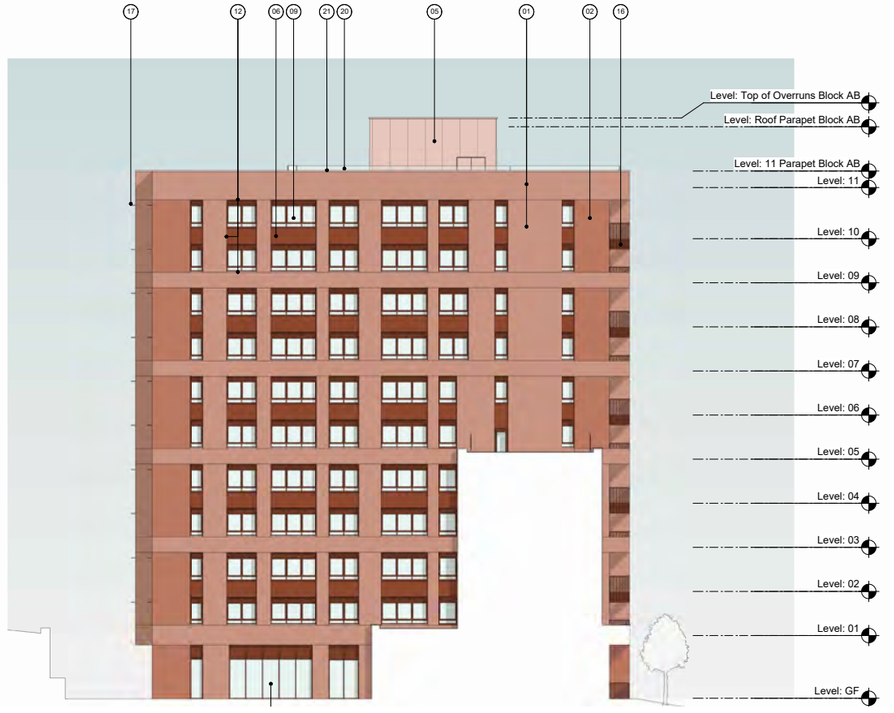
25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window



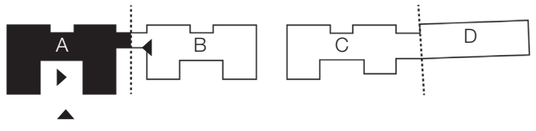
South Elevation



Courtyard East Elevation



Indent West Elevation



5.9 Block B
Elevations

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

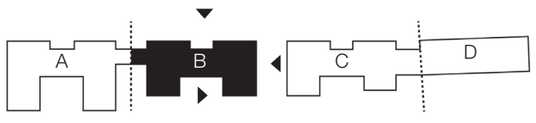
21 Capping, Aluminium PPC finish– Rose Colour

22 Metal bar screen and gate

23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window

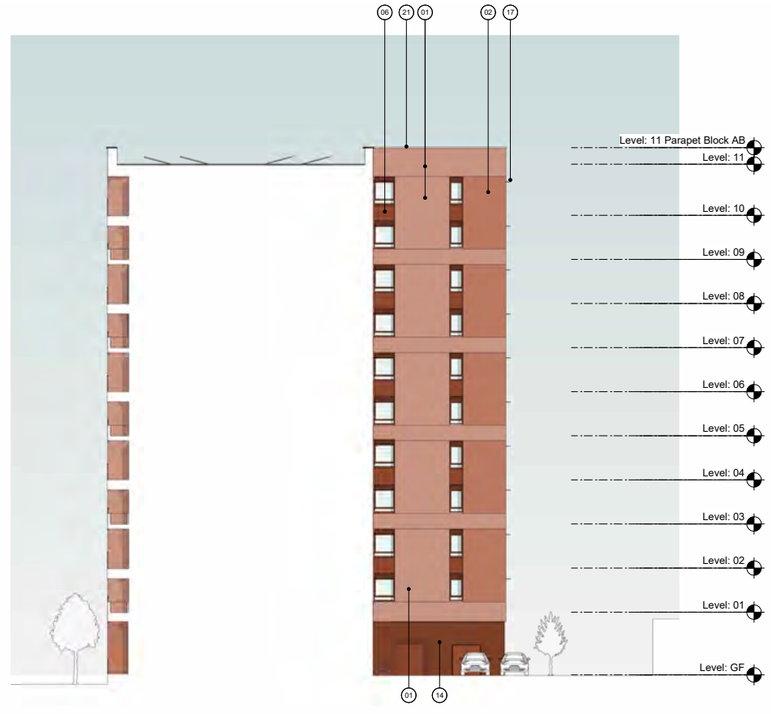




North Elevation



East Elevation



West Elevation

5.10 Block B
Elevations

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

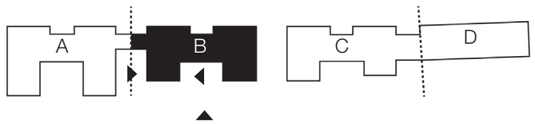
21 Capping, Aluminium PPC finish– Rose Colour

22 Metal bar screen and gate

23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window

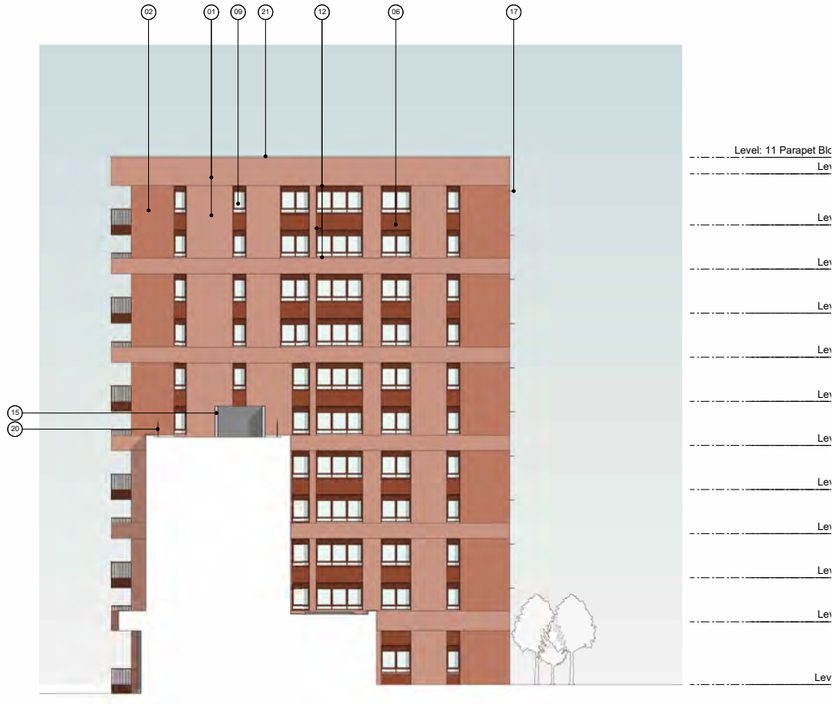




South Elevation



Courtyard East Elevation



Indent West Elevation

5.11 Block C
Elevations

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

21 Capping, Aluminium PPC finish– Rose Colour

22 Metal bar screen and gate

23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

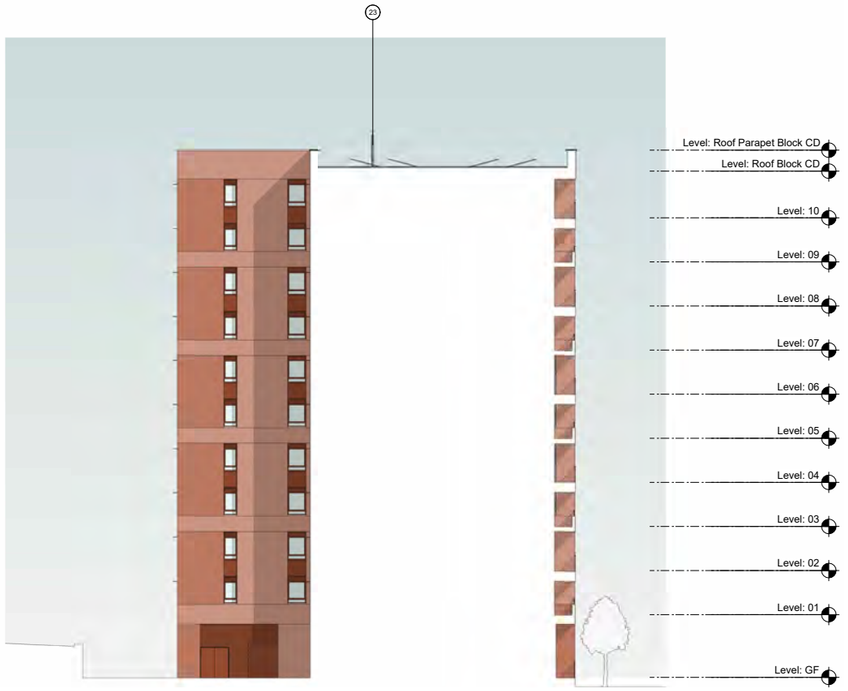
25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window



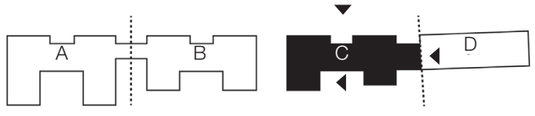
North Elevation



Indent West Elevation



Courtyard West Elevation



5.12 Block C
Elevations

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

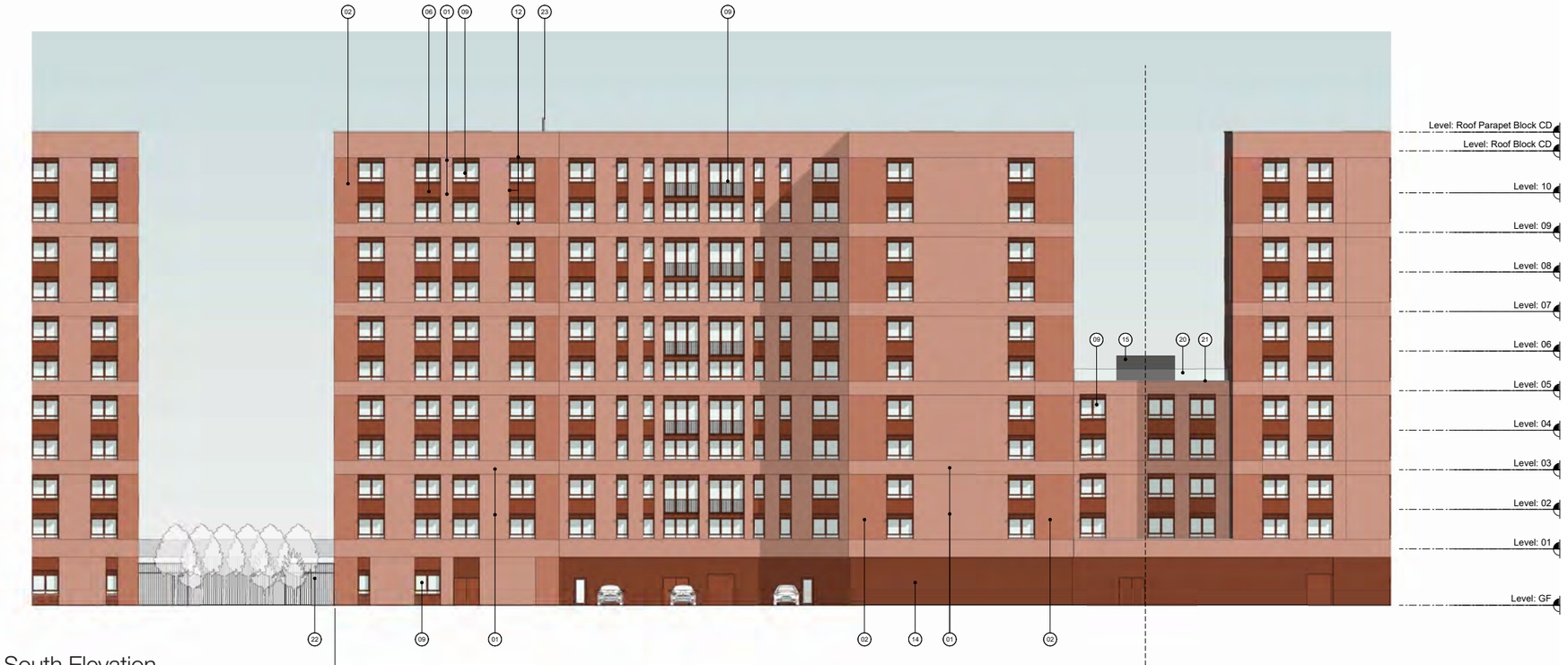
21 Capping, Aluminium PPC finish– Rose Colour

22 Metal bar screen and gate

23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

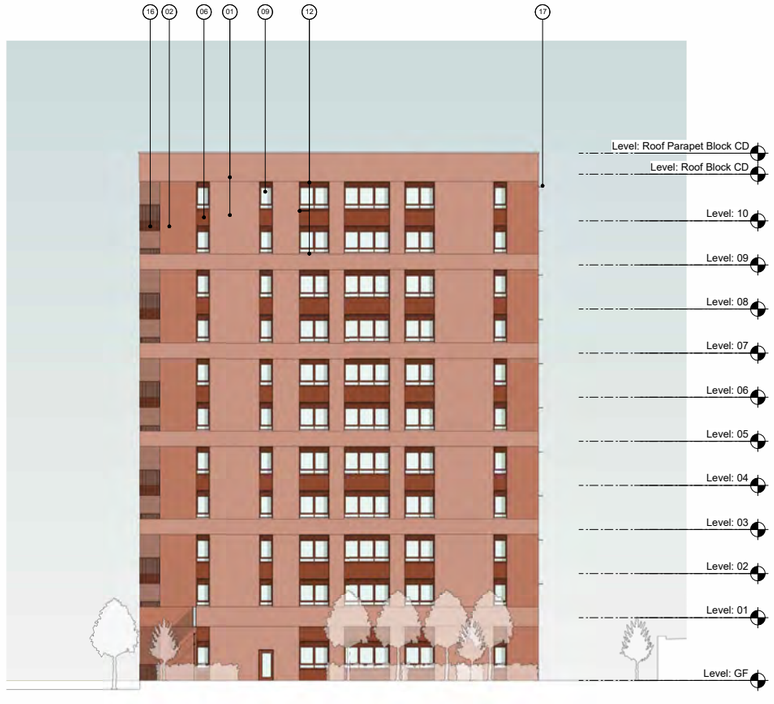
25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window



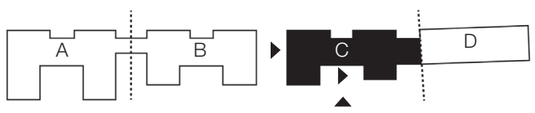
South Elevation



Courtyard East Elevation



West Elevation



5.13 Block D
Elevations

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

21 Capping, Aluminium PPC finish– Rose Colour

22 Metal bar screen and gate

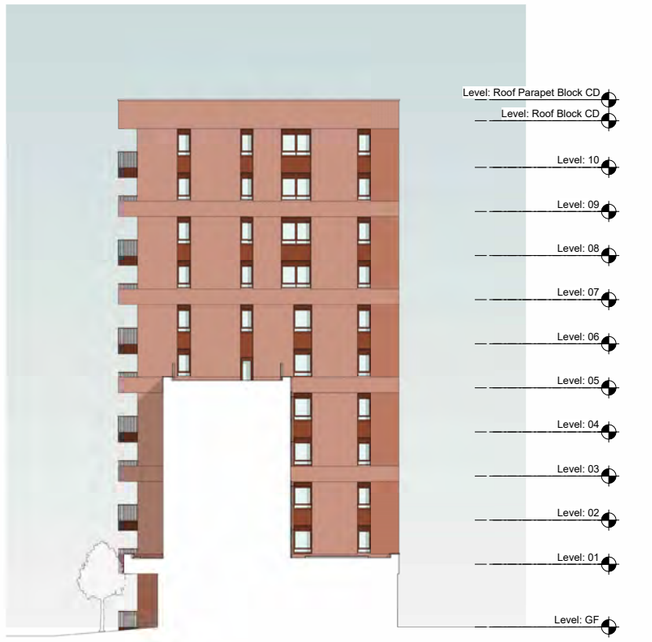
23 Notional Flue/Plant

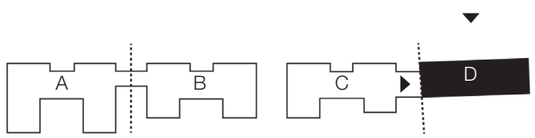
24 Glazed sliding door finish to match adjacent curtain wall system.

25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window



North Elevation





West Elevation

5.14 Block D
Elevations

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

21 Capping, Aluminium PPC finish– Rose Colour

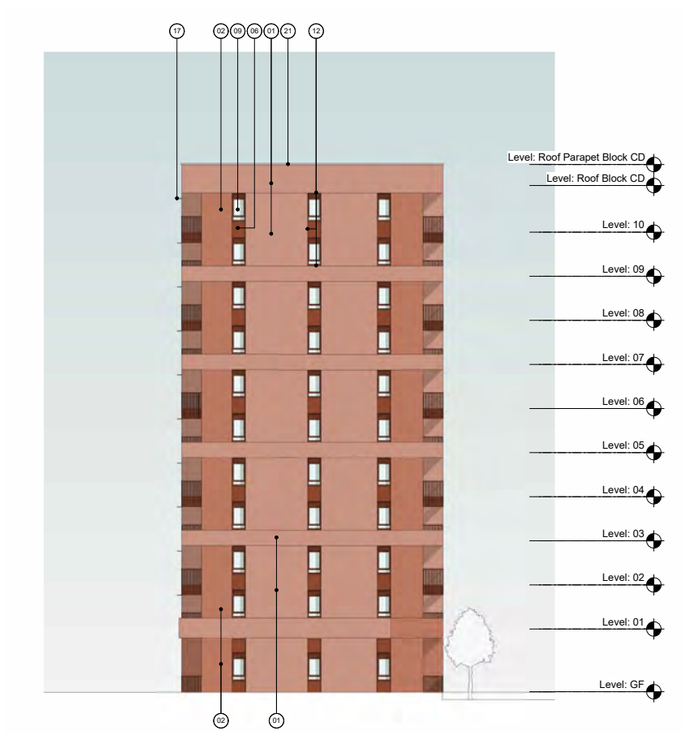
22 Metal bar screen and gate

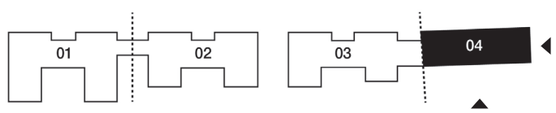
23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window



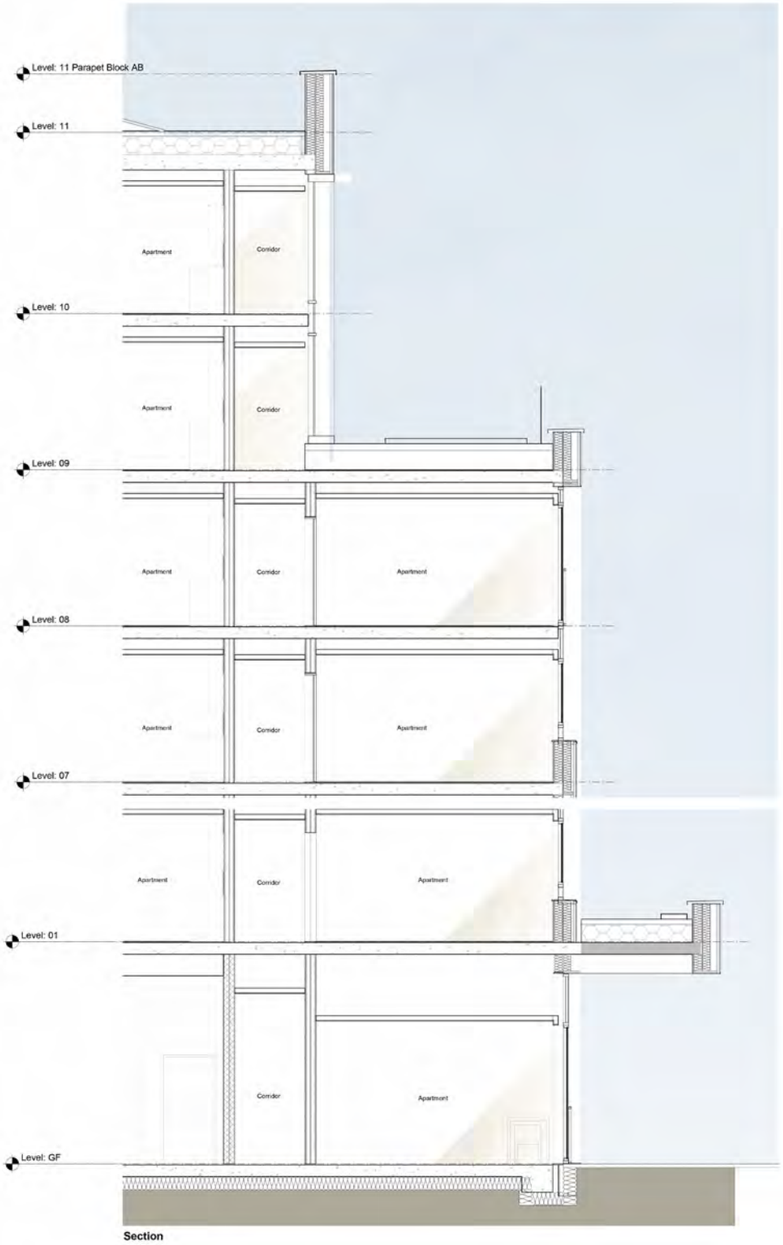




East Elevation

5.15 Typical Bay Study

Bay 1



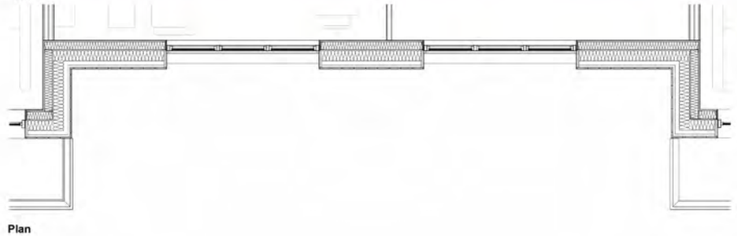
Section

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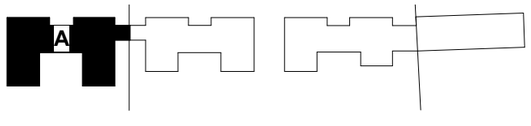


Elevation

1 : 50

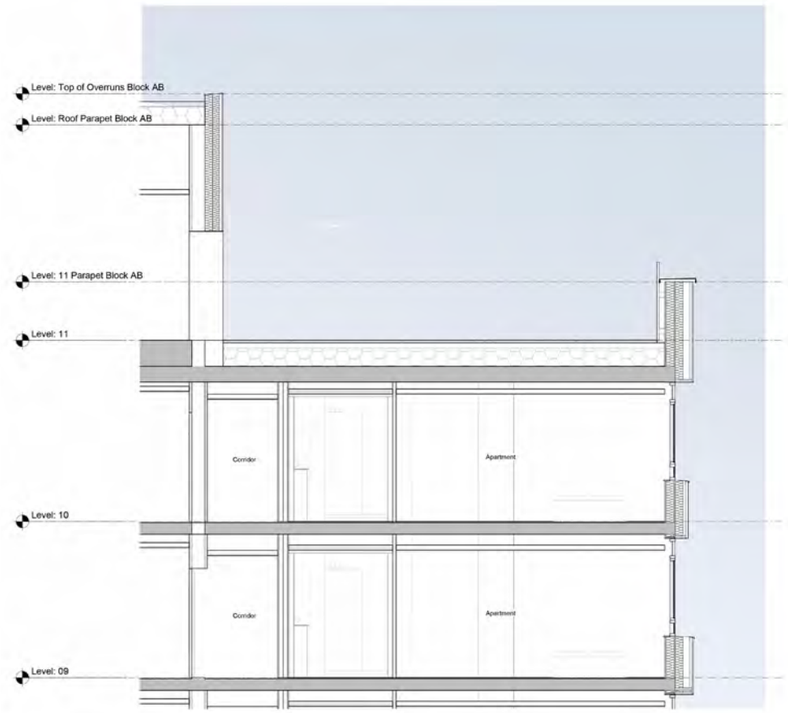


Plan



5.16 Typical Bay Study

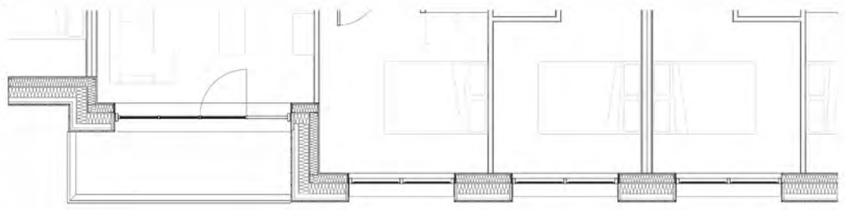
Bay 2

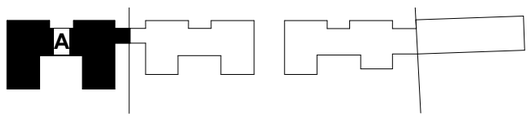


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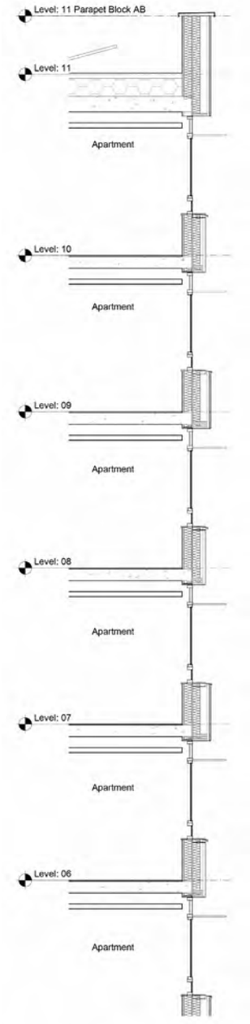
Elevation
1 : 50



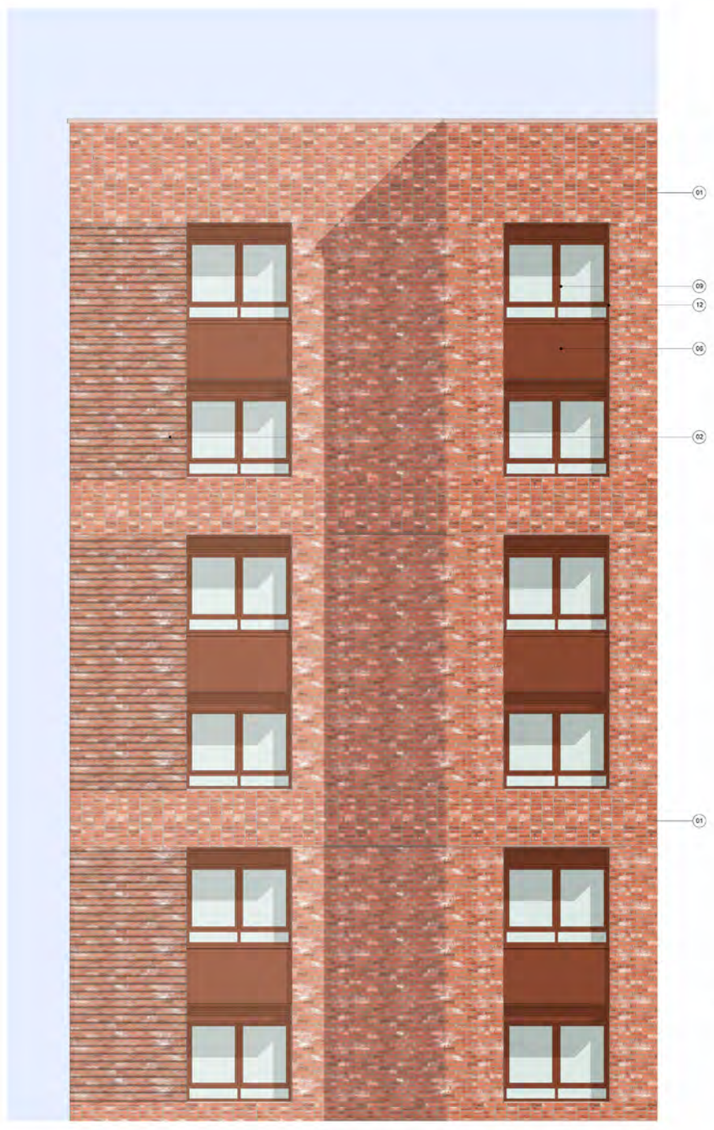


5.17 Typical Bay Study

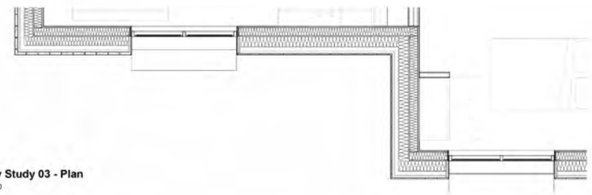
Bay 3 & 4



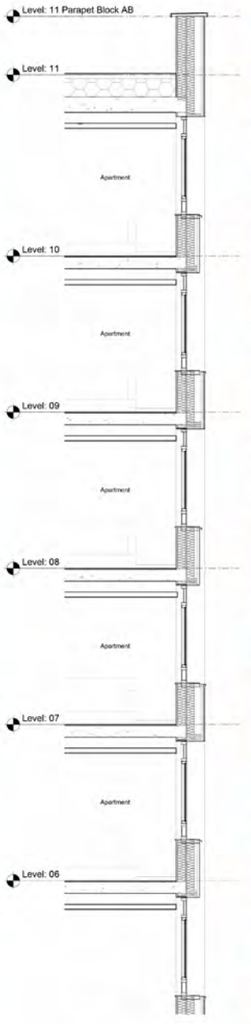
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1 : 50



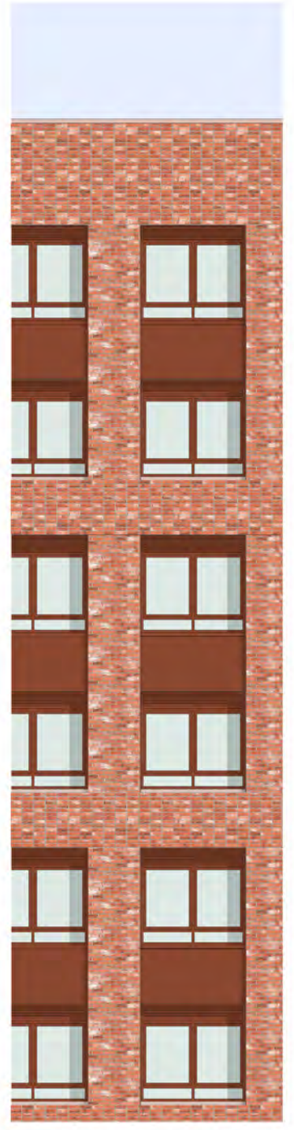
3b Bay Study 03 - Elevation
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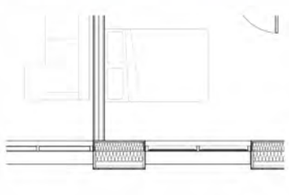
3c Bay Study 03 - Plan
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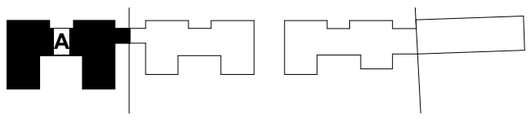
4a Bay Study 04 - Section
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4b ZZ-04-E-Elevations-BayStudy4
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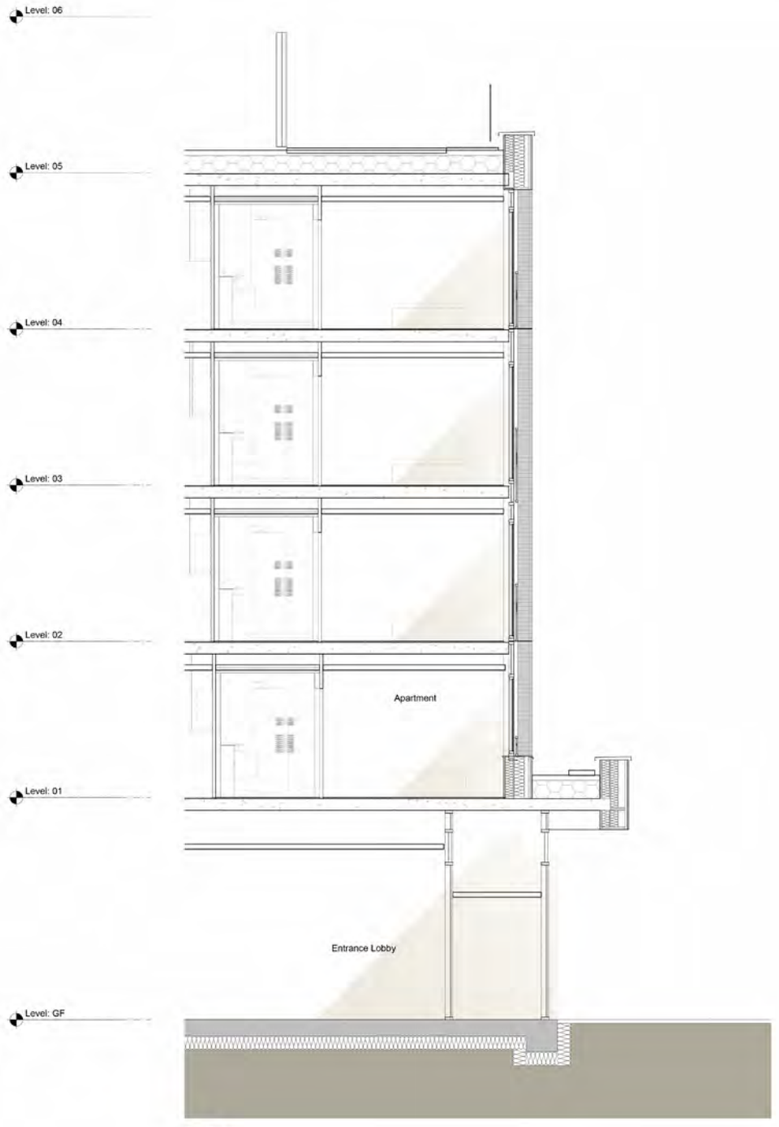


4c Bay Study 04 - Plan
1 : 50



5.18 Typical Bay Study

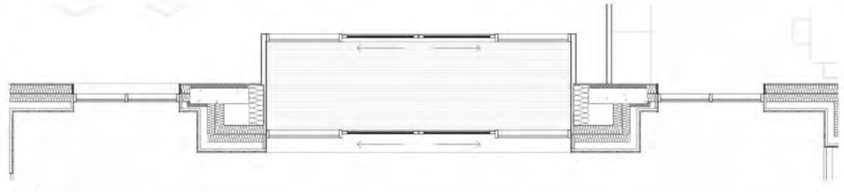
Bay 5



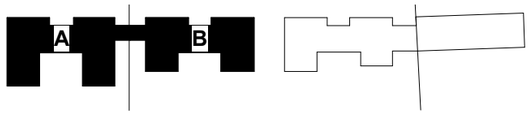
Section
1 : 50



Elevation
1 : 50



Plan
1 : 50



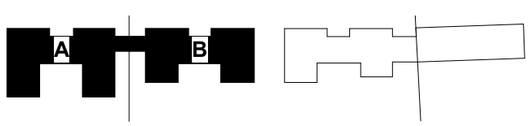
5.19 Appearance Proposal
Block AB Entrance

Main access to the building is provided via a raised entrance directly off Napier Road. Once inside the building, a series of amenity spaces wrap around a central external courtyard, these include a cinema room and residents' lounge. Access to the upper floors is provided by two cores at either side of the ground floor amenity spaces.



1. Entrance
2. Reception
3. Residents' Lounge
4. Residents' Post Boxes
5. Residential Unit
6. Building Management Office
7. Circulation Core
8. External Courtyard
9. Cinema Room

Internal layouts shown indicatively



5.20 Appearance Proposal

Block AB Entrance Bay Study

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

21 Capping, Aluminium PPC finish– Rose Colour

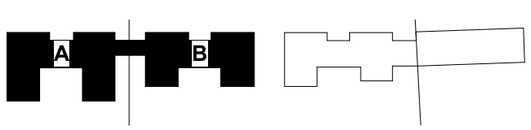
22 Metal bar screen and gate

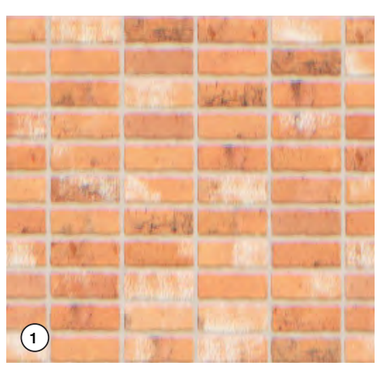
23 Notional Flue/Plant

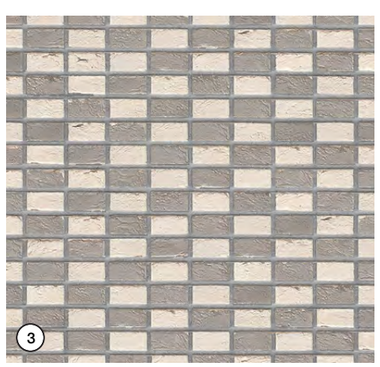
24 Glazed sliding door finish to match adjacent curtain wall system.

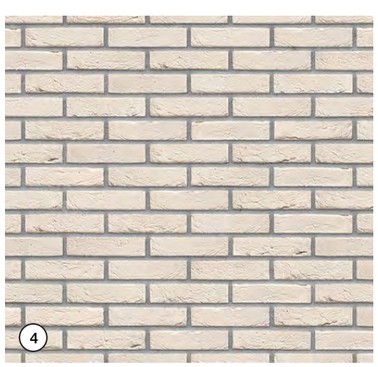
25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window





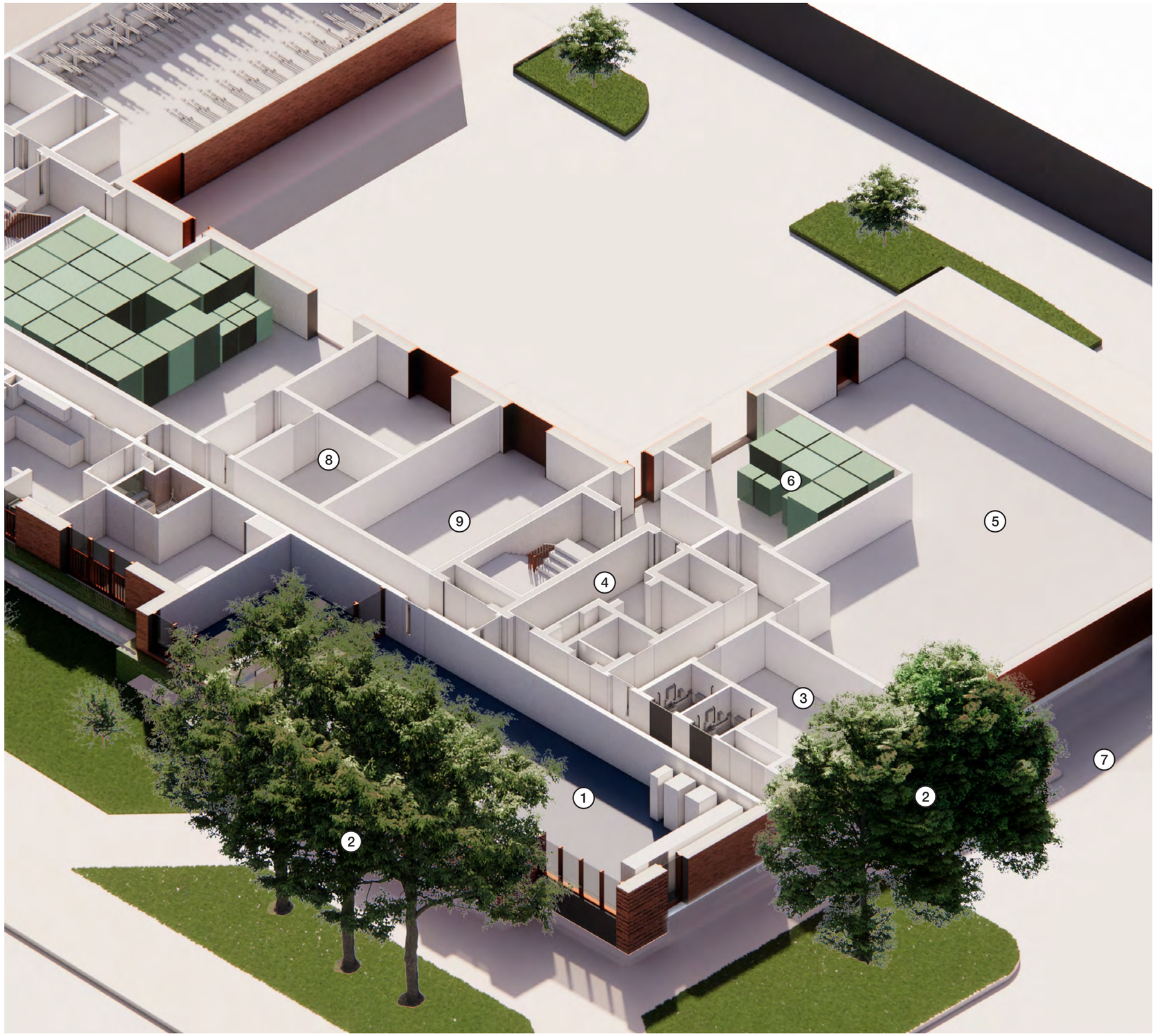






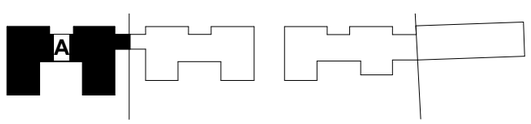
5.21 Appearance Proposal
Corner Unit

A proposed gym corners the buildings north-west edge with user access provided internally. In this corner of the site, where appropriate, existing trees have been retained on both the northern and western edge as a buffer between Napier Road and the building edge.



1. Gym Unit
2. Retained Existing Trees
3. Store
4. Circulation Core
5. Sprinkler
6. Bin Store
7. Visitor Parking
8. Comms Room
9. Thames Quarter

Internal layouts shown indicatively



5.22 Appearance Proposal
Corner Unit Bay Study

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

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17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

21 Capping, Aluminium PPC finish– Rose Colour

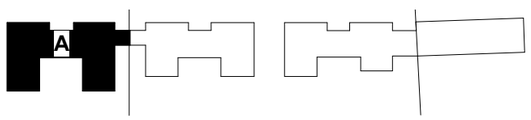
22 Metal bar screen and gate

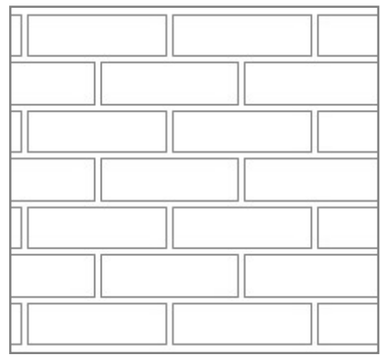
23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

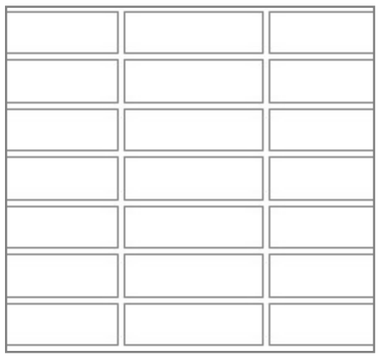
25 Jullliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window







Stretcher Bond



Stack Bond

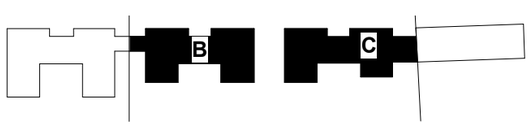
5.23 Appearance Proposal
Pocket Park

A landscaped pocket park separates the two buildings centrally within the site, whilst offering greenspace for central ground floor apartments to look onto. The pocket park provides the opportunity for additional play space for residents of the building, with a more private grand lawn for residents to utilise. A canopy between the two blocks allows for covered access.



1. Residential Unit
2. Circulation Core
3. Switch Room
4. Comms Room
5. Substation
6. Generator
7. Bin Store
8. Pocket Park
9. Walkway

Internal layouts shown indicatively



5.24 Appearance Proposal
Pocket Park Bay Study

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

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10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

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19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

21 Capping, Aluminium PPC finish– Rose Colour

22 Metal bar screen and gate

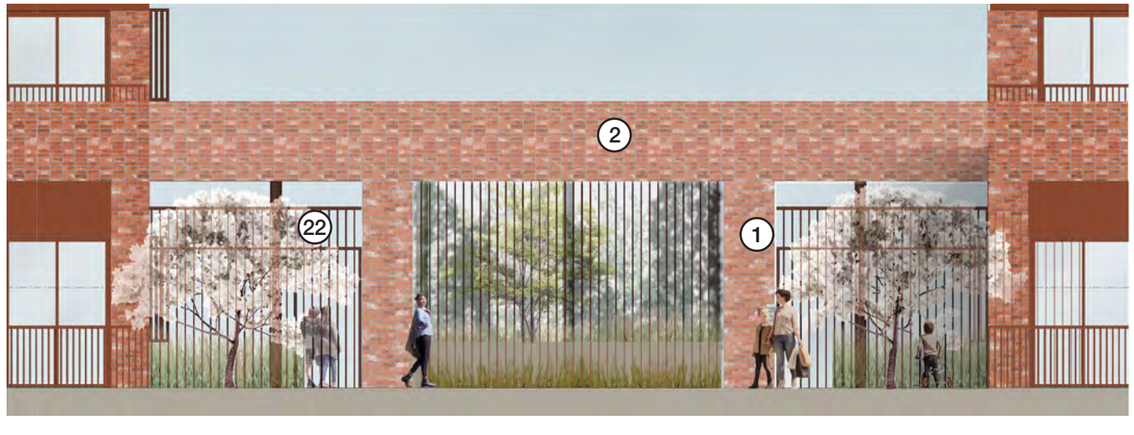
23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window









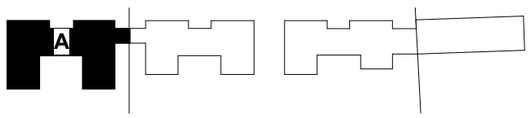
5.25 Appearance Proposal
Typical Floor

At a typical level of the building, residents' apartments are arranged around two central cores which are both accessible to all apartments at each level. A mix of 1 bed, 2 bed and 3 bed in varying arrangements make up the mix within a particular block.



1. Building Corridor
2. Circulation Core
3. Balcony
4. Courtyard Parking
5. Typical 1 Bedroom Apartment
6. Typical 2 Bedroom Apartment
7. Typical 3 Bedroom Apartment
8. Napier Road
9. Thames Quarter

Internal layouts shown indicatively



5.26 Appearance Proposal
Typical Bay Study

01 Red Multi Brick - Stretcher bond and stack bond band

02 Red Multi Brick (To Match 01 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

03 Light Grey Multi Brick - Stretcher bond and stack bond band

04 Light Grey Multi Brick (To Match 03 : Feature Brick Bond) - Stack Bond with Project Alternating Courses

05 Flat Metal Cladding System - Aluminium PPC - Rose Colour

06 Vertically ridged metal cladding - Aluminium PPC - Copper Red

07 Vertically ridged metal cladding - Aluminium PPC - Rose Colour

08 Entrance Signage TBC

09 Metal framed Openable Windows and Micro-louvre - Aluminium PPC - Copper Red

10 Metal framed Openable Windows and Micro-louvre - Light grey

11 Metal framed window with integrated glass balcony door and micro-louvre - Copper red

12 Metal Window Reveals - Aluminium PPC - Rose Colour

13 Metal Window Reveals - Aluminium PPC - Light Grey Colour

14 Metal Louvre System - Copper Red

15 Metal louvre system - Light Grey

16 Metal Balcony / Balustrades - Aluminium PPC - Copper Red

17 Metal Brise Soleil - Aluminium PPC - Copper Red

18 Stick System Aluminium Curtain Walling– Copper Red (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

19 Stick System Aluminium Curtain Walling– Light Grey (Includes back painted Glass Spandrels and/or louvres in matching finish as indicated on the elevations)

20 Glass balustrade

21 Capping, Aluminium PPC finish– Rose Colour

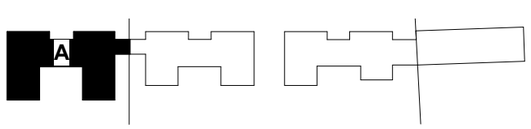
22 Metal bar screen and gate

23 Notional Flue/Plant

24 Glazed sliding door finish to match adjacent curtain wall system.

25 Julliete Balcony - Aluminium PPC - Angled Post pattern Finish and Colour to Match Window









External lighting shown indicatively.


Napier Court









Section 6.0

LANDSCAPE

6.1 Landscape Design
Key Landscape Principles

The following chapter provides details on the landscape proposals for the site. This statement should be read alongside the detailed landscape general arrangement plans which have been formally submitted as part of this planning application. Additional discussion and support has been provided by Reading Borough Council highways and parks teams to help tie the scheme into Kings Meadow. Suggested works to Kings Meadow are to be developed with Reading Borough Council.

The landscape proposals have a great opportunity to create a strong green Infrastructure both within the site and around the proposed built development. To achieve this, the majority of the existing trees on the north-western and south-western corners have been retained, and the creation of a 'Green Street' with a focus on good pedestrian / cycle access will create an attractive street scene and enhance access into Kings Meadow and surrounding spaces.

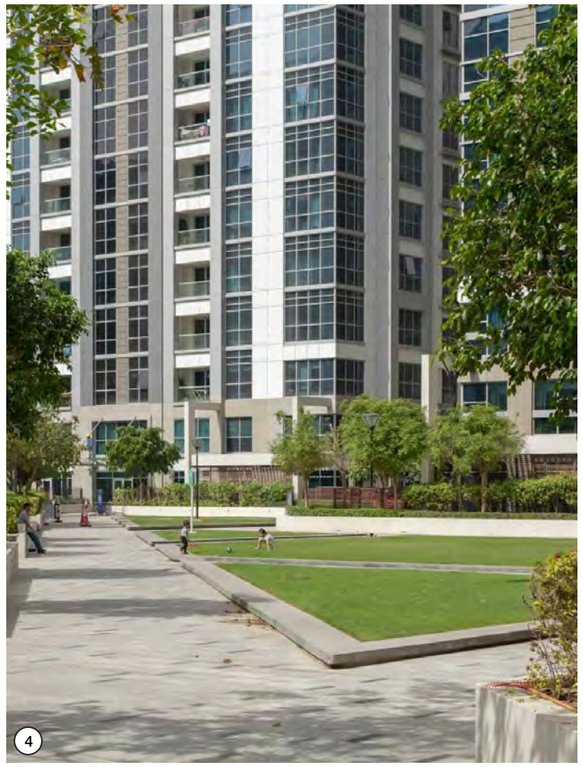
Amenity terraces have been proposed to the rear of the building for principal users. These spaces have been designed with flexible outdoor seating surrounded by greenery to allow users to explore and enjoy the outdoor spaces.

1. Green street with proposed hedges and multistem trees.
2. Creating a sense of arrival at main entrances
3. Attractive planting to building frontages
4. Garden Courtyard
5. Flexible Outdoor Spaces


1


2


3


4


5

6.2 Illustrative Contextual Landscape Masterplan

Through the pre application process, discussions have been held around the potential to engage more positively with Kings Meadow by introducing a new pedestrian crossing over Napier Road and the opportunities to improve this edge of Kings Meadow that could then follow.

Proposed new street trees to Napier Road will soften the edge of the new development and encourage interaction between the built edge and Kings Meadow creating an appropriate threshold between the urban edge and Kings Meadow landscape.

A new crossing half way along Napier Road , in between the existing junction with Kings Meadow Road and the existing crossing at Luscinia View, will allow a better integration with Kings Meadow encouraging connectivity and creating an accessible route to Kings Meadow. The location has been advised by the highways officer.

The opportunity to then create new linkages to the existing footpath network with better permeability and accessibility to the Lido and River Thames path is afforded making Kings Meadow much more accessible from Napier Road.

With a new connection made, the existing fragmented edge of car parking, changing facilities and play space can be improved.

The illustrative proposals which follow seek to create a more coherent edge to Napier Road which improves accessibility and connectivity introducing new soft and hard landscaped spaces to encourage usage of Kings Meadow.

It is anticipated that with further dialogue with the local authority that the aspirations of this connectivity can be developed to ocntribute more positively to the streetscape.



- Existing and proposed Pedestrian Links
- Building Main Entrance
- Pedestrain / Cycle Route
- 1 New Crossing
- 2 Potential Improved Entrance Plaza
- 3 Existing Changing Facilities - Opportunity for Future Improvements
- 4 Existing Play Space - Opportunity for Future Improvements
- 5 Potential New Space Plaza space
- 6 Potentail New Planting & Gym Trail.
- 7 Potential New Foot / Cycle Paths Connecting Improved Areas
- 8 Proposed london Plane trees
- 9 Proposed Hedge to sit adjacent to existing timber fence

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6.3 Main Frontage

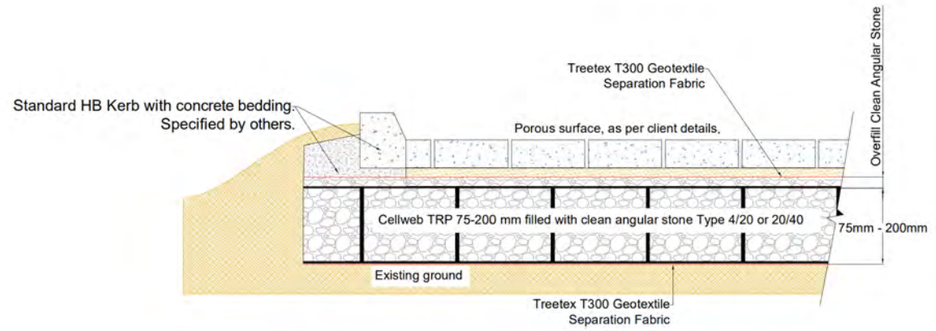
The landscape proposals will make a significant enhancement to the boundary of the site.

- Working in harmony with the new architecture, the proposals will look to raise the quality of the street, making it safer, greener and accessible.
- Proposed hedges will provide screening and privacy to private patios whilst ensuring a good level of security and natural surveillance.
- Proposed multistem shrubs planted along the green street will soften the built form and provide a human scale to the street.
- Existing trees under Tree Protection Orders will be retained as detailed on the submitted Tree Removal and Retention Plan
- Incorporation of a delivery and drop of bay, reducing the frequency of vehicles using the rear of the site and helping to create a quieter, safer play street.
- Incorporation of multi-stem trees in planters, due to underground cables located beneath the MRT safeguarded land.
- The Promenade has been widened as per DRP recommendations, now incorporating the MRT safe guarded land.









Note: Subbase could be required depending on the existing ground CBR % and the type of traffic on the surface.



(A) Defensive hedge planting to building

(B) Attractive planting to Entrances

(C) Permeable no-dig paving around root protection areas to existing retained trees

1. Existing Trees Retained
2. Pedestrian / Cycle Route
3. Key Entrances
4. No-Dig Permeable Paving
5. Cycle Parking
6. Trees (Clear Stem 2m)
7. Defensible Hedge
8. Trees in Planter
9. Delivery drop of zone

6.4 Garden Courtyard

Garden courtyard within the development provides valuable amenity spaces for principal users.

• The proposals could include a variety of seating opportunities to encourage the use of the outdoor spaces by different groups of users.

• The proposed lawn maximises the southern aspect of this courtyard space and enables flexible use whether it is used as an outdoor barbecue space.

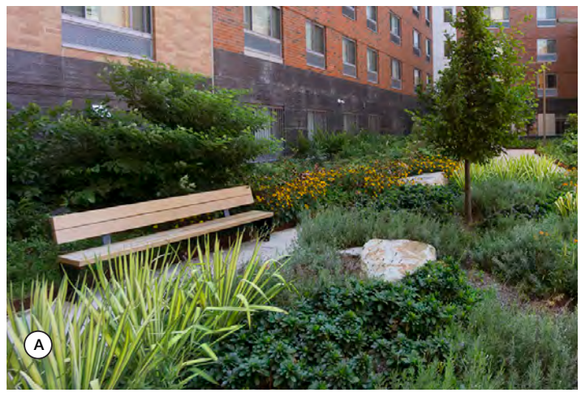
• The lawn and proposed trees have been positioned to create a lush, outdoor space that helps to provide a human scale, make the best use of the southern aspect whilst softening the space from the rear access road with buffer planting comprising of proposed hedge.

• Levels across the space are gently sloped creating a step free access to the building whilst complying with Building Regulations.

Ⓐ Proposed Species-Rich Planting Palette

Ⓑ Attractive and Functional Amenity Spaces

1. Proposed Lawn
2. Pedestrian Route
3. Key Entrances
4. Proposed Trees (Clear Stem 2m)
5. Proposed Seating
6. Defensible Hedge







Illusrative section



6.5 Play Street

The Play Street forms a shared, community-focused space to the rear of the development, creating a safe and engaging environment for residents and their children. The play street being demarcated by a change in material surface with rumble strips and signage marking the entrance. A continuous Low hedge acts as a soft barrier, between the hard and soft spaces, maintaining clear sightlines for safety.

• Incidental play features are integrated within the planted green zone, encouraging imaginative play and interaction along the route.

• The arrangement of planting and play elements has been designed to provide visual interest throughout the year while reinforcing a green character to the street.

• The Play Street is designed as a shared space where residents can interact, children can play safely, and the planting provides both ecological benefits and a pleasant outlook for surrounding homes.

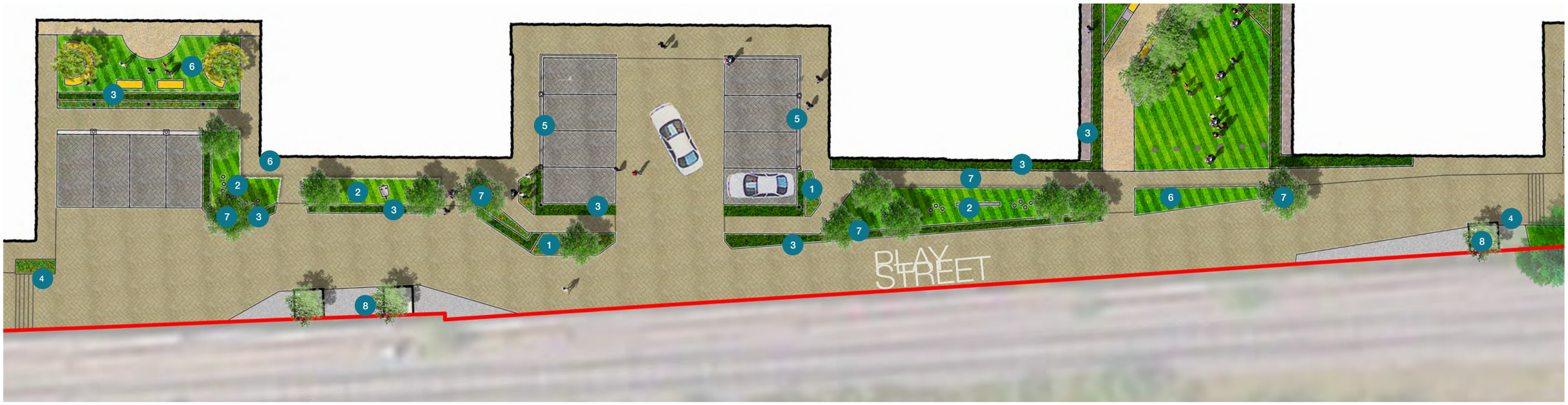




(A) Srategic Play along the way

(B) Multi use linear spaces

1. Proposed Ornamental Planting
2. Play along the way
3. Hedgerow
4. Play street demarcation (signage and rumble strips).
5. Knee rail
6. Proposed Lawn
7. Proposed Trees (Clear Stem 2m)
8. Planters above granite sets used to slow vehicles moving through the play street



6.6 Pocket Park

The Pocket Park creates a green heart between the two buildings and provides a visual link to Kings Meadow on the opposite side of Napier Road. It remains as a private courtyard for the residents of the development.

The gated entrance points are flanked by an architectural portal with a stainless steel wire mesh system for climbers creating a lush entrance with glimpse views into the park within.

• The proposals include an incidental play area for young children set amongst lush planting beds.

• A variety of seating opportunities have also been provided to cater to different user types to encourage the use of the outdoor spaces.

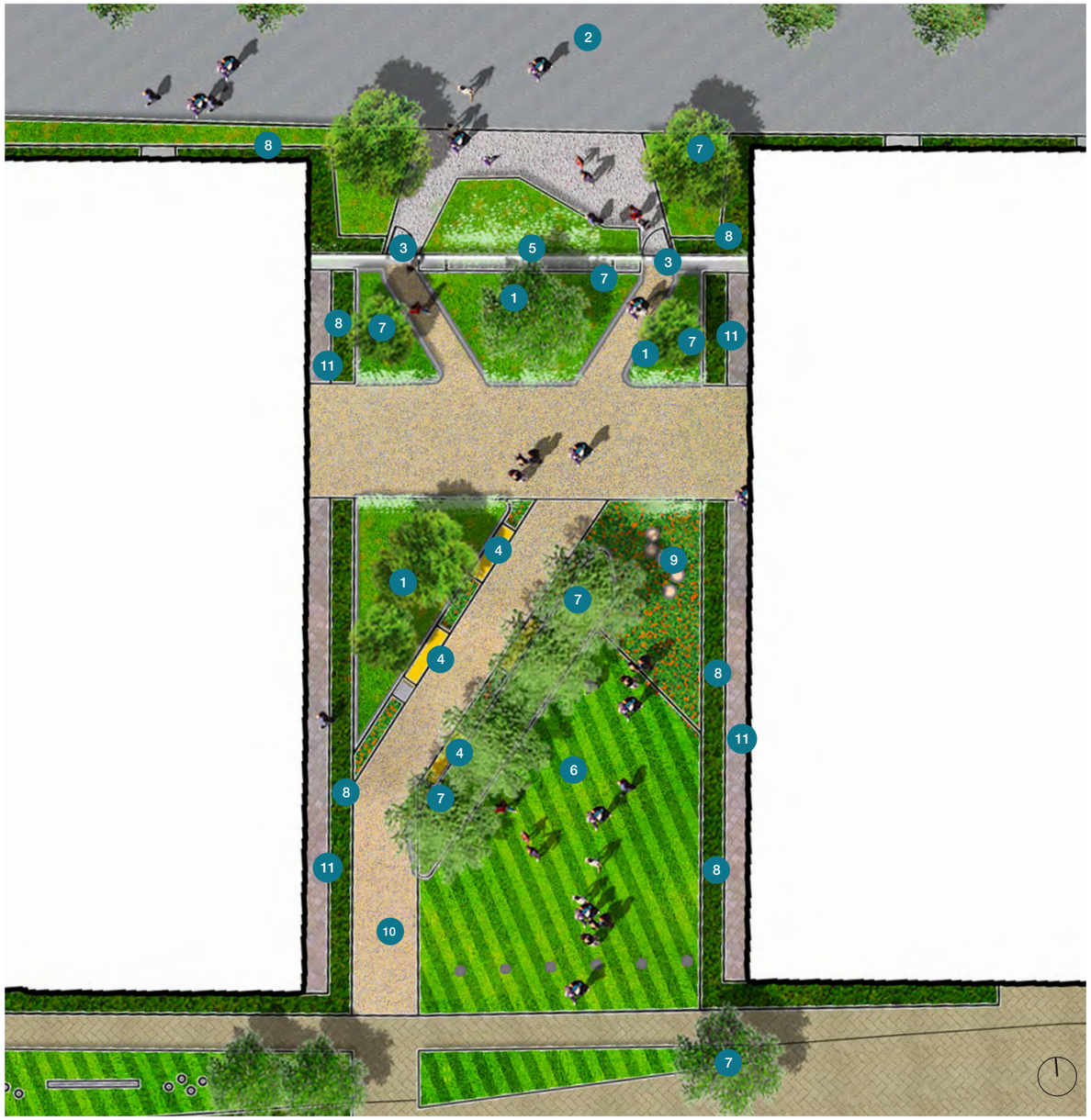
• A lawn has been proposed to maximise the south facing aspect of the Park and provide a flexible outdoor space that can be used as a gathering space for barbecues etc. or as a kick about space .

• The proposed trees have been strategically spaced to aid as a wind break between the two buildings and also help to provide a human scale to the Park.

•Defensible hedges are provided along the building edges as a privacy buffer for ground floor apartments and also allows for maintenance access along the sides.

- (A) Play along the way
- (B) Gated access to pocket park
- (C) Outdoor amenity spaces

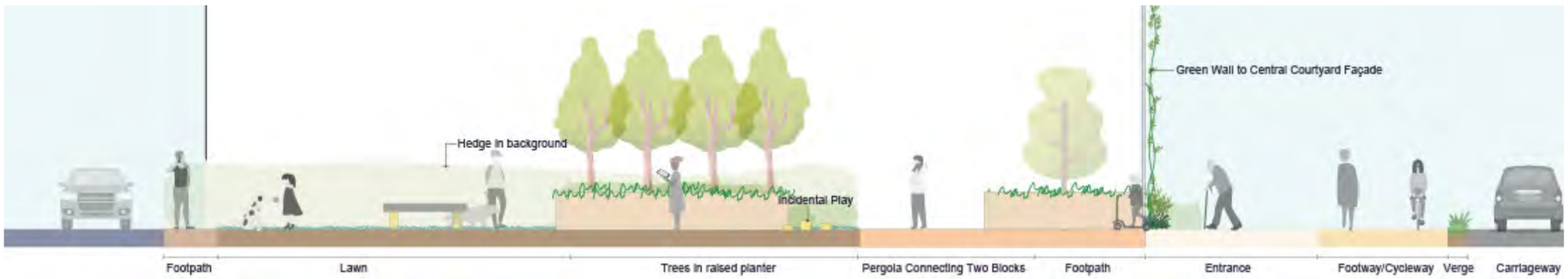
- 1 Proposed Ornamental Planting
- 2 Proposed Pedestrian / Cycle Route (Napier Road)
- 3 Key Entrances (Gated Access)
- 4 Proposed Seating
- 5 Proposed Climber Trellis
- 6 Proposed Lawn
- 7 Proposed Trees (Clear Stem 2m)
- 8 Defensible Hedge
- 9 Proposed Play
- 10 Rear Access and Pedestrian Routes
- 11 Maintenance Access











Illusrative section

6.7 Site-Wide Furniture Strategy

The furniture has been carefully selected across the proposed development to achieve the following design criteria:

- To provide a simple, co-ordinated palette of furniture which is long lasting and requires limited maintenance;

- The use of hardwood timber for seating elements ensuring the surface is pleasant to sit on and not cold to touch;

- The use of powder coating to finish steel elements to increase the life span of the furniture;

- Seating has been positioned at logical and convenient locations, where people would feel comfortable to sit and relax;

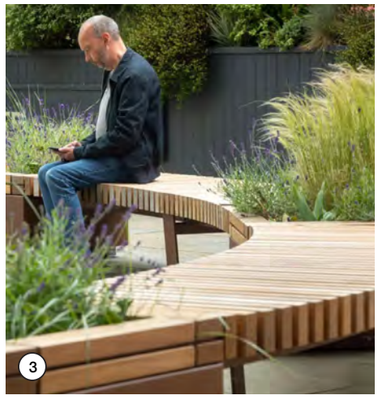
- The specification of each seating element has been selected to ensure it provides for different needs, abilities and ages, providing back and arm rests in some locations but simple benches and stools in others; and

- Seating has been distributed to provide a range of environments to encourage external activities such as sitting individually or in groups for socialising.

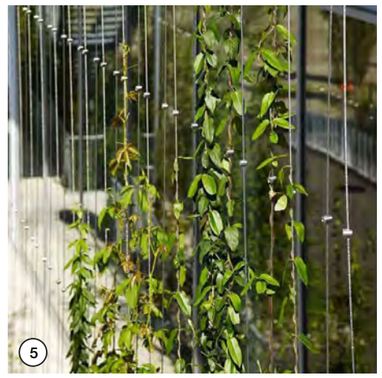
1. B1:Greengate Seat; timber slats and galvanised powder coated steel legs
2. Green Gate Litter Bin, mild steel hot dipped galvanised
3. B2: Circular Seat; timber slats and galvanised powder coated steel legs,
4. CS: Cycle Hoop, 1100x770mmx Dia 48mm, mild steel hot dipped galvanised, root fixed.
5. CL: Stainless Steel Climber System
6. Stainless Steel Bollard
7. Pedestrian and vehicle security gates


1

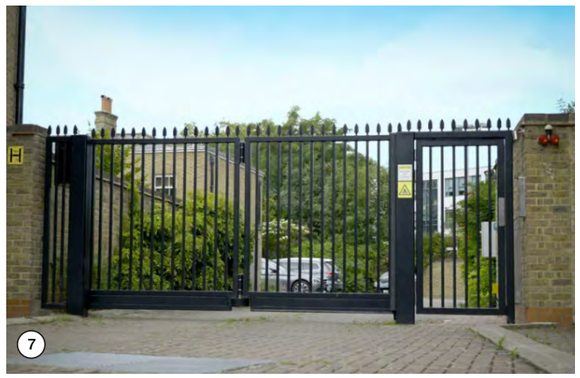

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6.8 Hard Landscape Strategy

The hard landscape strategy diagram seeks to achieve the following design criteria:

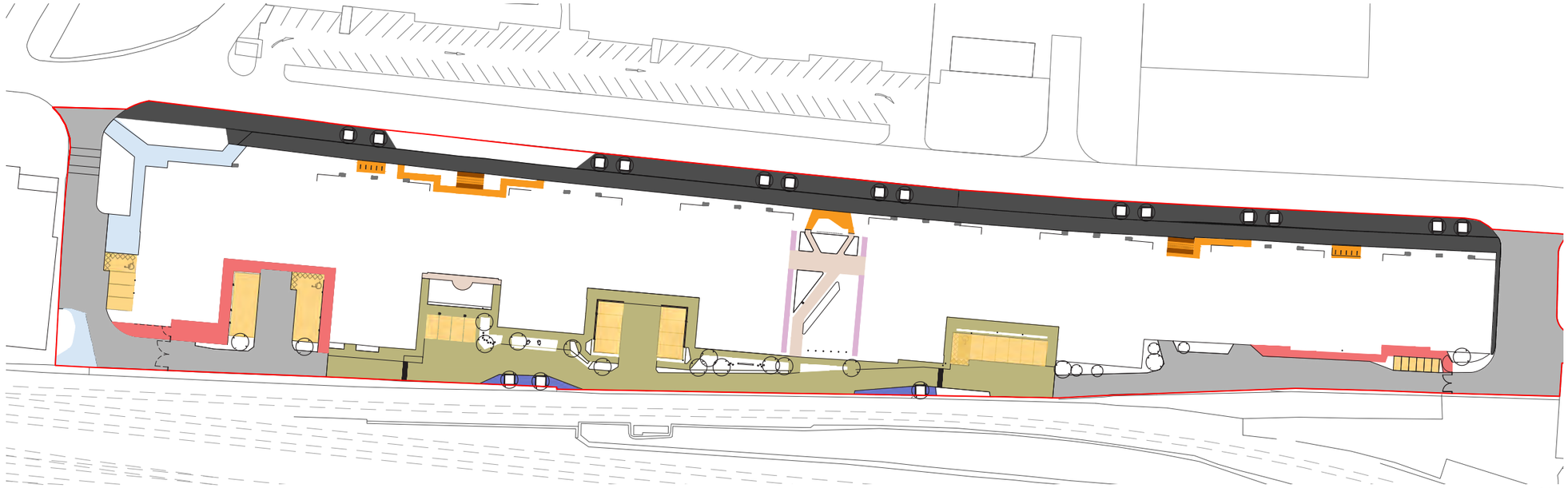
-The materials are hard wearing, fit for purpose and can be readily replaced and maintained if required.

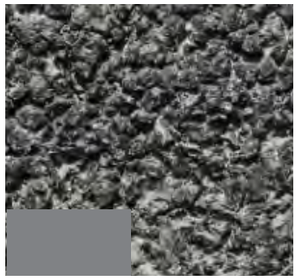
-There is a hierarchy of materials across the proposed devlopment, ensuring there is a clear definition between primary and secondary spaces.

-The paving materials have been co-ordinated to ensure they harmonise with each other and the surrounding architecture.

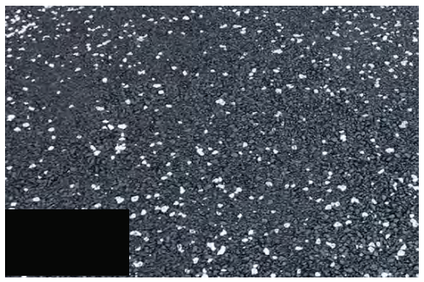
- Ensuring materials meet the required British Standards such as tolerance in surface deviation, non-slip qualities and vehicle loading

- Materials will be robust, hard wearing with limited porosity and colour fast. Materials will consider reasonable means of cleaning and maintenance using standard cleaning products.

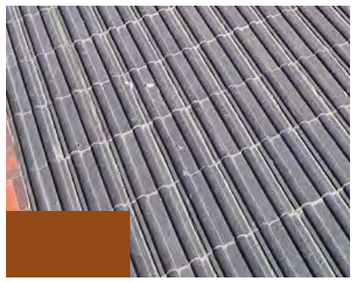




P1 - Road; Black bituminous material



P2 - Footpaths
Black bituminous material with Limestone Chippings
(In accordance with highway requirements)



P3 - Main entrances;
Tactile paving; Colour; Charcoal Grey



P4 - Proposed Block Paving Artificial stone product;
Colour: Light Buff; Size: 200x100x80mm;
Laying Pattern: Herringbone bond



P5 - Block paving;
200x100x80mm,
Colour: Dark Grey,
Laying Pattern: Herringbone bond



P6 - Maintenance Access
Textured Flag paving;
Colour: Buff
Laying Pattern: Stack bond



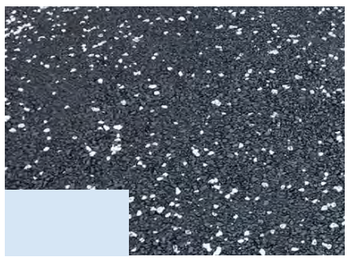
P7 - Pocket Park Pathway
Resin bound gravel;
Colour; Silver/Buff



P8- Block paving to Main Entrances;
Size: 200x100x60mm,
Colour: Light Grey and Mid Grey,
Laying Pattern: Stretcher bond



P9 - Cropped Granite Sets ,
Colour: Silver Grey
100 x 100 x 50mm,
Laying Pattern : Stretcher Bond



P10 - Footpaths/ Shared surface
Permeable black bituminous material
with Limestone Chippings to highways specification
Chippings , no dig build up.
(In accordance with highway requirements)



P11- Shared Surface
Block Paving, 200x100x60mm, Colour;
Buff Laying Pattern : Herringbone

6.9 Tree Strategy

The tree species have been carefully selected for seasonal interest, wildlife value and visual amenity.

Along the frontage, in addition to the visual amenity provided by the existing and retained TPO trees, multistem Cornus Kousa trees and clear stem Amelanchier trees have been proposed. The clear stem Amelanchier trees, will facilitate adequate space for pedestrians and cyclists and provide an attractive visual rhythm along the frontage.

Within the pocket park, an avenue of Sorbus Aucuparia trees provide valuable visual amenity whilst creating a natural windbreak.

To the rear in garden courtyard, Liquidambar trees have been proposed to provide a pop of colour in the autumn.

Along the rear access road, Pyrus Chanticleer trees soften the architectural facade.



- Existing Trees Retained
- Arbutus Innuendo
- Parrotia Persica
- Aa'RH': Amelanchier arborea 'Robin Hill'; Clear Stem
- Ar: Amelanchier rotundifolia; Multistem
- Ck'C': Cornus kousa var. chinensis; Multistem
- Ls 'LR': Liquidambar styraciflua 'Lane Roberts'; Clear Stem
- Sa'SS': Sorbus aucuparia 'Sheerwater Seedling'
- Pc'C': Pyrus calleryana 'Chanticleer'; Clear Stem



Amelanchier arborea 'Robin Hill'



Cornus kousa var. chinensis



Amelanchier rotundifolia



Pyrus Chanticleer



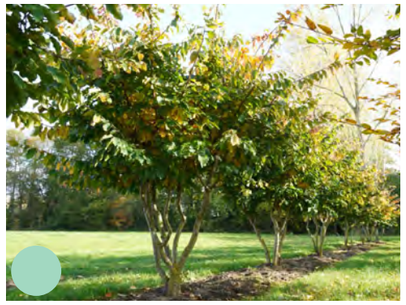
Liquidambar styraciflua



Sorbus aucuparia

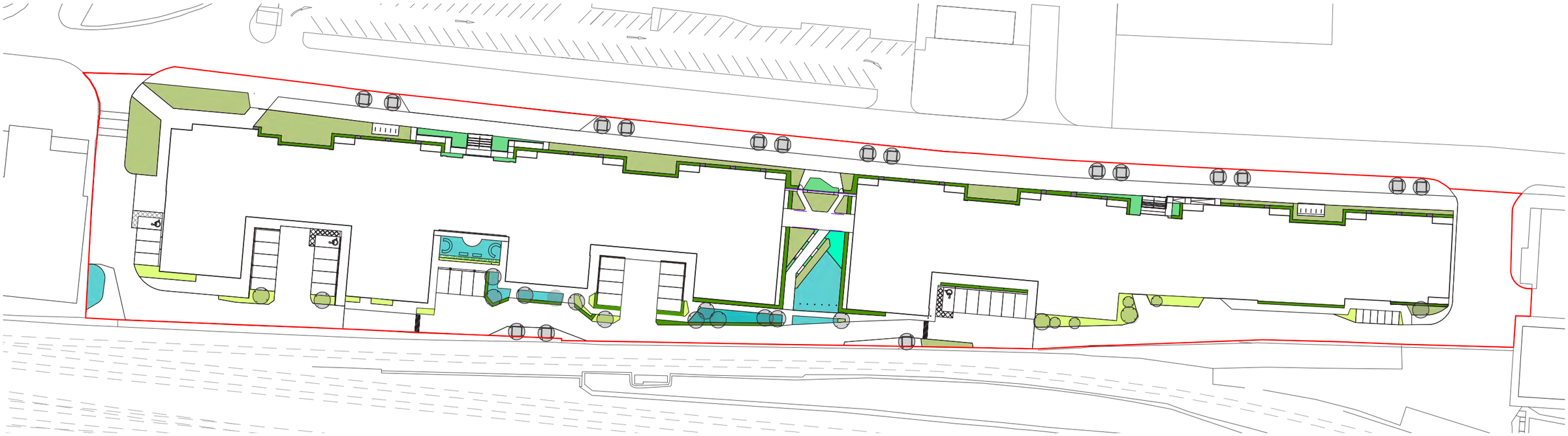


Arbutus Innuendo



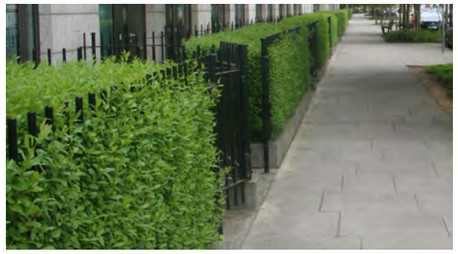
Parrotia Persica

6.10 Soft Landscape Strategy





Emorsgate EL1 Lawn mixture



Hedge H1 - 1.7m high; Evergreen defensive hedge



Emorsgate EM3 general purpose meadow mix



Hedge H2 - 1.7m high; Native mixed species hedge



Ornamental planting mix - Shade



Ornamental planting mix - Sunny



Ornamental planting mix - Planters

Proposed Hedge H1 - 1.7m high; Single species hedge

Proposed Hedge H2 - 1.7m high; Native mixed species hedge

Emorsgate EL1 Flowering Lawn Mixture

Emorsgate EM3 General Purpose Meadow Mix

Proposed Ornamental Planting Mix 1 - Shade Mix

Proposed Ornamental Planting Mix 2 - Sunny Mix

Proposed Ornamental Planting Mix 3 - Planter Mix

Climbers

6.11 Landscape Design Principles - Site Context

Site Wide Context



1. Thames Lido
2. Existing Play Area
3. Existing Pavilion (Sports Changing Rooms)
4. Access to Towpath

Opportunities:

- The existing and successful LIDO establishment provides a valuable focal point and provides opportunities to celebrate its setting through enhac enhancements made around Kings meadows.

- The existing pavilion is in disuse and could provide an opportunity to activate the space and provide passive survaillance by reinstating it and potentially encouraging other uses.

- The verge along the Car park and Napier Road could be enhanced further with new fencing and native hedging to soften and screen the car park and as a result enhance visual amenity along Napier Road.

- The Play area also provides an opportunity for improvement to truly bring together the current uses at Kings meadow where sports, kick-about, children's play, access to the River and the LIDO can be celebrated together.



Existing Access into Kings Meadows



1. Access to Thames Lido



2. Existing Play Area at Kings Meadow



2. Unused existing Pavilion



4. Access to Tow Path

Works outside the red line boundary are for illustrative purposes only and require further discussion with the local authority.

6.12 Landscape Design Principles - Enhanced Connectivity

Enhanced Connectivity







1. East-West Pedestrian Route
2. Pedestrian Cycle Route
3. Better Access to Play Area and Tow Path
4. Proposed Pedestrian/Cycle Crossing



Better access to Play Pitches

Pedestrian/Cycle Priority Crossing

Works outside the red line boundary are for illustrative purposes only and require further discussion with the local authority.

6.13 Landscape Design Principles - Creating Destination Spaces

Creating a Destination Space



1. Enhanced Kings Meadow Entrance
2. Entrance Pavillion Plaza
3. Potential Outdoor Gym Trail
4. Enhanced Pavillion

Works outside the red line boundary are for illustrative purposes only and require further discussion with the local authority.



Kings Meadow Entrance



Creating further play opportunities



Outdoor Gym



Activating Edges

6.14 Landscape Design Principles - Greening the Street

Greening the Street



1. Green Street
2. Retained Trees
3. Main Entrances to building
4. Line of London Plane trees
5. New Tree Planting



Green Street



Wildflower meadows to verges

6.15 Design Development from Pre-app Stages to Planning Stages.



Pre-app and Design Review Panel

We were advised by the planning officer that they did not have an internal design officer and for this reason, A DRP process was followed.

Proposed new street trees to Napier Road will soften the edge of the new development and encourage interaction between built edge and Kings Meadow creating an appropriate threshold between urban edge and Kings Meadow landscape.

A series of pedsestrian crossings (shown on plan) were suggested in between the existing junction with Kings Meadow Road and the existing crossing at Luscinia View, will allow a better integration with Kings Meadow encouraging connectivity and creating an accessible route to Kings Meadow.

The highways officer in the precense of the planning officer advised against more than one crossing. The crossing that was suggested by the Highways Officer is the retained crossing in front og blocks C and Block D leading onto the Pavilion at Kings Meadow.

The DRP feedback suggested that the courtyard spaces between the proposed building blocks and the railways corridor were better used for parking rather than green spaces and instead the play offering at Kings Meadow could be improved to provide the amenity required for the development.

1 Proposed Crossing



Planning Application

Taking the DRP feedback into account, the revised scheme focussed on creating a coherent edge to Napier Road which improves accessibility and connectivity introducing new soft and hard landscaped spaces to encourage usage of Kings Meadow.

Within Kings Meadow itself, improvements were suggested to improve the pedestrian footpath network. Proposed additional tree planting was also proposed along these routes to further enhance the visual amenity of the open space.

It was also suggested that play improvements can be made to the existing play area with the existing derelict Pavilion forming a focal point of activity, activate the space and bring in some passive surveillance to the area.

It was anticipated that with further dialogue with the local authority that the aspirations of this connectivity can be developed to contribute more positively to the streetscape.

6. 16 Design Development : Current Illustrative Masterplan

Current Design

Further to comments from RBC, the design looks to
incorporate a number of enhancements to the rear of the proposed development.

- The introduction of a play street with further tree, hedge and shrub planting provides opportunities for play within the site boundary and encourages residents to use the outdoor areas for theirt mental health and well-being.

- A variety of uses have been introduced that will encourage walking, play along the way and cycling to ensure that the amenity value of the spaces around the development can be maximised.

- Further to feedback recevied from Montague Evans on the Heritage and Landscape Setting of the proposed development, the following
1 mitigation and enhancements have been proposed:

Reinstating the historic row of trees between the LIDO and Napier Road.: Addtional tree planting has been proposed to create a continuous tree
2 belt following the the existing line of trees that sit north of the Car park.

Bolster planting is proposed to gaps along the treed boundary of Kings meadow. This will future proof the green infrastructure around Kings
3 meadow by ensuring tree succession.

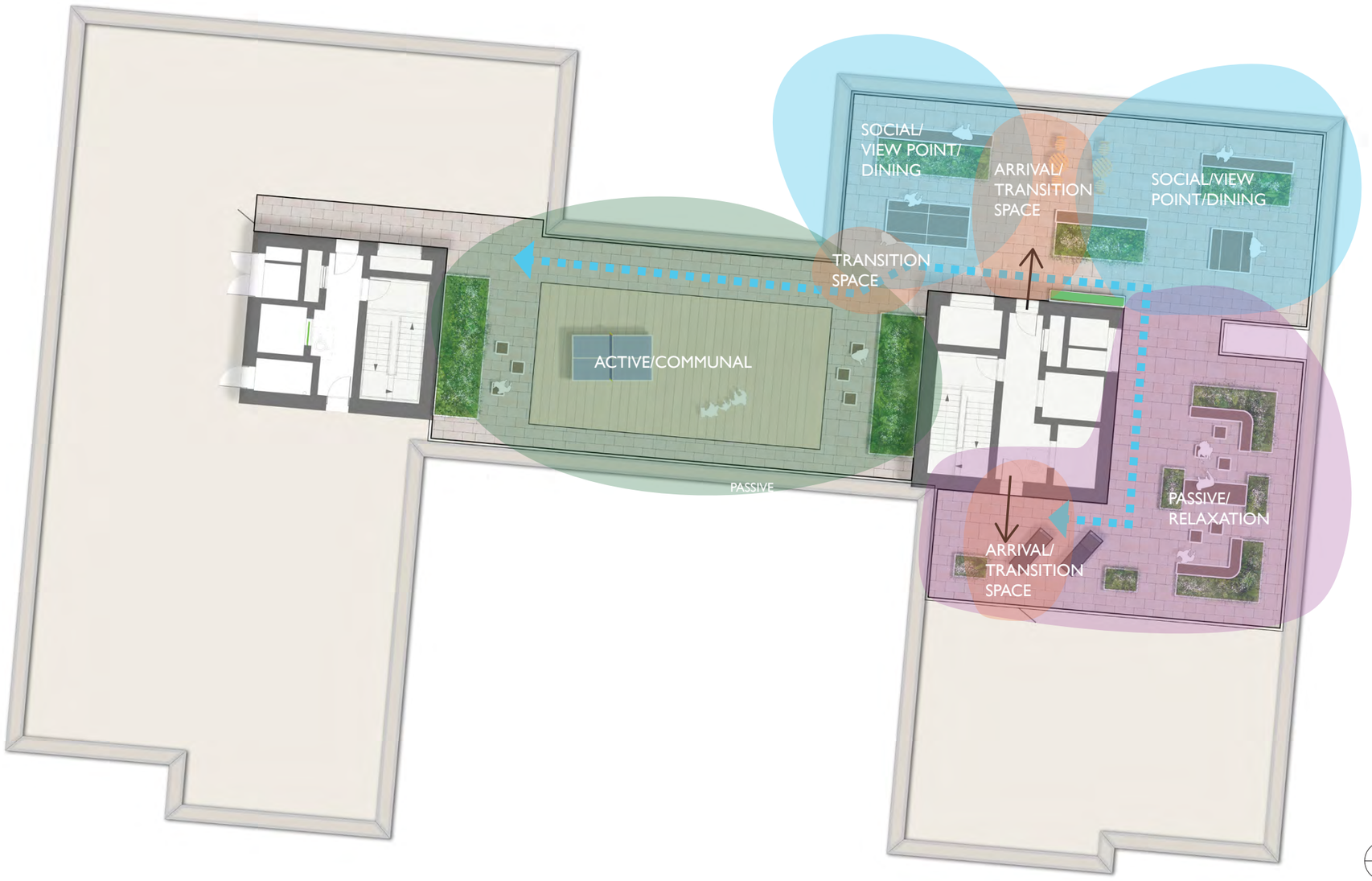
Visually soften and enhance the boundary of the existing car park along Napier Road and LIDO Car Park: The consultant team are aware of utilities contraints along the verge along Napier Road, therefore a new 1.2m high timber post and rail fence with a native hedge in front of it is proposed. This will improve the visual amentity along Napier Road and screen views into the car
4 park whilst still allowing passive surveillance.

Due to the constraints posed by the utilites along the verge, the proposal looks to introduce tree planting along every 6th car parking bay within the Car park. This will create a layered green infrastructure particularly for views from the River Towpath looking back toward Napier Road. London Plane trees have been proposed here to
5 reflect the existing tree species and emulate the existing landscape character in front of the LIDO.

The Proposed new street trees to Napier Road within large planters will soften the edge of the new development and encourage interaction



6.17 Roof Terrace Strategy Diagram



N

not to scale

Transitional Route

ACTIVE/COMMUNAL

An active Community Zone. This space will cater to mixed age groups and allows space for an element of flexible use.

ARRIVAL / TRANSITION

A welcoming entry space that allows movement across the terrace towards different zones.

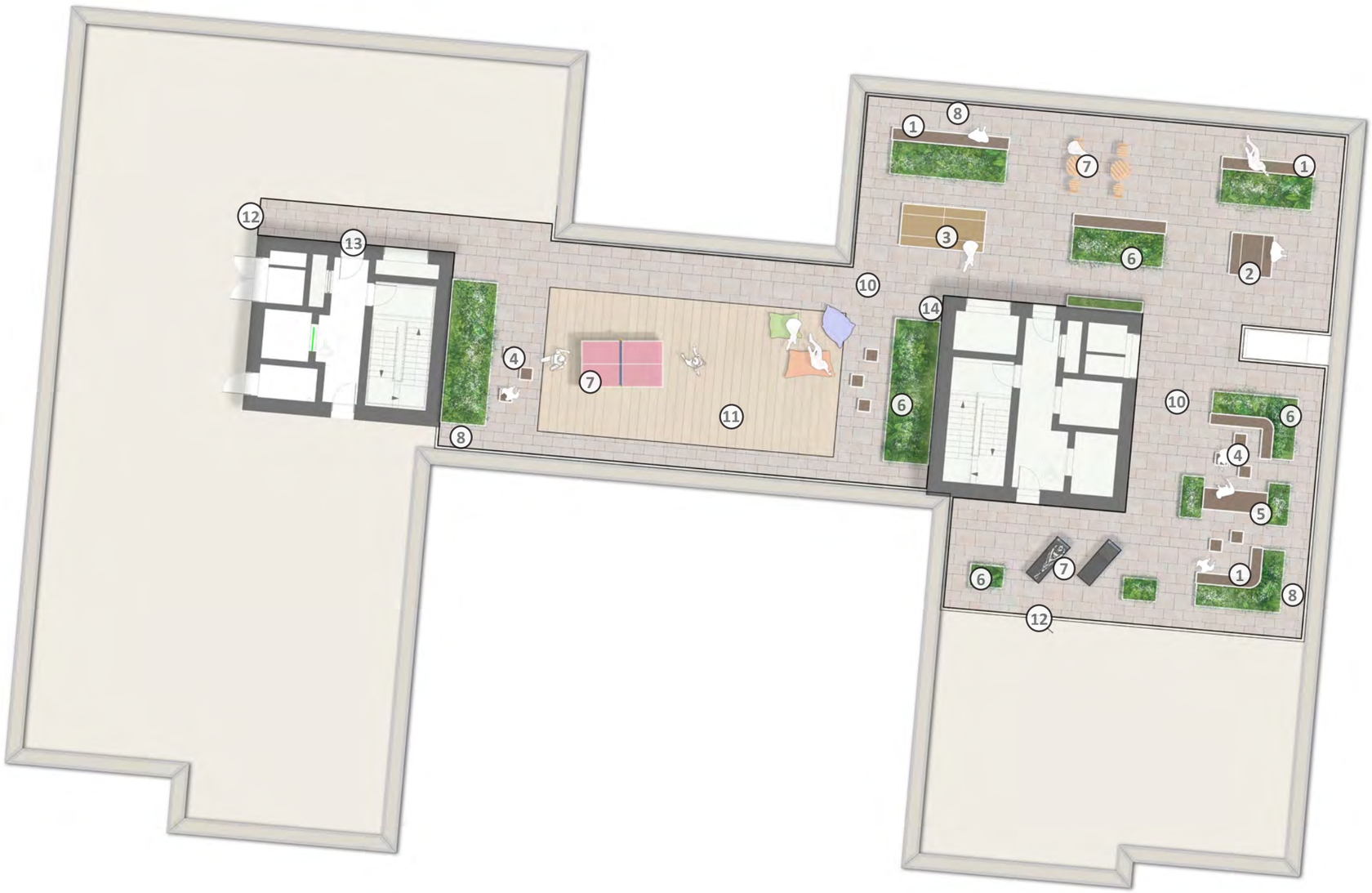
PASSIVE/ RELAXATION

A tranquil retreat within the roof terrace, this space offers residents a quiet, sunlit setting for relaxation, reading, or reflection, surrounded by soft planting and discreet seating.

SOCIAL/VIEW POINT/DINING

A lively yet laid-back area of the rooftop Terrace designed for casual social activities—perfect for catching up with friends, playing a game of chess or Dining.

6.18 Roof Terrace Illustrative Masterplan



KEY:

1. Benches
2. Dining table/picnic bench
3. Long dining table/picnic bench – for large groups
4. Movable seating
5. Wide bench – Allowing flexible uses, with seating on both sides
6. Planters
7. Indicative flexible furniture
8. 1 meter maintenance offset, from balustrade
9. Green wall - climbing plants
10. Paving type 1 - General paving
11. Paving type 2 - Community space
12. Locked maintance access gate to PV panels/ Roof
13. Locked Emergency access to secondary core (released in the event of an emergency)
14. Water Outlet

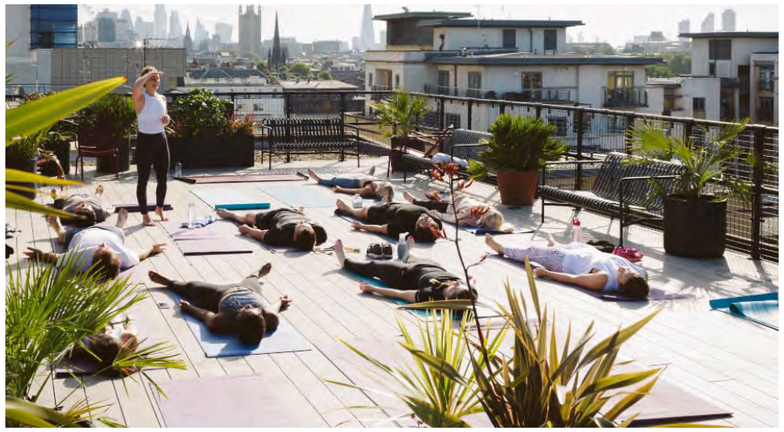
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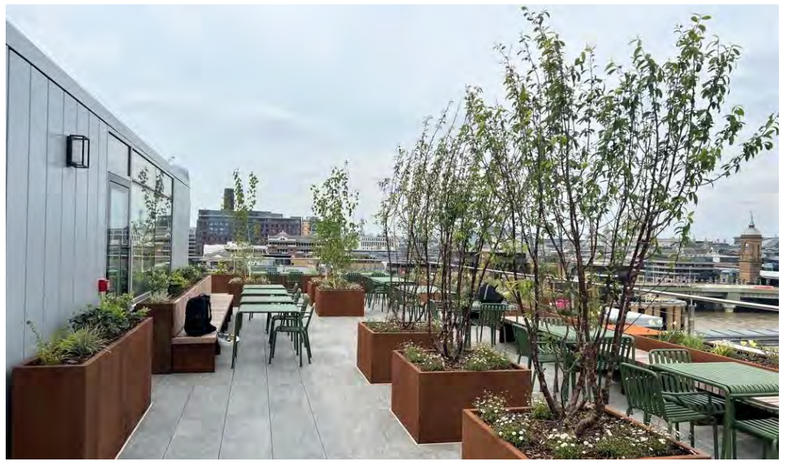
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6.19 Roof Terrace Character areas :

Social/Active/Dining

Positioned to take full advantage of the expansive views across Kings Meadow, this character area forms the vibrant heart of the roof terrace. It is designed to encourage social interaction, communal dining, and shared experiences. Flexible seating and dining tables create opportunities for residents to enjoy meals together, host small gatherings, or simply sit and chat while overlooking the surrounding landscape. The layout is open and adaptable, allowing the space to accommodate everyday use. Feature planting in raised planters provides seasonal colour and softens the edges of the space without obstructing views, . This area celebrates its outlook and acts as a focal point of the terrace.









Community/active space

This space has been designed as a flexible, open area that can adapt to a variety of uses, encouraging health, wellbeing, and social connection. Its generous proportions allow it to accommodate group activities such as rooftop yoga sessions, fitness classes, or informal sports like table tennis. The open layout ensures freedom of movement while being incapsualted by planting and having views out to both sides of the builidng. This versatile area fosters an inclusive sense of community, offering opportunities for both organised events and spontaneous active recreation.

Passive/Relaxation space

This area provides a calm and informal setting for residents to unwind and enjoy the outdoors. Designed as a quiet retreat within the roof terrace, it offers opportunities for lounging, reading, and sunbathing in a comfortable and attractive environment. Generous planting beds with a mix of ornamental grasses, flowering perennials, and low shrubs create a soft, natural backdrop, helping to buffer noise and enhance privacy. Integrated seating is arranged to take advantage of sunlight, while maintaining a sense of enclosure through planting. The space encourages low-key, individual or small-group use, providing an inviting setting for residents to relax at their own pace.





6.20 Roof Terrace Soft

A sample palette of plants can be seen on this page. The plant species have been selected not only for their aesthetic value but also for their suitability to the proposed location. Key considerations include robustness, hardiness, and ease of maintenance. Additional factors such as climate resilience, drought tolerance, inclusion of native species, and presence on the RHS Plants for Pollinators list (highlighted in yellow on the right) have also informed the selection.

Suggested planting includes sufficient evergreen species to ensure year-round interest through foliage and texture, while also fulfilling a wind mitigation role where required.

Planters have been strategically placed around the roof terrace to help break up the space into distinct zones, while maintaining visual consistency throughout. These planters will introduce a layer of greenery, creating attractive, naturalised features that not only enhance the appearance of the terrace but also provide valuable habitats for pollinators such as bees and butterflies, as well as other invertebrates—contributing to urban biodiversity and ecological resilience.



Herbaceous Planting



Lavandula angustifolia



Hebe ‘Autumn Glory’



Geranium pratense



Stachys byzantina ‘Helen von Stein’



Pittosporum tobira nanum



Pulmonaria ‘Blue Ensign’

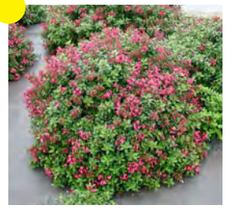


Salvia nemerosa ‘Mainacht’



Vinca minor

Structural Planting



Escallonia ‘Red Dream’



Hebe salicifolia



Eryngium × tripartitum



Miscanthus sinesis

Green Wall - Climbing



Trachelospermum jasminoides



Hydrangea anomala petiolaris

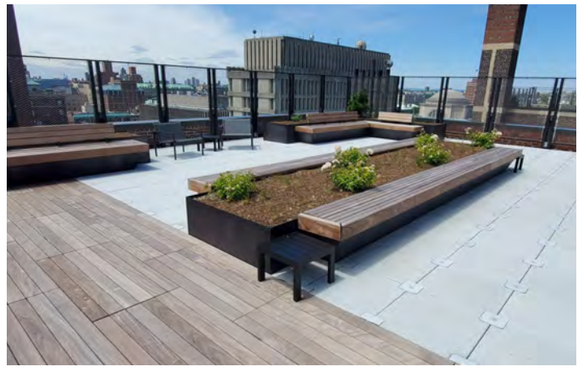
6.21 Roof Terrace Hard Material Palette and Furniture

The roof terrace design includes raised planters with integrated top-mounted seating. This thoughtful integration of seating and planting creates inviting spaces for social interaction, relaxation, and connection with nature, while also ensuring durability and ease of maintenance.

In addition to the integrated seating, a series of movable chairs and picnic benches will be provided. These cater to the varying needs of different users, offering flexibility for group gatherings, solo use, or informal meetings. The movable nature of these elements ensures the space can adapt to a range of events and user preferences.

A 1.5-metre-high parapet will wrap around the entire edge of the terrace, primarily serving as a safety barrier. A minimum 1-metre offset from the parapet to any built element has been maintained around the perimeter. This offset provides a clear maintenance zone, allowing easy access for upkeep of both the parapet and planted areas without disrupting terrace users.

The terrace will incorporate two main surface treatments: a general paving surface for circulation and seating, and a secondary surface that defines a more open, versatile community space. This dual-surface strategy helps to subtly zone the space without physical barriers, creating a visually appealing contrast in materials and finishes.

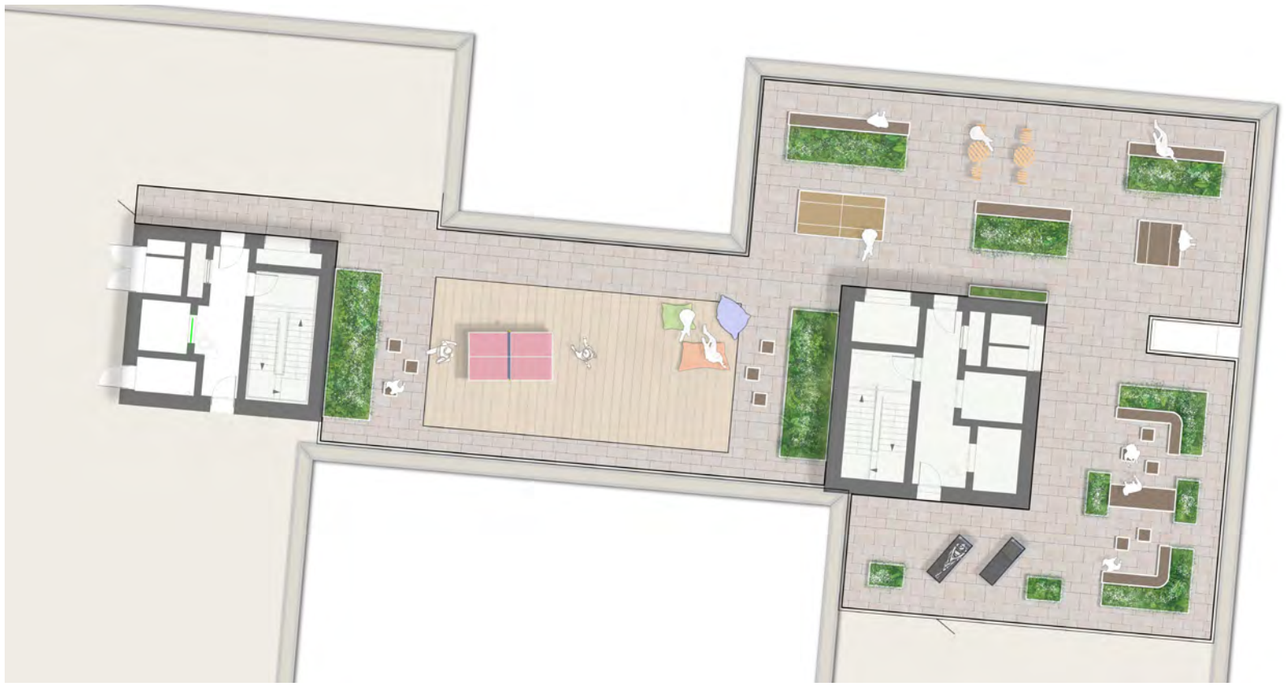












Section 7.0

ACCESS

7.1 Design Principles
Flood Levels and Escape Route

Flood Levels

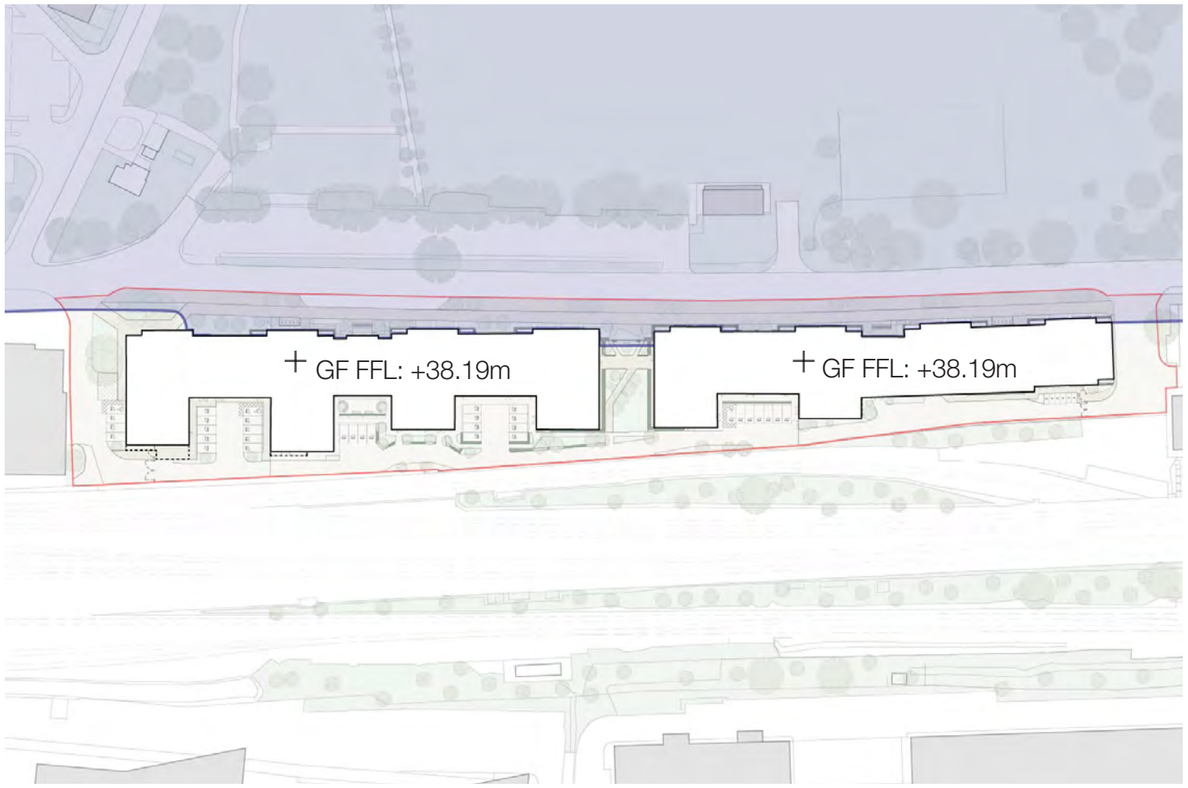
The site is within flood zone 2 and will have a proposed FFL at 300mm above the design flood level. FFL will be set at +38.19 which reflects current EA requirements for flood mitigation to allow for a 1: 100 year flood events, +35% for climate change.

External levels will be developed to tie into the existing whilst maintaining an appropriate level to facilitate safe escape.

Further information is set out in the Flood Risk Assessment and Drainage Strategy prepared by Curtins and submitted as part of the planning application for Napier Court.

Key

- Site Boundary
- Proposed Flood Zone After Development
- Ground Floor FFL



Escape Route

This diagram below shows the intended escape route in the case of a flood event.

The strategy allows escape to the front of Thames Quarter which allows onwards connection to the town centre.

Key

- Site Boundary
- Proposed Flood Zone After Development
- Escape Route
- Thames Quarter



7.2 Design Principles
Fire Access and Strategy

Fire Access

Fire service access to the primary core for each block will be allowed within 18m of a dry riser inlet (as indicated by dashed arcs in the diagram below). An indication of fire tender positions is also provided in this diagram.

Escape from primary and secondary cores will be to a safe and dry external level to allow safe progression to an appropriate muster point away from vehicular routes where possible.

Key

- Site Boundary
- Primary Core
- Secondary Core
- Fire Tender Access Route
- Dry Riser Inlet



Fire Strategy

Each block has access to 2no fire escape stairs at cores positioned at either end of an accessible corridor acting as protected routes.

Primary cores will have a firefighting and evacuation lift used ordinarily on a day to day basis as passenger lifts serving the building.

Secondary cores accommodate an evacuation lift also used ordinarily on a day to day basis as a passenger lift.

The smoke ventilation strategy has been developed in co-ordination with both the fire consultant and service engineers. The principle is natural intake for air displacement and mechanical extract for each central circulation corridor.

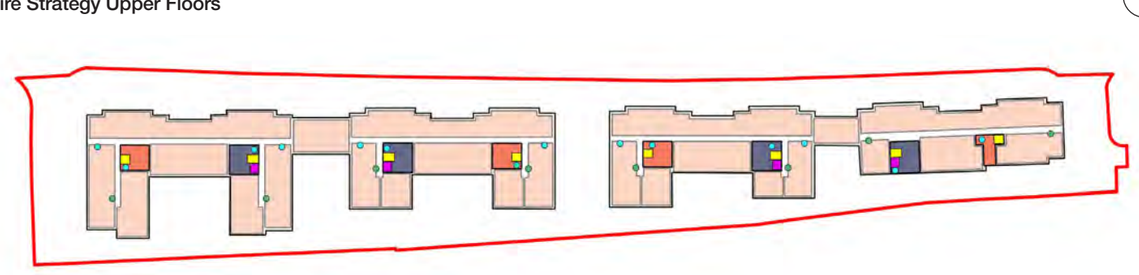
See below diagram for design principles and strategy.

Final escape from within the cores at ground floor will allow onward access to identified muster points.

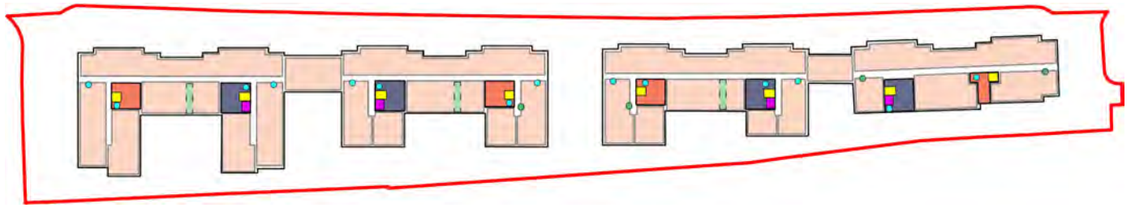
Key

- Site Boundary
- Primary Core
- Secondary Core
- Accommodation
- Firefighting Lift
- Evacuation Lift
- Passive Air Intake
- Mechanical Smoke Extract

Fire Strategy Upper Floors



Fire Strategy Ground Floor



7.3 Design Principles
Cleaning and Maintenance Strategy

Cleaning and Maintenance Strategy Ground Floor

The preliminary cleaning and maintenance strategy suggests a mixture between reach and wash for lower level easier to reach levels alongside an abseiling approach where appropriate perimeter systems will be put in place to facilitate abseiling access to each facade.

Inset balconies are proposed to some apartments and the strategy for these will be that residents can clean these windows safely from the balcony.

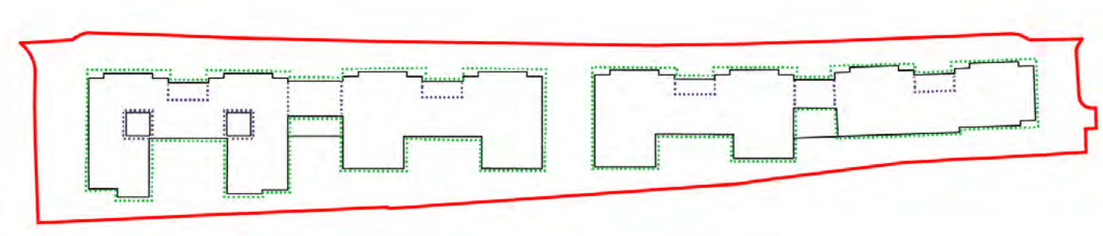
The window replacement strategy is to be dealt with internally. Replacement glass will taken up via core lifts, and replaced within the apartments. Any other inspection or maintenance to the facade can be done via abseiling, MEWP or scaffold access.

The diagram below illustrates general access principles for both scaffolding or MEWP access. With a MEWP the 25m horizontal reach allows for access to all of the facade from either the rear access road or by sectioning part of the pavement at the front of the building.

Key

- Site Boundary
- Cleaning Landing Zone A
- Abseil Landing / MEWP Access
- Reach and Wash Cleaning
- Abseil Cleaning
- Maintenance Access Route

Cleaning Strategy Upper Floors



Maintenance Strategy Ground Floor
Indicative Mobile Elevating Work Platform (MEWP) Access Route



Cleaning Strategy Ground Floor



7.3 Design Principles
Cleaning and Maintenance Strategy

Cleaning and Maintenance Strategy

The diagrams illustrate the front and rear facades and explain the strategies involved in the cleaning and maintenance of the facades.

Ground floor and roof amenity benefit from reach and wash cleaning methods, while abseiling cleaning is used for the upper floors.

Key

- Reach and Wash Cleaning
- Abseiling Approach
- Cleaning from Balcony



1



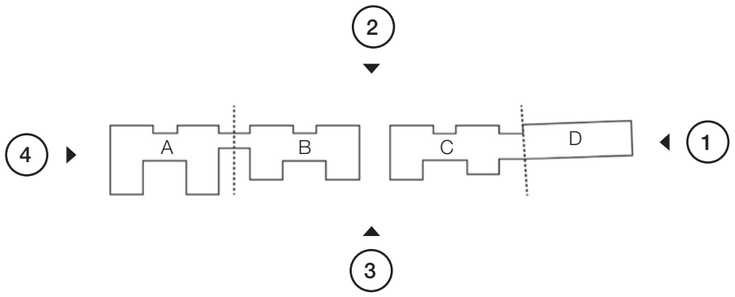
2



3



4



7.3 Design Principles
Cleaning and Maintenance Strategy

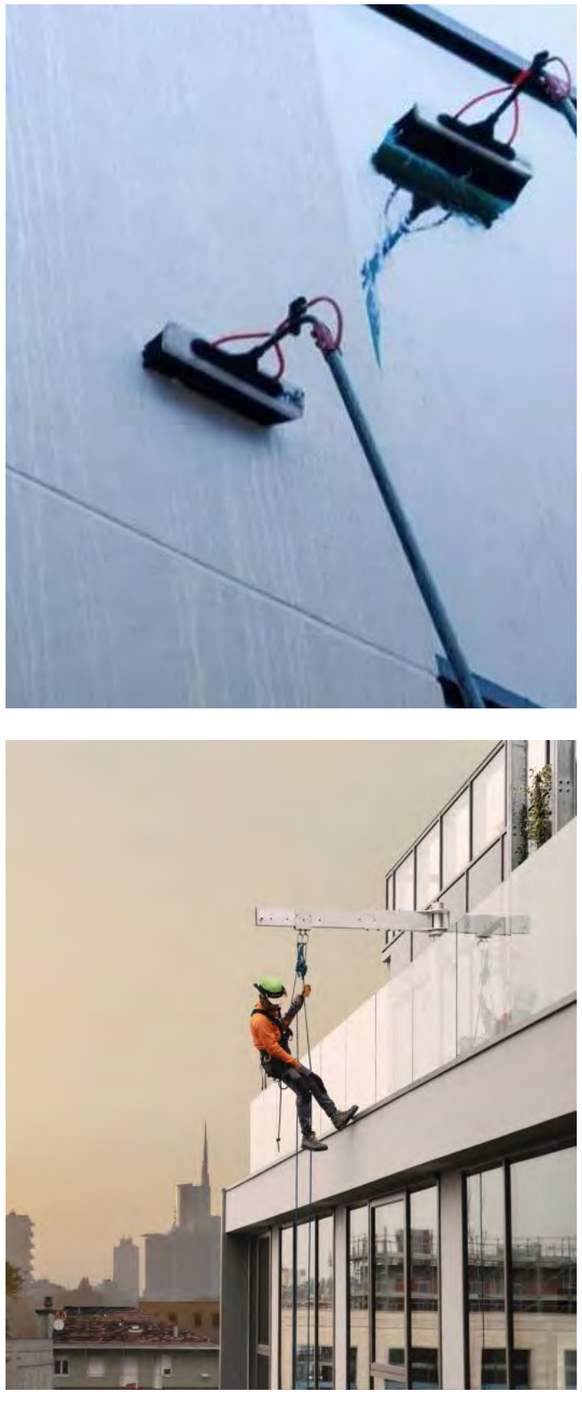
Cleaning and Maintenance Strategy

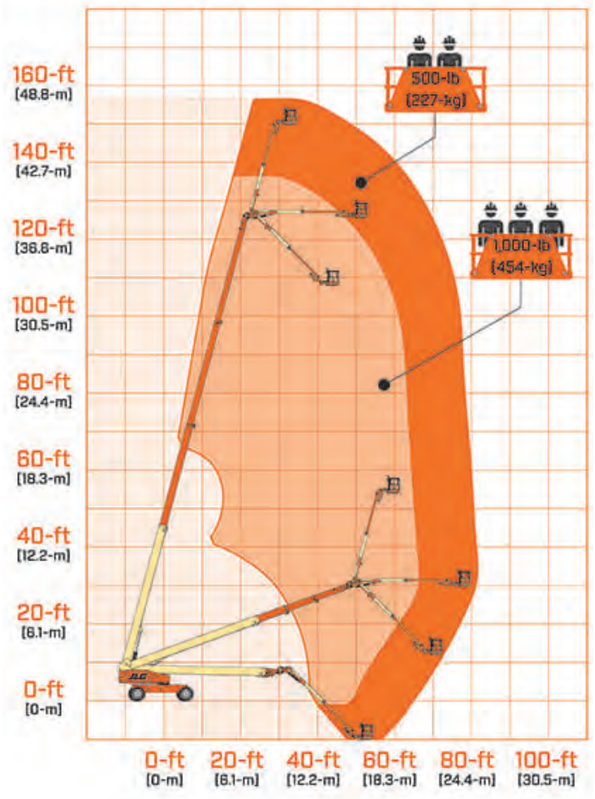
The diagrams illustrate the side and courtyard facing facades and explain the strategies involved in their cleaning and maintenance.

The adjacent images illustrate a combination of cleaning and maintenance methodologies.

Accessible lower levels at ground floor and roof terraces may be cleaned via reach and wash. Upper levels will be cleaned via abseiling from roof level Davit arms, whilst the cleaning of balconies will be undertaken by residents.

The window replacement strategy is to be dealt with internally. Replacement glass will taken up via core lifts, and replaced within the apartments. Any other inspection or maintenance to the facade can be done via abseiling, MEWP or scaffold access.





Key

- Reach and Wash Cleaning
- Abseiling Approach
- Cleaning from Balcony



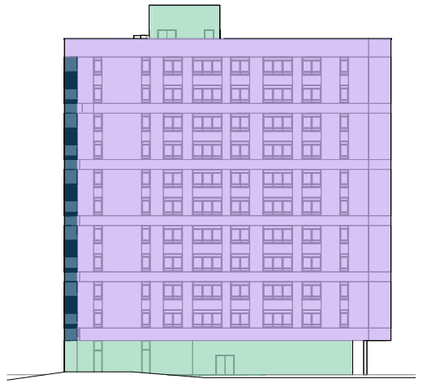
1



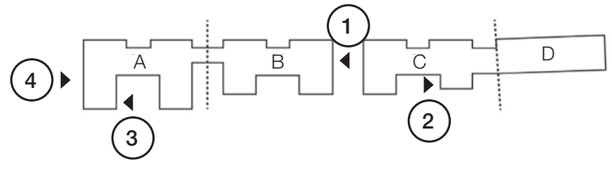
2



3



4

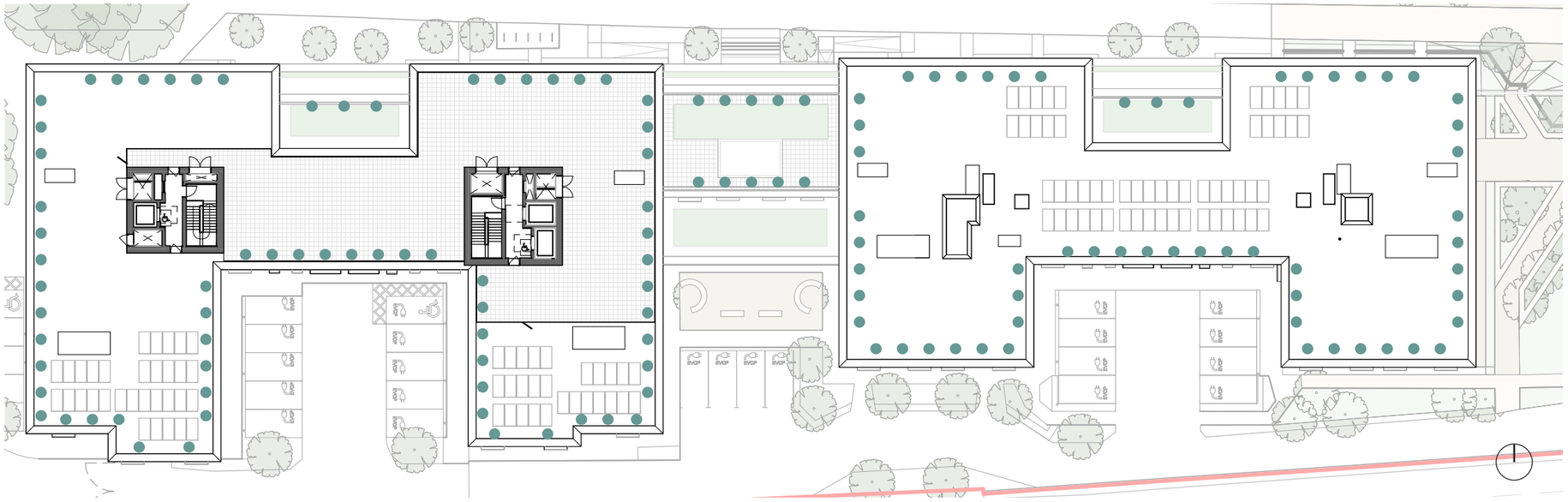


7.3 Design Principles
Cleaning and Maintenance Strategy

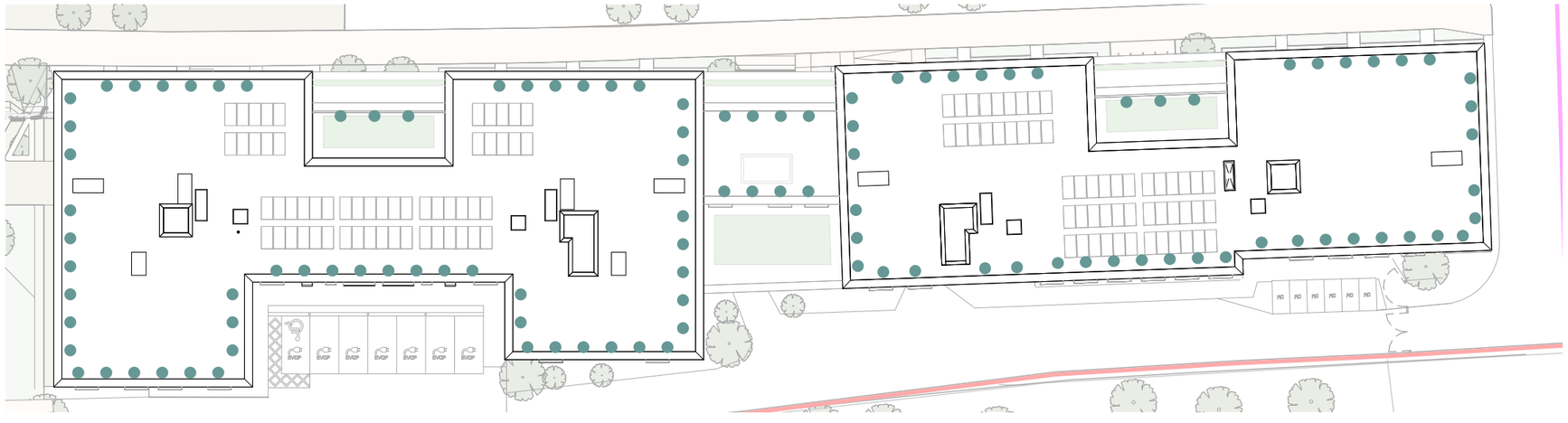
Cleaning and Maintenance Strategy

The below diagram shows indicative locations for the Davit Arm Anchors accessed on the various roof areas.

- Davit Arm Anchor



Block A & B Roof Plan - Indicative Davit Arm Anchor Locations



Block C & D Roof Plan - Indicative Davit Arm Anchor Locations



7.4 Design Principles
Refuse and Recycling Store Access and Provision

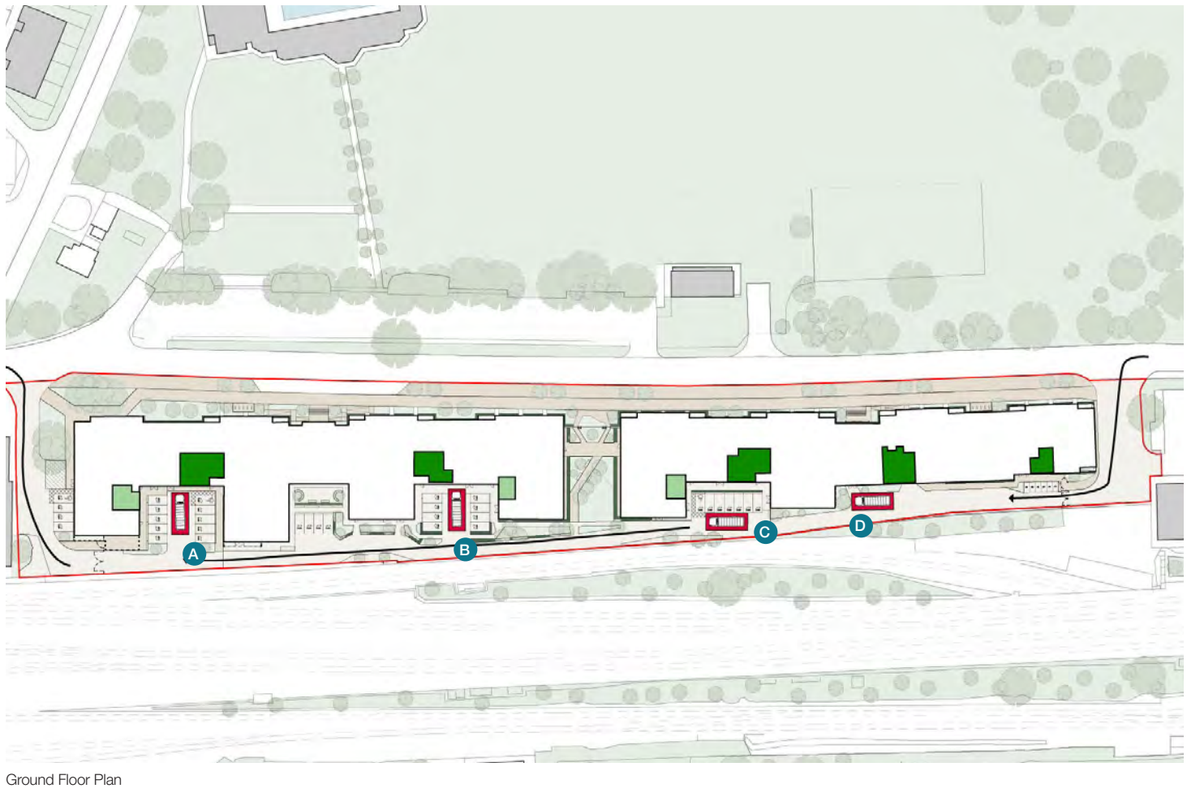
A one way servicing route is created with access from Napier Road with the entrance on the eastern access point, and egress at the western point adjacent to Thames Quarter.

Various laybys are proposed for waste collection vehicles as shown in the diagram below.

Waste and recycling will be managed on collection days from four predetermined collection points as illustrated in the diagrams to the right. The intention is to use the local authorities collection service for the weekly collection, and then contract the local authority weekly service. This would result in one collection per week.

Key

- Site Boundary
- Bin Store
- Satellite Bin Store
- A External Refuse Pick up Point
- B External Refuse Pick up Point
- C External Refuse Layby
- D External Refuse Layby
- Refuse Vehicle Route
- External Refuse Collection Point



Ground Floor Plan



A Block A Refuse Pickup Location - The bins will be taken out on collection day by the operating team to the collection points.





B Block B and C Refuse Collection Point (above) - The bins will be taken out on collection day by the operating team in rotation, working with the waste collectors as they load the truck.

C Block D (left) - The refuse vehicle can stop directly outside the refuse store. As the store here is so close to the vehicle stopping location, the bins can be brought to the collection truck by the operating team working in co-ordination with the waste collectors. There is no need for a separate external refuse collection point for Block D.

7.4 Design Principles
Refuse and Recycling Store Access and Provision

The refuse strategy is underpinned by the principles of reduce, reuse and recycle by making it easy for residents to deal with refuse from their apartment to point of collection. Space within apartment kitchens will allow residents to deal with daily arising.

The ground floor bin stores are located within a 30m horizontal distance from all apartments.

Building management will be able to monitor and control the refuse storage areas to manouevure bins within each refuse room as they become full.

Key

- Site Boundary
- Accommodation
- Primary Core
- Secondary Core
- Travel Route

Example of Bins



General Waste / Recycling
1100 litre bin



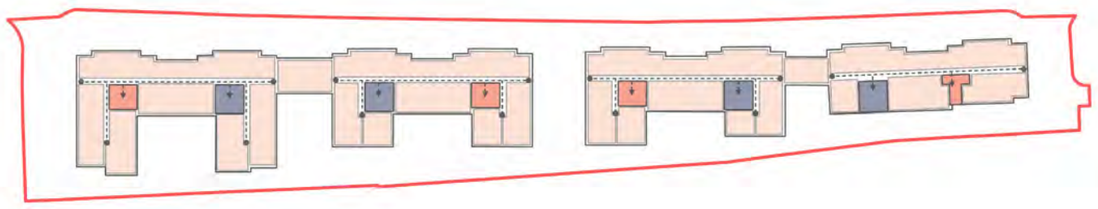
Food Waste
240 litre bin

Napier Court refuse provision

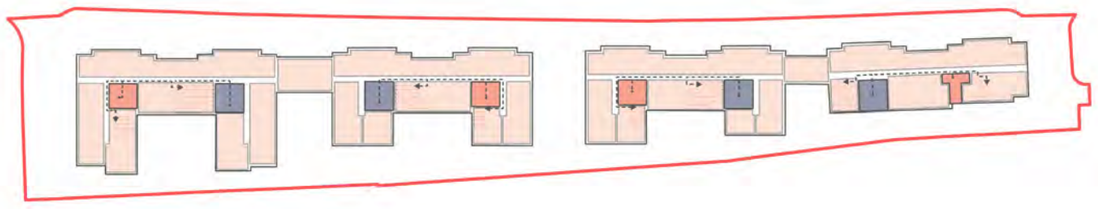
Bin Type	Total Bins	Usage
1100 litre bins	102	General Waste and Recycling
240 litre bins	29	Food Waste

Refuse provision is based upon guidance from Reading Borough Council

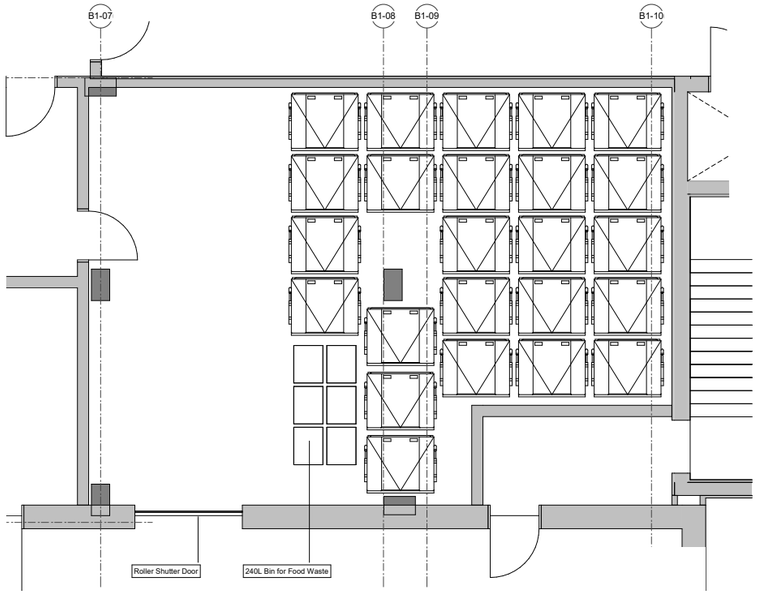
Horizontal Travel Route Upper Floors



Horizontal Travel Route Ground Floor



Example of Refuse Store Layout



Each of the refuse stores allow access externally with a roller shutter, which offers a wider opening.

There is also a secondary internal access which is into a lobby offering separation from the store and the central corridor to help with ventilation and trapping any potential smells.

7.5 Design Principles
Cycle Stores, Access and Provision

The proposal includes three cycle stores across the development, in Blocks A, B and C.

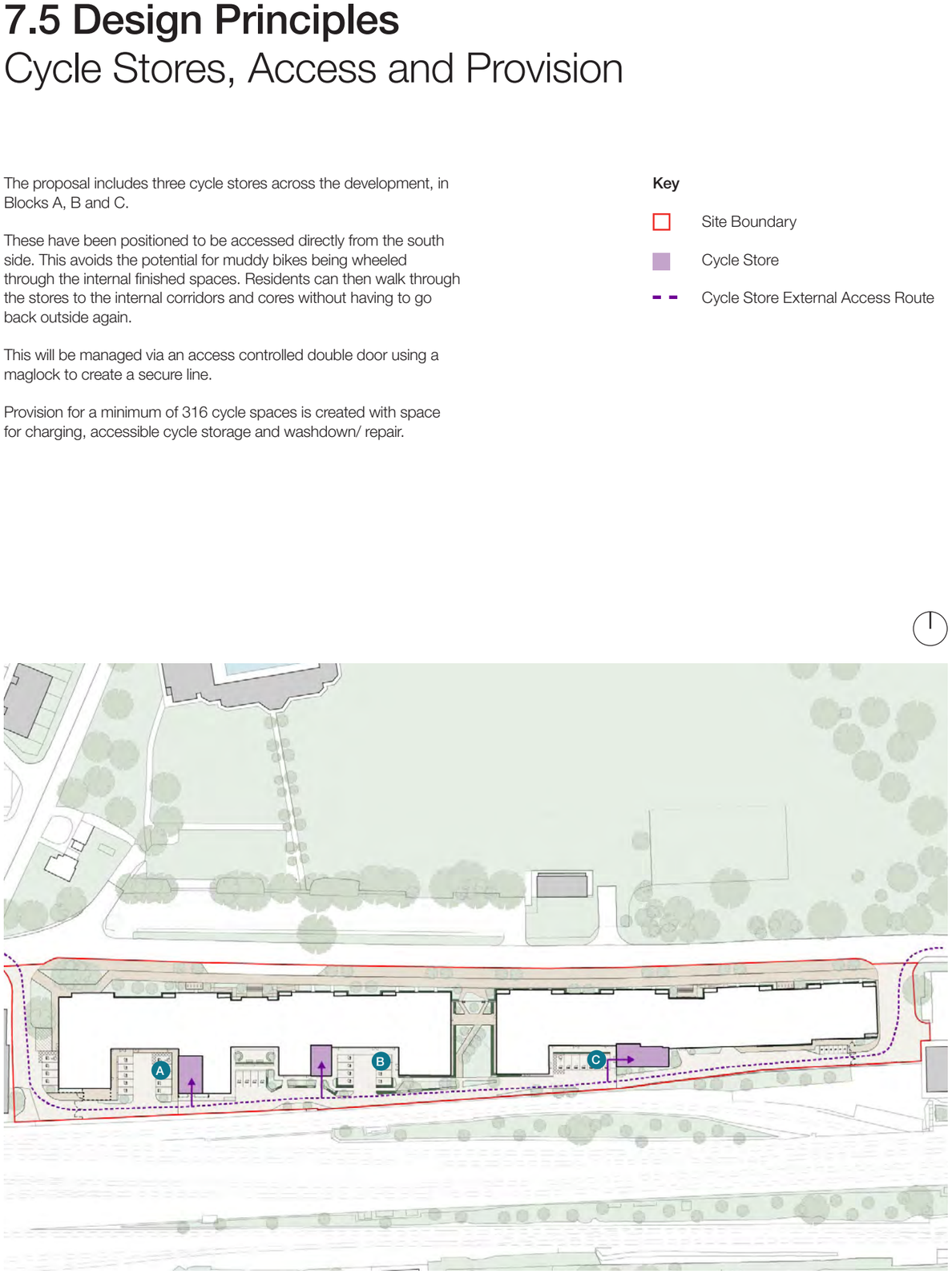
These have been positioned to be accessed directly from the south side. This avoids the potential for muddy bikes being wheeled through the internal finished spaces. Residents can then walk through the stores to the internal corridors and cores without having to go back outside again.

This will be managed via an access controlled double door using a maglock to create a secure line.

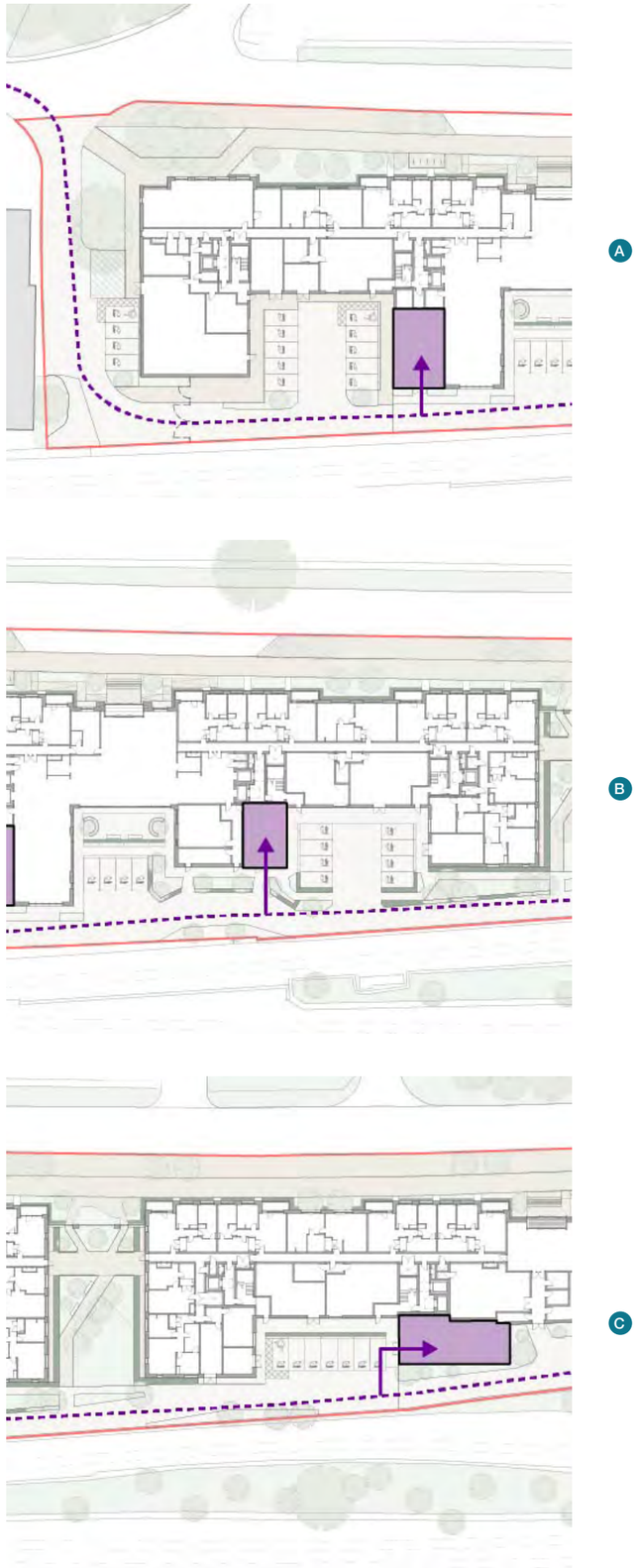
Provision for a minimum of 316 cycle spaces is created with space for charging, accessible cycle storage and washdown/ repair.

Key

- Site Boundary
- Cycle Store
- Cycle Store External Access Route



Ground Floor Plan



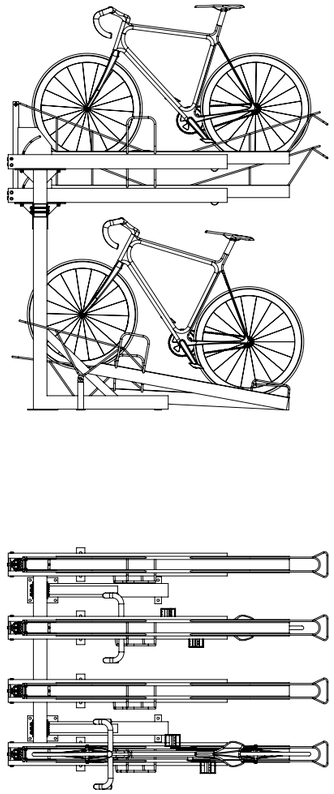
7.5 Design Principles
Cycle Stores, Access and Provision

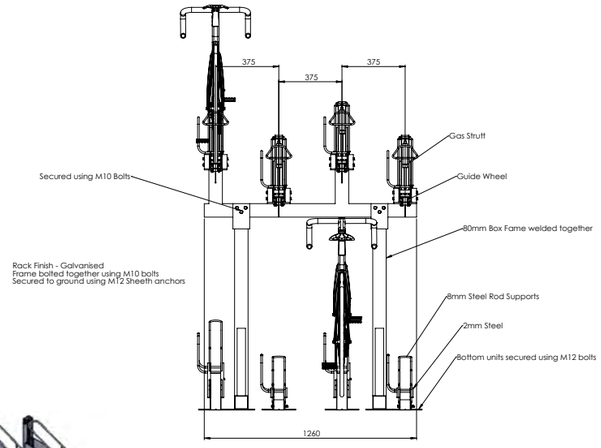
The cycle store provision achieves a 55% ratio based on the number of dwellings. The current proposals are based in the main on a two tier rack as illustrated in the technical drawing shown opposite.

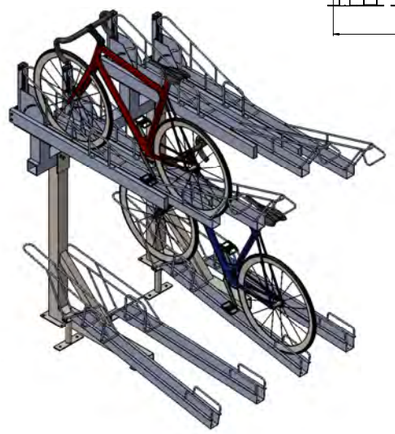
Access to the cycle stores are from the south side of the building directly to outside, avoiding messy or wet bikes coming into the shared areas. This access will be access controlled to create a secure line to the store.

There is also provision for 10 total (5 per phase) Sheffield Style Bike stands which are positioned at the front of the building in proximity to the main entrances, providing 20 cycle parking spaces in total. These are intended for visitor use.

Example of Two-Tiered Cycle Stands



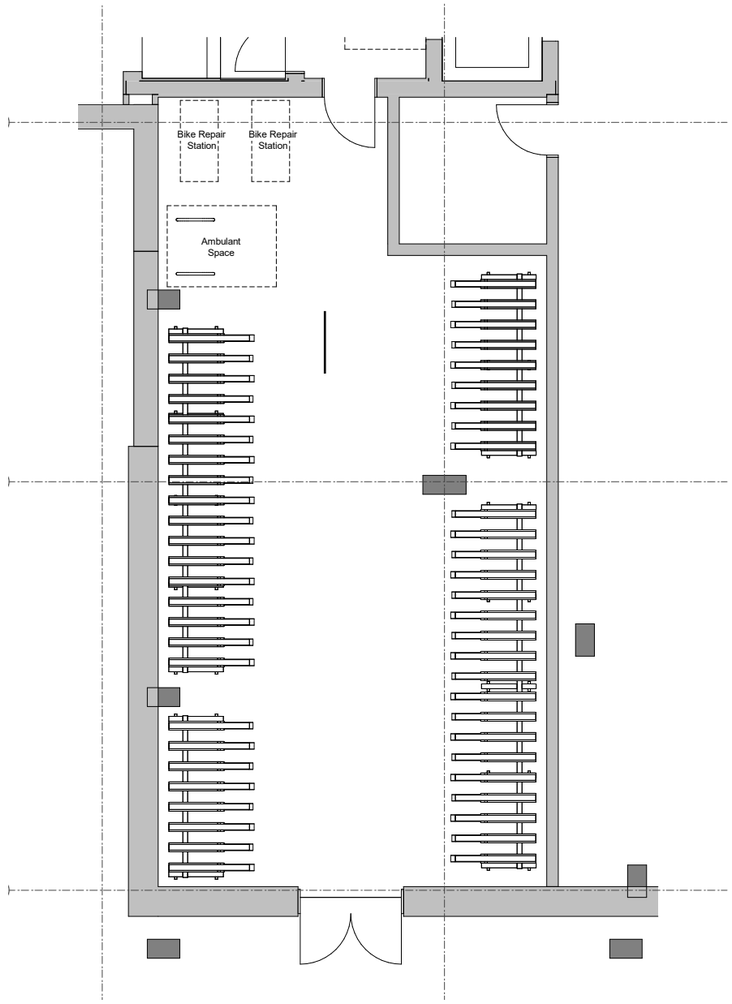




Napier Court cycle provision

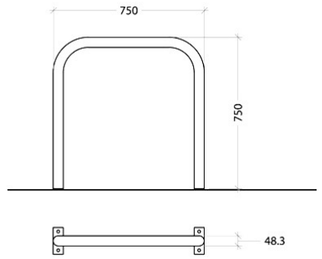
Resident Cycling Spaces	Total Dwellings	Ratio	External Visitor Spaces
316	570	55%	20

Example of Cycle Store Layout



Example of Sheffield Stands





Each store has provision of a bike repair station, and a number of Sheffield Stands intended for ambulant use. The majority of the cycle provision is two-tiered cycle stands which require 1750mm access in front to mount the bikes.

Provision for a minimum of 289 cycle spaces is provided.

7.6 Design Principles
Plant and Back of House

Most BOH spaces are located near the cores to ease servicing access while providing adequate storage and facilities.

Substations and generator rooms are positioned to the rear of the building on the ground floor for ease of servicing and maintenance when required.

This allows access to be controlled and appropriate, enabling more active frontage to be created wherever possible.

Roof plant areas are positioned to avoid visibility.

Key

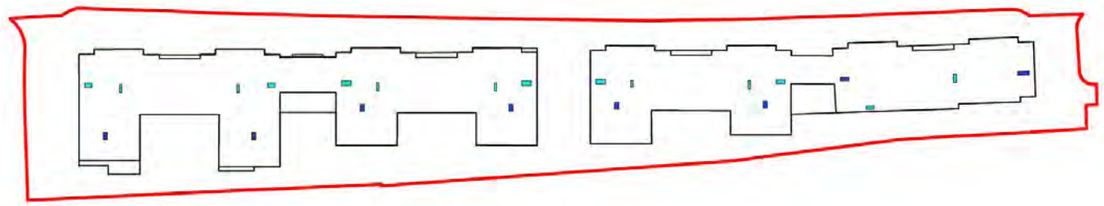
- Site Boundary
- Sprinkler Room
- Domestic Cold Water
- Substation
- Switch Room
- Communication Room
- Generator Room
- Cores



Ground Floor Plan

Key

- Site Boundary
- Mechanical Vent
- Passive Air Intake Louvre



Eleventh Floor Plan

7.6 Design Principles
Plant and Back of House

Key

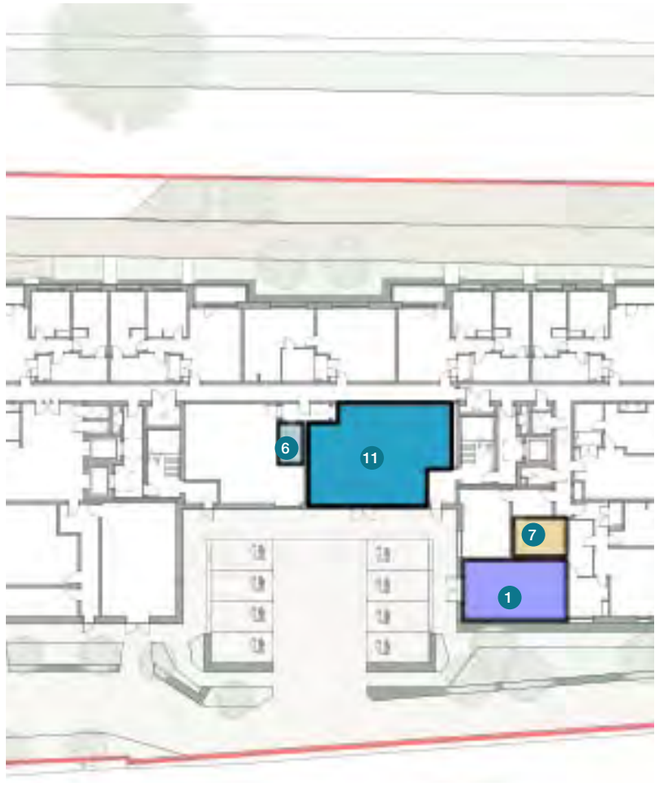
- Site Boundary
- Sprinkler Room
- Domestic Cold Water
- Substation
- Switch Room
- Communication Room
- Generator Room

1. Block B + C Primary Generator - Maintenance access from external double doors.
2. Block A Primary Substation - Maintenance access from external double doors.
3. Block A Primary Switchroom - Maintenance access from double doors into undercroft.
4. Sprinkler Tank Room
5. Block A Primary Comms Room - Comms room which has maintenance access from external double doors
6. Block B Secondary Switchroom - Smaller internal switchroom which can be accessed internally from the amenity space
7. Block B Secondary Comms Room - Comms room which has maintenance access from internal doors
8. Block C Primary Switchroom - Maintenance access externally from double doors
9. Block C Primary Substation - Maintenance access from external double doors. Located next to access road to the south - vehicle access into the substation can be straight off the access road.
10. Block C Primary Comms Room - Maintenance access internally with fire protected lobby and dedicated ventilation.
11. Domestic Cold Water Room
12. Block D Secondary Switchroom - Smaller room with maintenance access internally.
13. Block D Secondary Comms Room - Smaller room with maintenance access internally.

Block A



Block B



Block C



Block D



7.7 Design Principles
Vehicular Access

Resident vehicular access is provided via a service road to the rear of the site. Secure vehicular access is from the east in a one way direction as shown in the diagram below, residents are able to park in parkings spaces along the access road. On exit residents follow the one way service road leaving the development via a secure barrier and exit to the west of Block A.

Visitor parking is accessed from the entrance / exit to the west of Block A as shown in the diagram below.

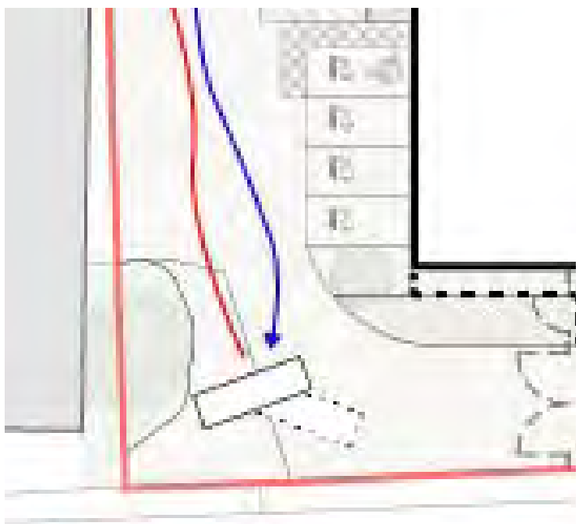
Further tracking diagrams below illustrate the potential for turning between the proposed building and Thames Quarter without requiring access beyond the controlled barrier, where a turning from Napier Road has occurred in error.

Key

- Resident Vehicular Access
- Visitor Vehicular Access
- No Entry (Access One Way)



Tracking diagrams





- Vehicular Entry
- Vehicular Exit

7.8 Design Principles
Parking Spaces and EVC Spaces

The proposal incorporates 33 car parking spaces and 6no motorcycle spaces at grade level.

These parking spaces provide a mix of functions including visitor spaces, motorbike spaces and accessible spaces.

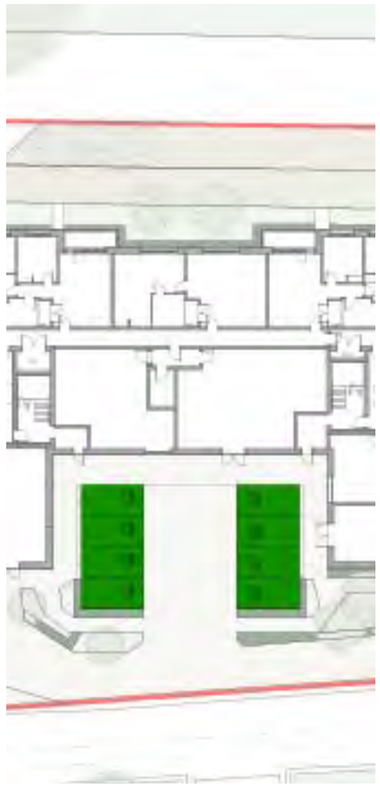
Key

- Residents Parking
- Accessible Parking
- Motorbike Parking
- Visitor / Staff Parking
- EVC Parking
- Vehicle Barrier

Block A



Block B



Block C



Block D





7.9 Design Principles
Deliveries + Access

Deliveries will be arrive at the drop off point on Napier Road and a new parcel store will be agreed with the operator towards the front of the building. In the event the MRT is activated, then the masterplan design allows for drop off locations to the rear of the building.

Key

- Parcel Store
- Delivery Vehicle Parking

Pedestrian Access

Secure access to both buildings is located to the centre point of each building allowing increased activity and animation of the building frontage.

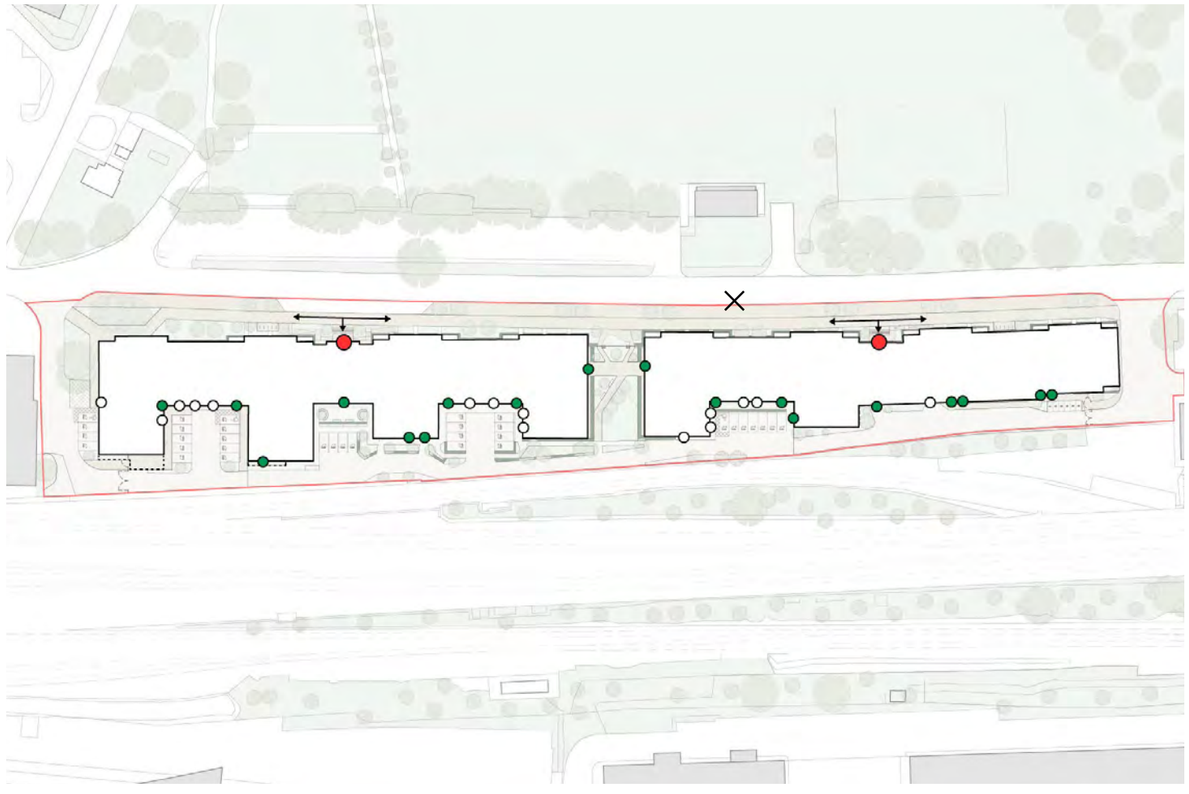
Accesses into plant or servicing spaces will be allowed onto safe hardstanding areas away from vehicular routes.

A potential crossing to Kings Meadow has been discussed with Reading Borough Council and the preferred crossing location is illustrated in the plan

Key

- Site Boundary
- Kings Meadow Crossing
- Primary Controlled Entrance
- Ancillary Residential Controlled Access
- Management Controlled Access





7.10 Design Principles
Security

Security

The ground floor of the development is heavily focussed on active frontage to ensure animation and activity whilst also providing excellent passive surveillance of exterior spaces.

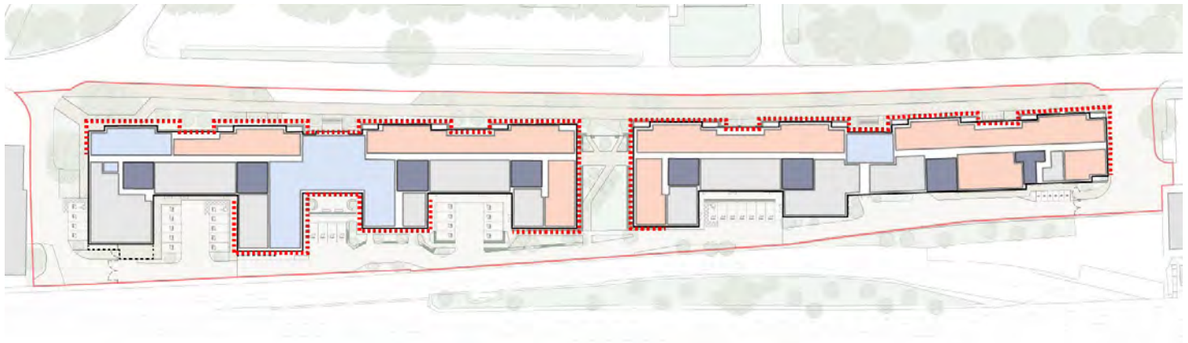
All areas of the development will be overlooked by apartments providing further surveillance.

CCTV will extensively cover the development estate with a link back to the main receptions staffed by 24 hour concierge.

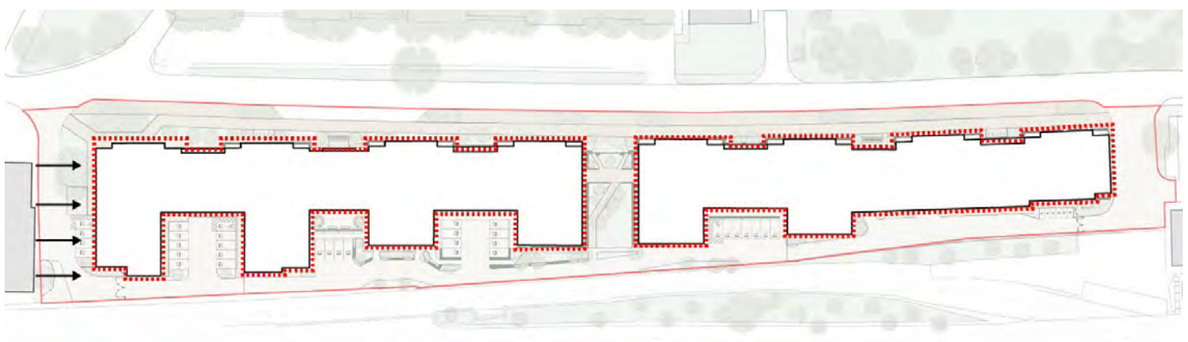
All entrances at ground floor will be included in this CCTV coverage and will have access control for entry to residents or building management only.

Key

- Site Boundary
- Active Frontage (passive surveillance)
- Thames Quarter (passive surveillance)



Ground Floor



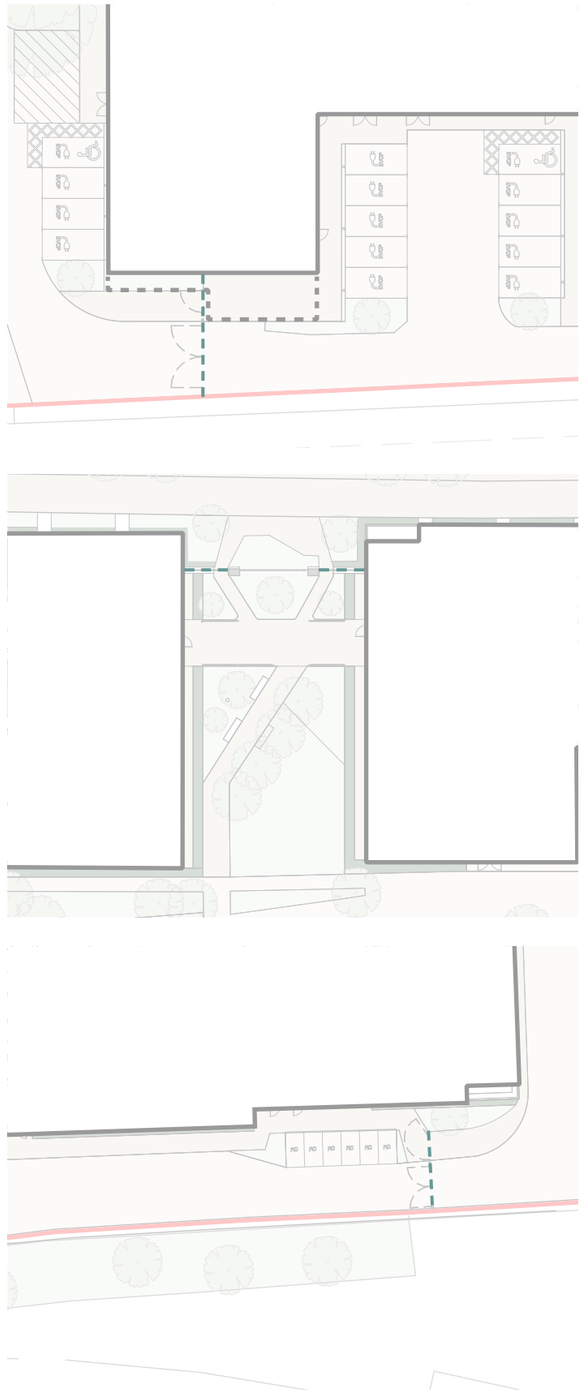
Typical Floor

Gated secure access to the both sides of the building at the rear will provide egress and a secure boundary for residents and ground floor areas.

Between the two buildings gated access is also provided to create a continuous secure line around the building.

Key

- Site Boundary
- Access Control Gate



7.11 Design Principles
Pedestrian Access and Routes

Entrance to Blocks A & B

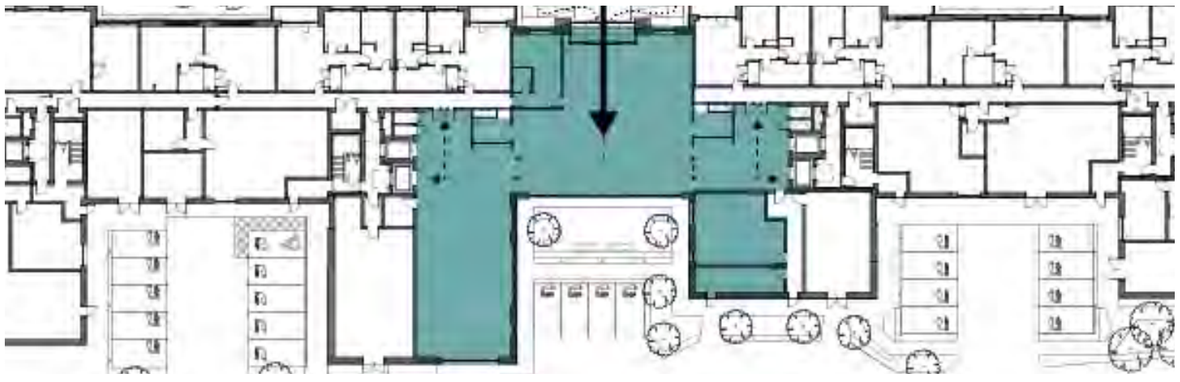
This image shows the entrance for Blocks A and B. It faces Kings Meadow and has stepped access with two DDA compliant ramped entrances either side.

The entrance is marked by decorative metalwork that makes it a focal point of the scheme.

Key

- Entrance Area
- Entrance
- Main Route
- Accessible Route





Entrance to Blocks C & D

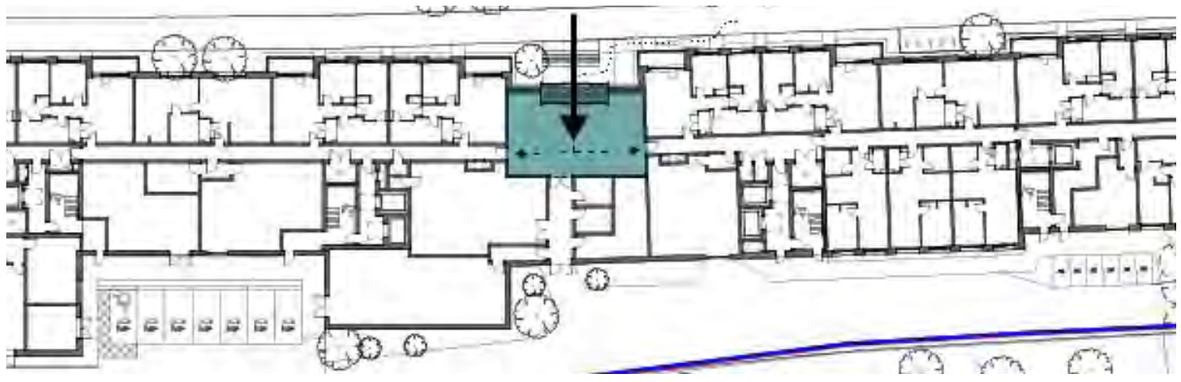
This image shows the entrance for Blocks C and D. It has stepped access and one DDA compliant ramped entrance on the left hand side.

The reception area allows level access to lifts, lobbies and other amenities for residents

Key

- Entrance Area
- Entrance
- Main Route
- Accessible Route





All layouts are shown indicatively

7.12 Part M4(3) Compliance
Key Features

Quantum

The overall quantum of the accessible provision is in line with Reading Design Guidance which is 5% provision. The following pages illustrate how these apartments could be modified to have full compliance with M4 (3). As outlined in the Reading Design Guide, the market accessible apartments can be adaptable and the Council has discretion over the affordable accessible units, wether they become full M4 (3) compliant or adaptable. This totals 29 (19 one bed & 10 two bed) units across the scheme.

Approach routes

To create a step-free approach route that is suitable for wheelchair users a ramp, gentle slope or level pathway which is a minimum of 1200mm in width to allow wheelchair users to access and turn a full 360 degrees with no obstruction is required. Gateways between the approach and communal or private entrances must have a minimum: clear opening width of 850mm, 300mm nib to leading edge, and a 200mm nib to the following edge.
A flat space spanning 1500mm in both width and depth is required at each end of an approach for wheelchair users to pass or turn around spaced a maximum of 10m from one another. Fully diffused automatic lighting activated via daylight timer or motion detection is required for external sections of an approach route along with suitable ground surfacing.

External and internal ramps forming part of an approach route

External and internal ramps must have a gradient between 1:20 & 1:15 with the length of each flight meets the requirements of Diagram 3.1 (see below) and must have a clear minimum width of 1200mm. Landings of ramps need to be flat and 1200mm clear of any gate or door and must be present at each end of a ramp and should there be any change in direction an intermediate landing must be implemented.

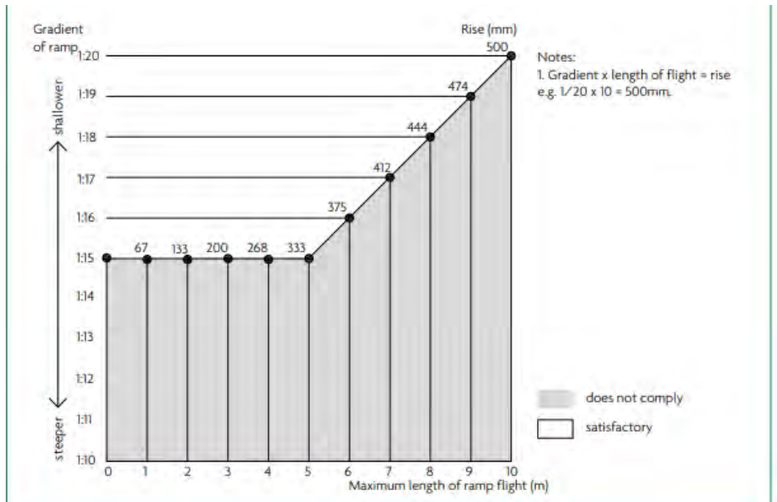


Diagram 3.1 Maximum length of ramp at a given gradient

Car parking and drop-off

To enable access for wheelchair users the parking space of dwellings should be level and have a minimum clear headroom of 2200mm with suitable ground surfacing. Within communal parking areas bays require an additional minimum clear access zone of 1200mm on each side. In a private dwelling a standard parking bay is required with additional clear access zone of 1200mm to one side and the rear.
Drop-off points are required to be level with suitable ground surfacing, drop off points should be located close to the principle communal entrance of the core dwelling building.

Communal lifts and stairs

Lift cars are required to be a minimum of 1100mm in width & 1400mm in depth with doors having a clear minimum opening width of 800mm. Landing and car controls must be located between 900 and 1200mm above the car floor and a minimum of 400mm from the inside of the front wall. The lift car requires a minimum time of 5 seconds before doors begin to close after fully opening.

The principal communal stair that is used to access a dwelling should meet the provisions of part K.

Communal entrances

For wheelchair users to enter the principal communal entrance there needs to be a level landing with a minimum depth of 1500mm outside the entrance with fully diffused lighting luminaires activated via daylight timer or motion detection, with a minimum of 1200mm & 1500mm of it covered. A clear turning circle of 1500mm in diameter provided inside the entrance area behind the entrance door when closed is required.
The entrance needs a minimum clear opening width of 850mm as seen in diagram 3.2 (see below) and a minimum nib of 300mm is provided to the leaning edge of the door and a minimum of 200mm for the following edge. Doors need to be located centrally within the thickness of the wall while maintaining the depth of the reveal on the inside door face at 200mm.
The ground surface cannot impede wheelchair movement and door entry controls are mounted 900-1000mm above ground level and a minimum of 300mm away from any projecting corner.

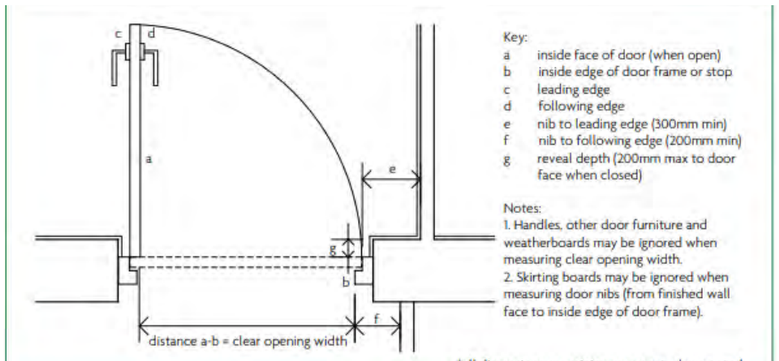


Diagram 3.2 Measurement of clear opening width and other features of external and internal doors

Private entrances

The main private entrance to the individual dwelling should have a level external landing with a minimum width and depth of 1500mm clear of any door swing with fully diffused lighting luminaries activated via daylight timer or motion detection. The external landing should be covered for a minimum width and depth of 1200mm. A minimum of 1500mm is required for wheelchair turning circles inside the entrance when the door is closed.
The door should have a minimum clear opening width of 850mm, and double doors require the minimum clear opening width and should be located reasonably central within the thickness of the wall. Where there is a lobby or porch the doors should be a minimum of 1500mm apart and a minimum of 1500mm between door swings. Door entry controls are mounted 900-1000mm above ground level and a minimum of 300mm away from any projecting corner and a fused spur suitable for the fitting of a powered door opener, is provided on the hinge side of the door.

Hall and door widths

Each hall or landing is required to have a minimum clear width of 900mm. It is essential to ensure that there are no localised obstructions directly opposite or in close proximity to doorways. To enhance accessibility, a 300mm nib will be incorporated at the leading edge of each door within the entrance storey.

Internal circulation and internal doors

In adherence with specific usage requirements and in accordance with Approved Document Part M, all corridors within the buildings must comply with standards related to size, lighting, materials, signage, doors, and colours. Notably, these corridors maintain a consistent width, and there are no changes in level throughout.

Vision panels in corridor doors have been strategically designed to facilitate visibility of individuals, whether seated or standing. To enhance accessibility, pull handles are exclusively fitted on the pull side of doors, while fingerplates are installed on the push side. This design consideration is particularly beneficial for individuals with learning difficulties and visual impairments.

To prevent potential hazards, handles have been designed not to extend down to floor level, as this type of handle may pose a risk of entanglement with footplates or wheels of wheelchairs. Moreover, sufficient space has been allocated between lobby doors, ensuring that wheelchair users have ample clearance to navigate through one door before opening the next. These design choices collectively contribute to a more inclusive and user-friendly built environment.

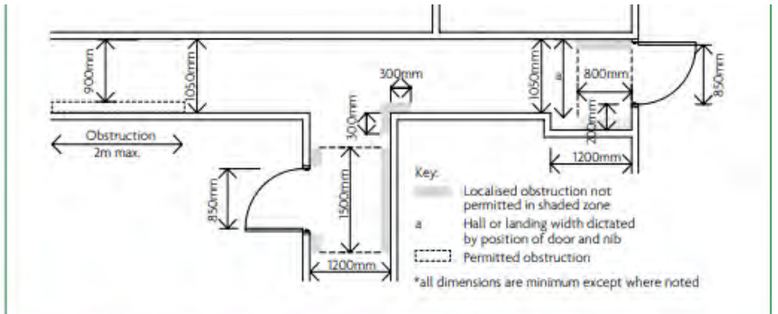
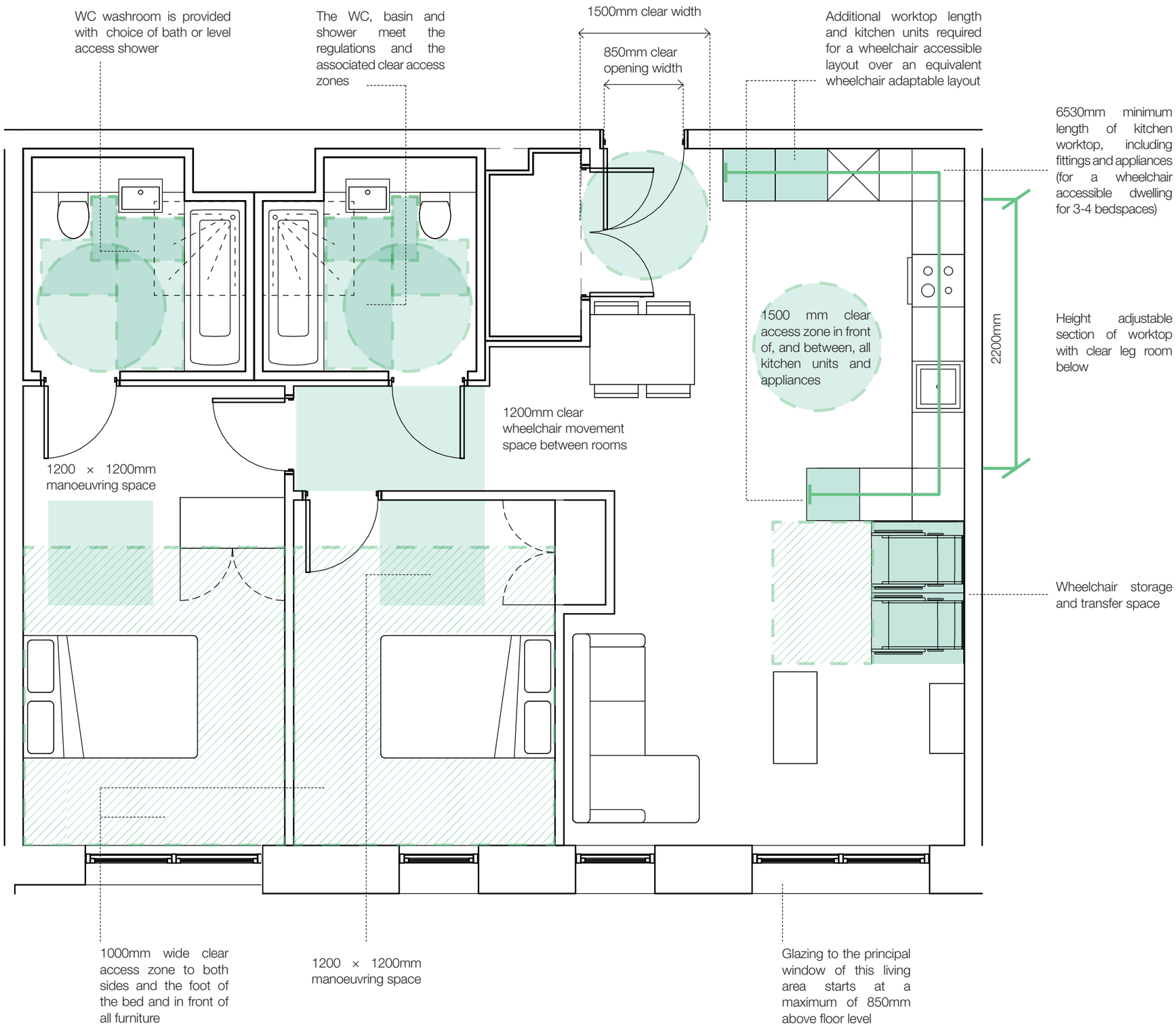


Diagram 3.4 Minimum door and hall widths and restrictions on localised obstructions

7.13 Accessible Apartment

Apartment Type 2-Bed

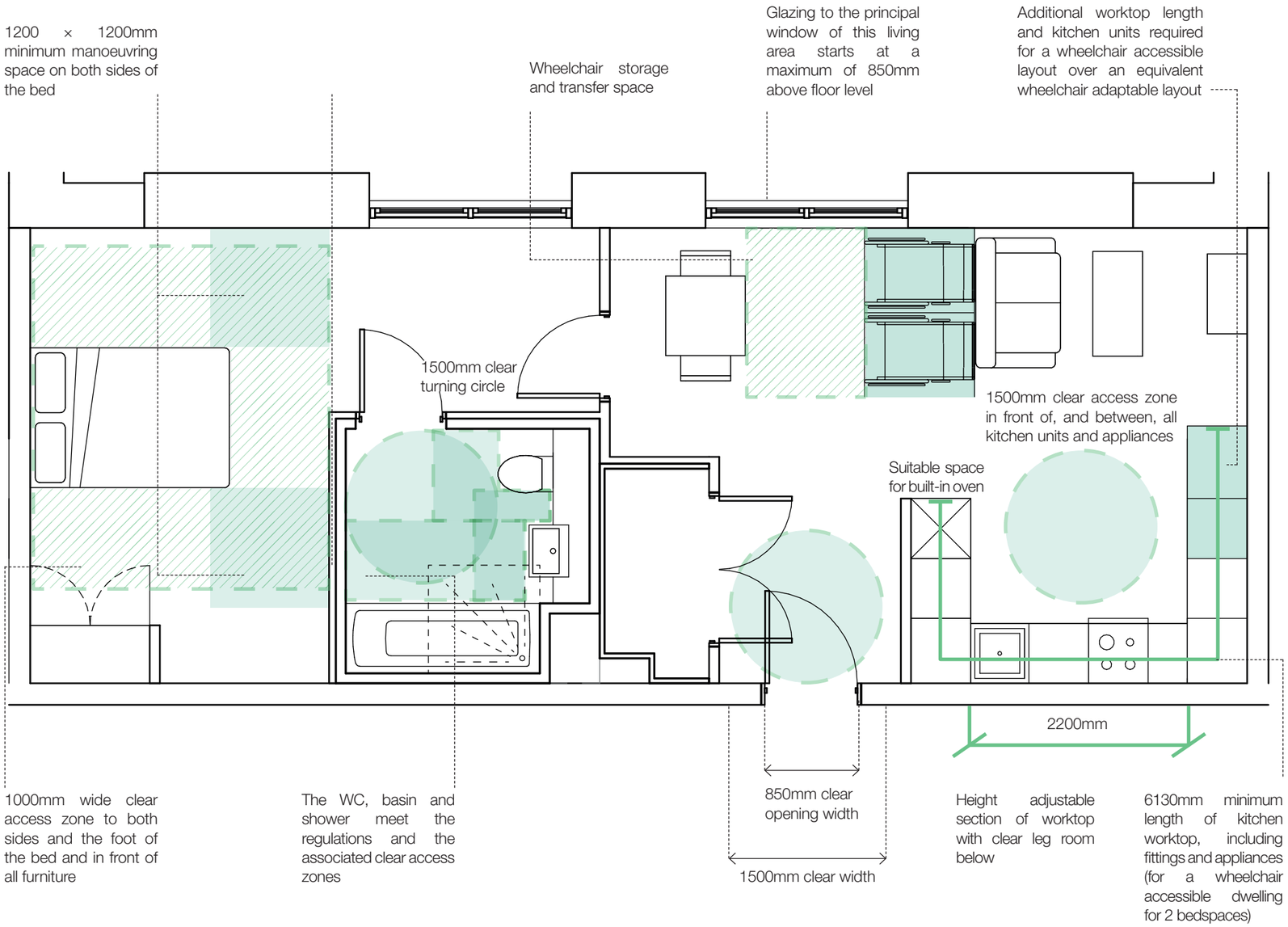
Opposite is the diagram showing an accessible 2-bed apartment type that is compliant with M4(3). It highlights the key criteria involved in the design and spatial arrangement. 10 of these apartments are provided for within Block A.

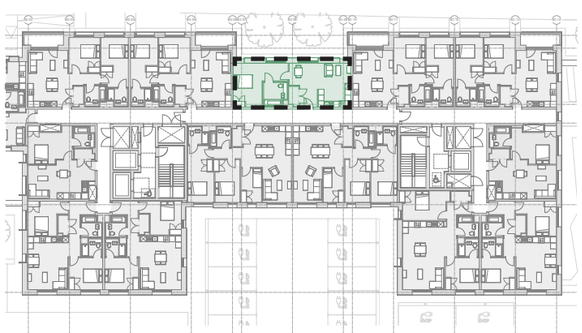




7.14 Accessible Apartment
Apartment Type 1-Bed

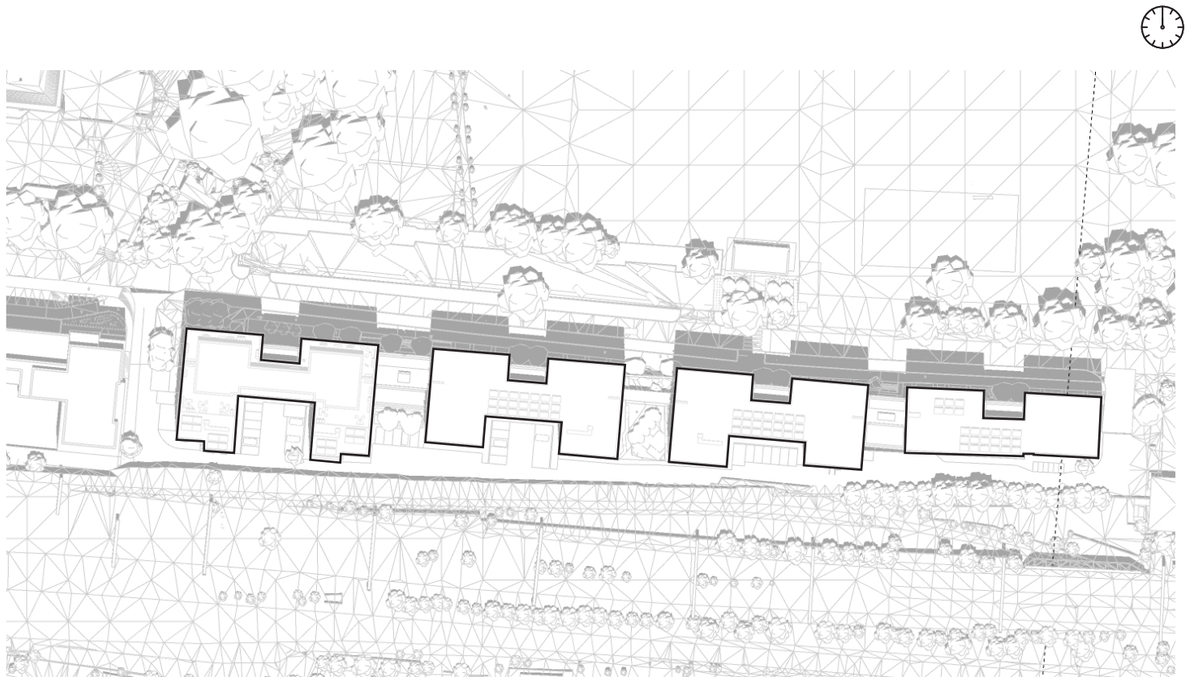
Opposite is the diagram showing an accessible 1-bed apartment type that is compliant with M4(3). It highlights the key criteria involved in the design and spatial arrangement. 19 of these apartments are provided for in the scheme, which can be interchangeable across levels 1 - 10 throughout Blocks A - D.

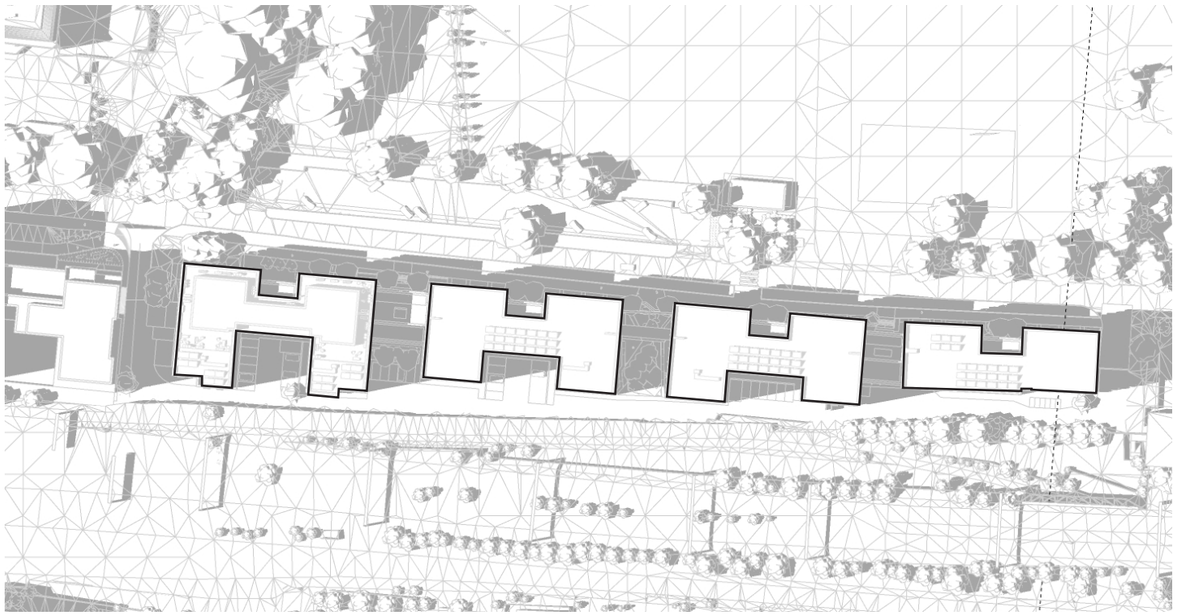


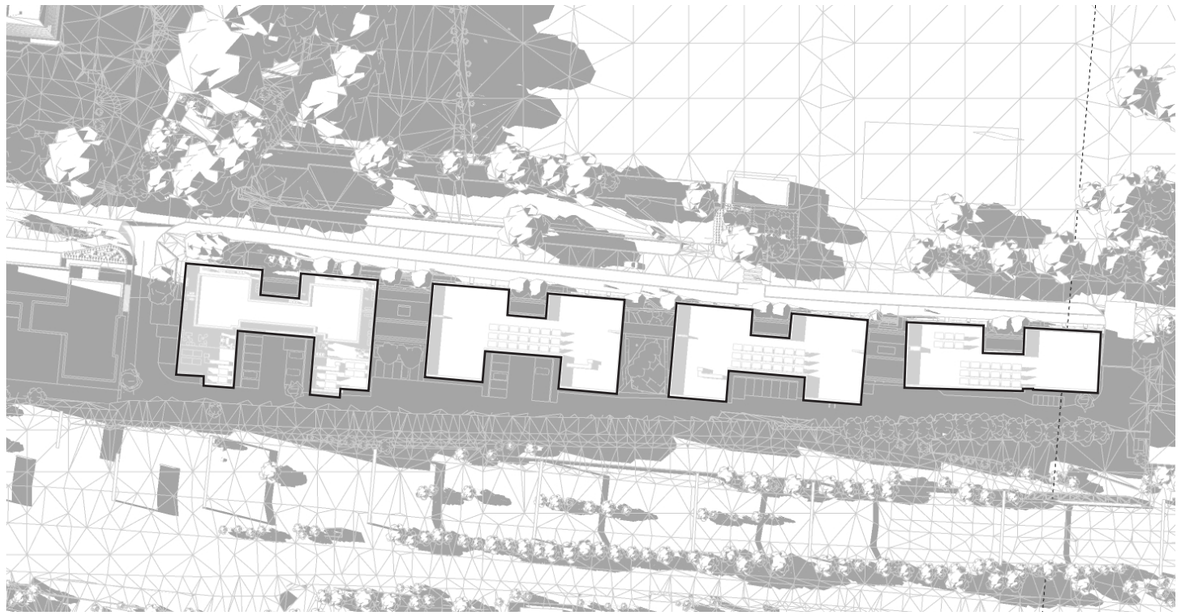


7.15 Sun Path Analysis
Summer Solstice

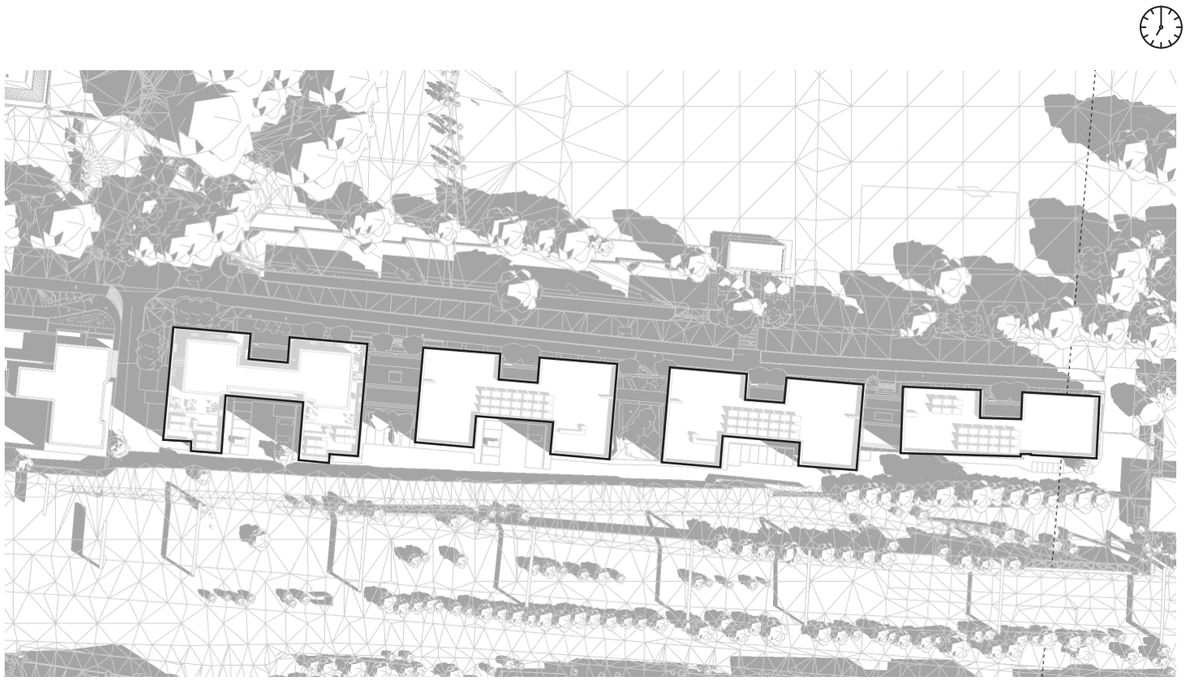






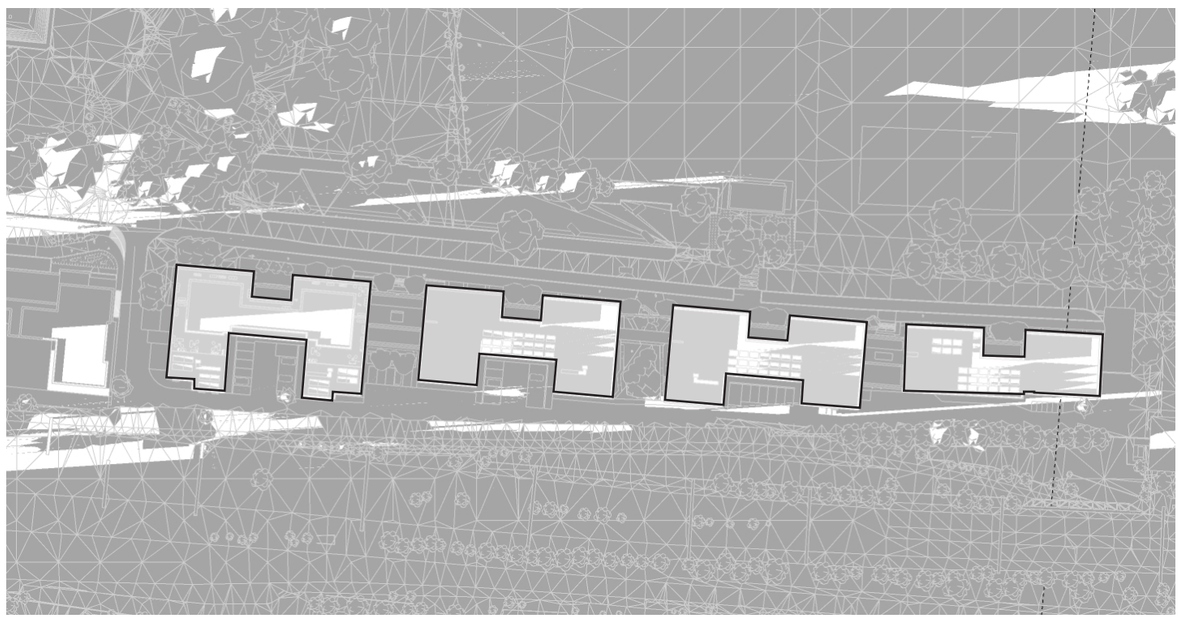


7.16 Sun Path Analysis
Autumn Equinox

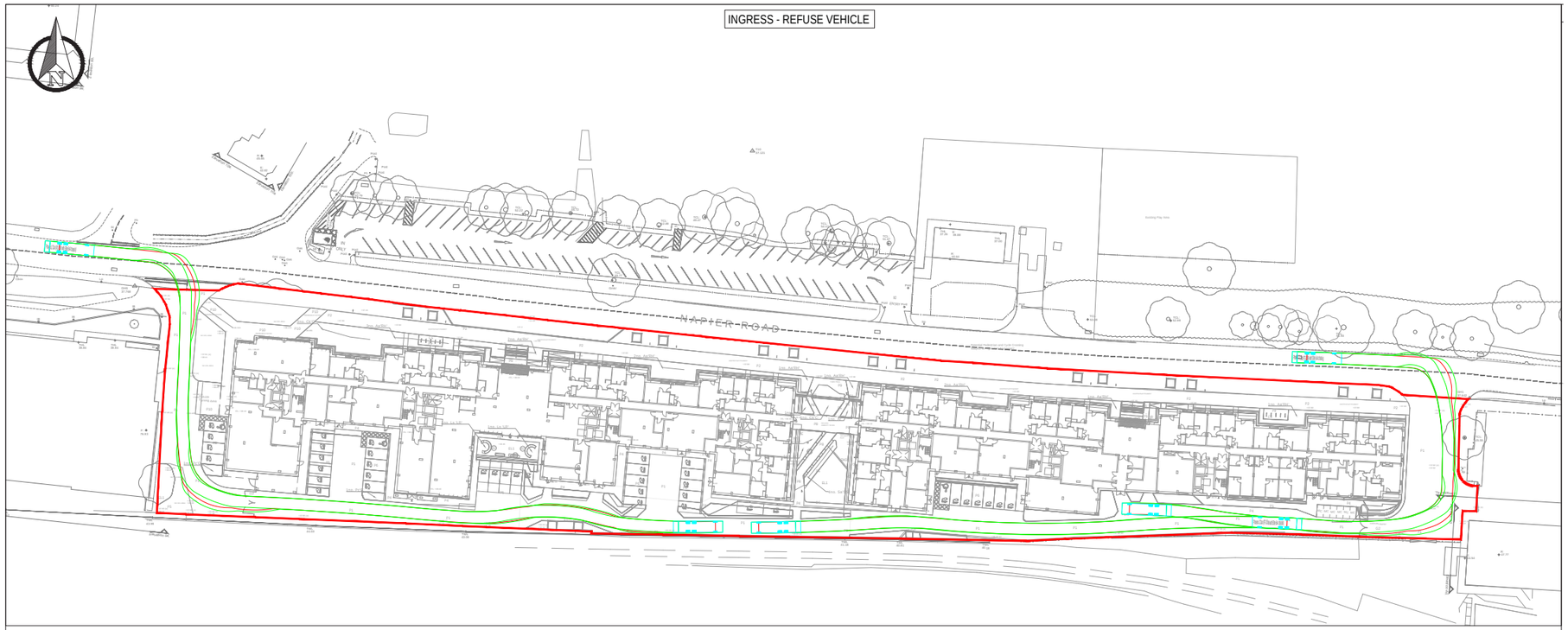


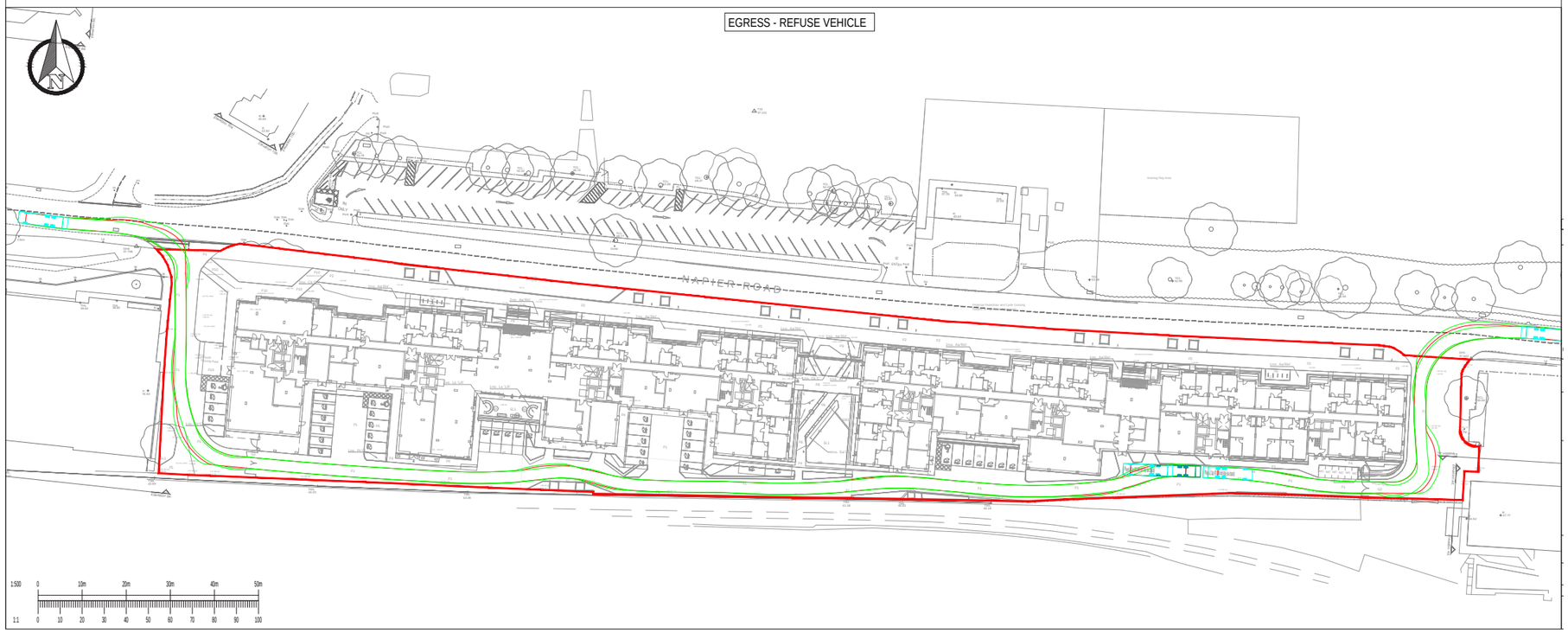




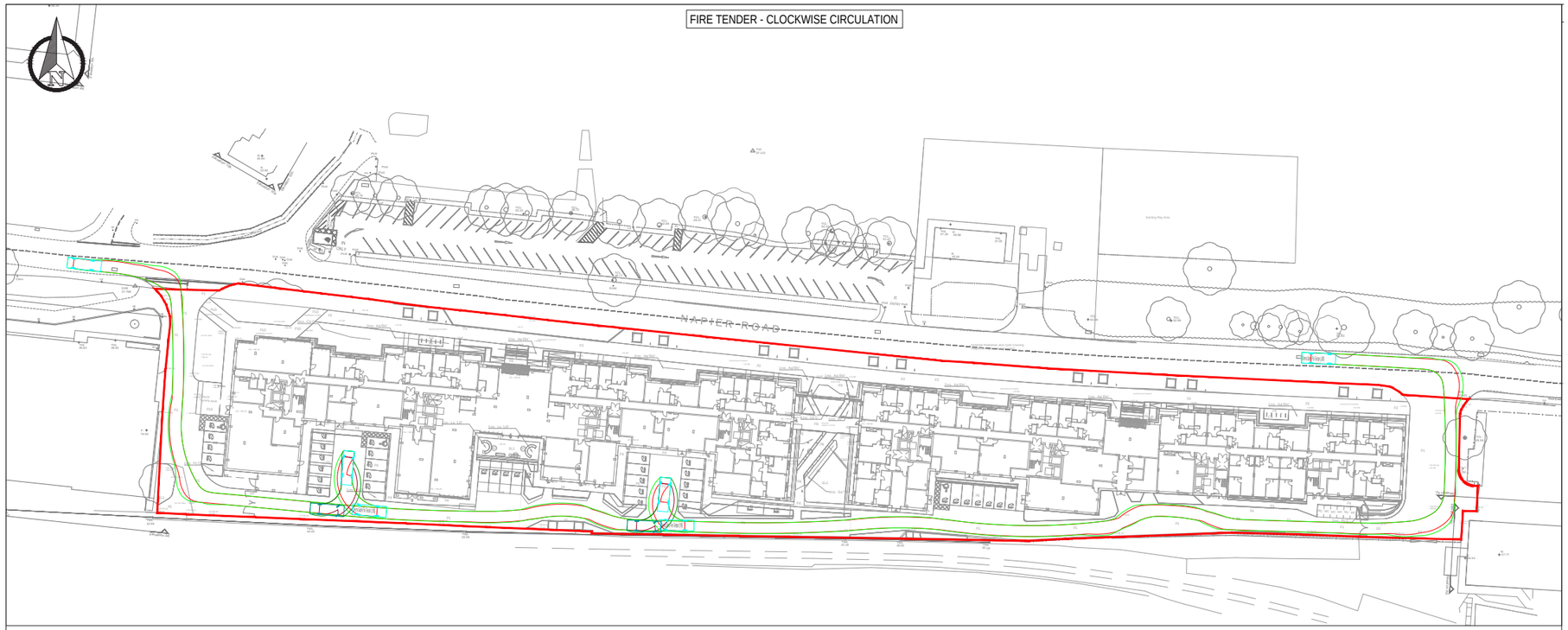


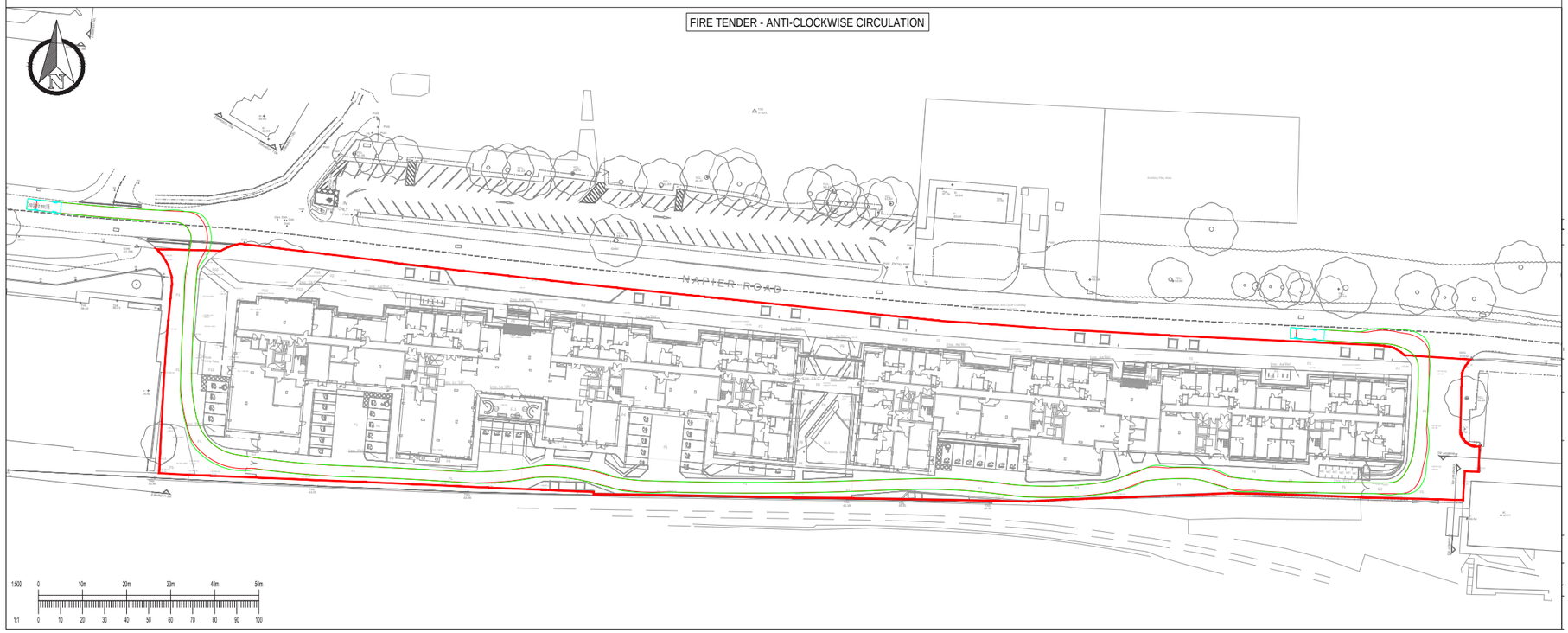
7.17 Swept Path Analysis Refuse Vehicle



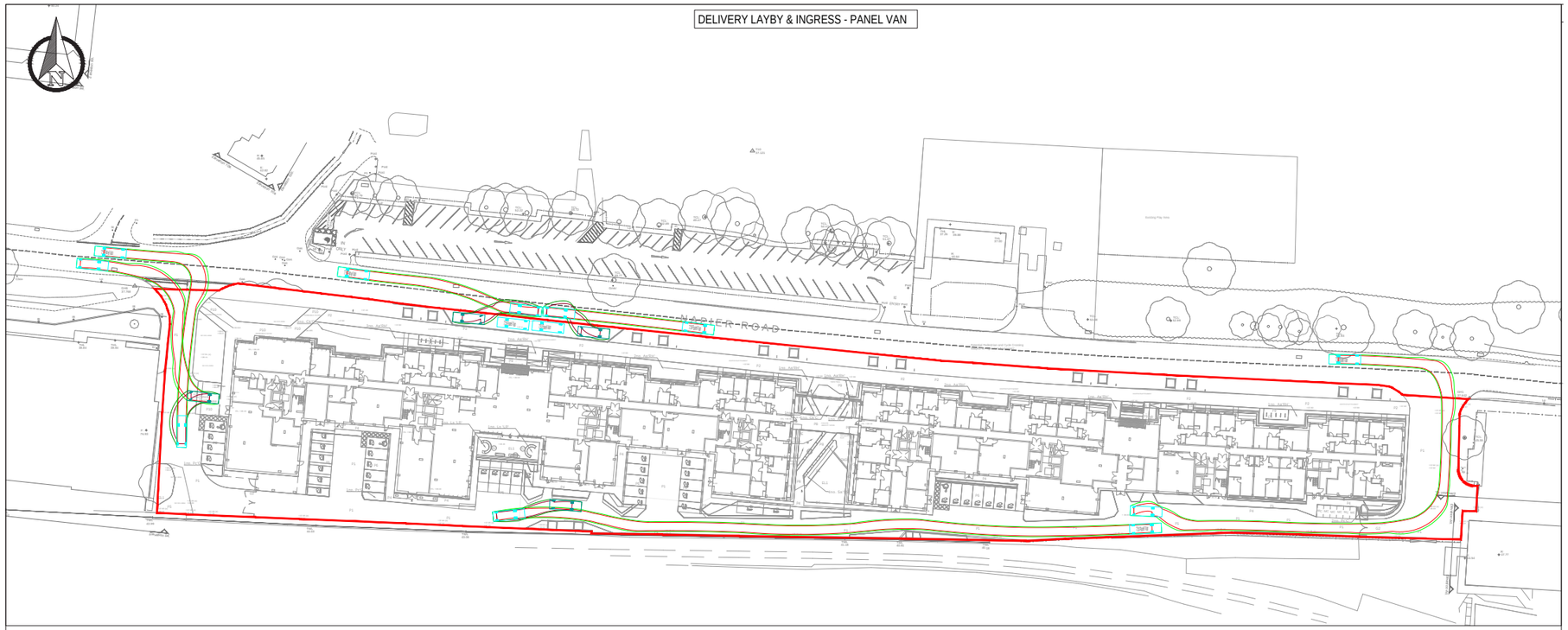


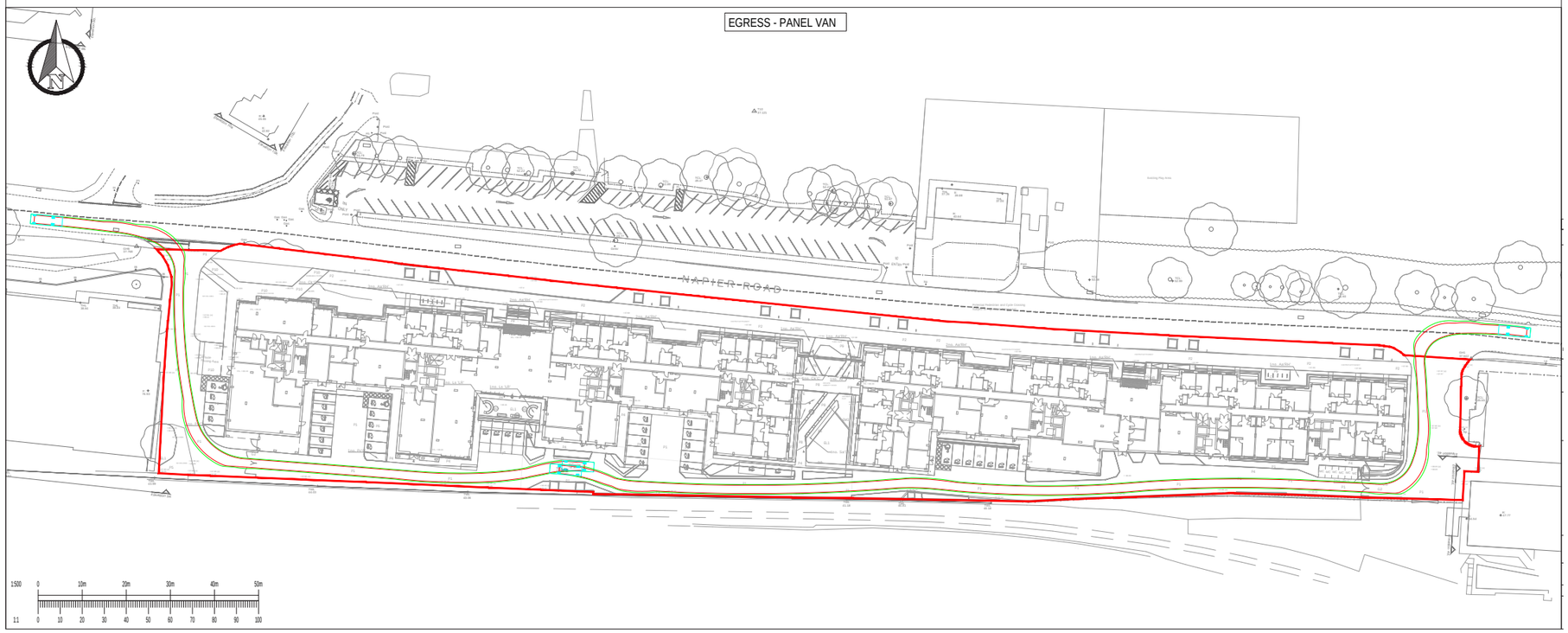
7.18 Swept Path Analysis Fire Tender





7.19 Swept Path Analysis Panel Van





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