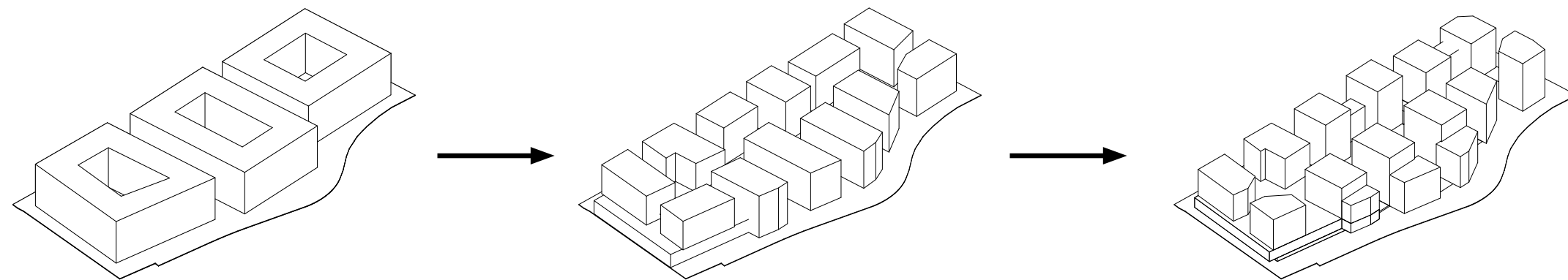
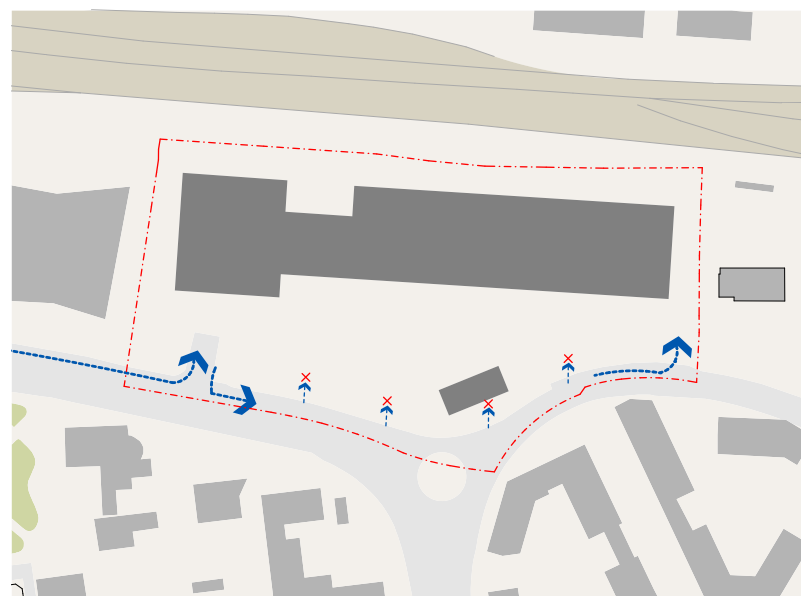


## 4.3 Urban Form & Building Layout

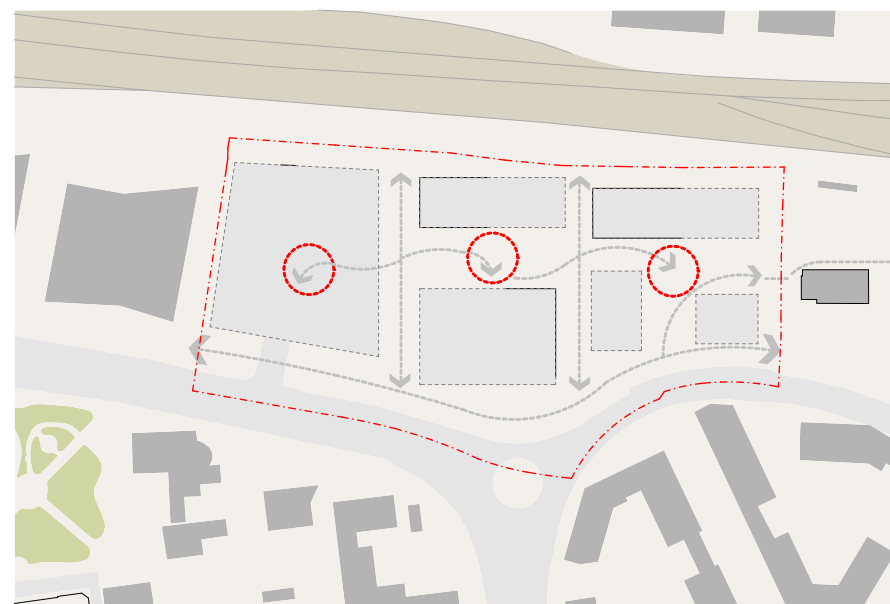
### 4.3.2 Underlying Principles Continued



Axonometric Development Study - Refining of Development Plots



Existing Site Plan - Illustrating Lack of Permeability

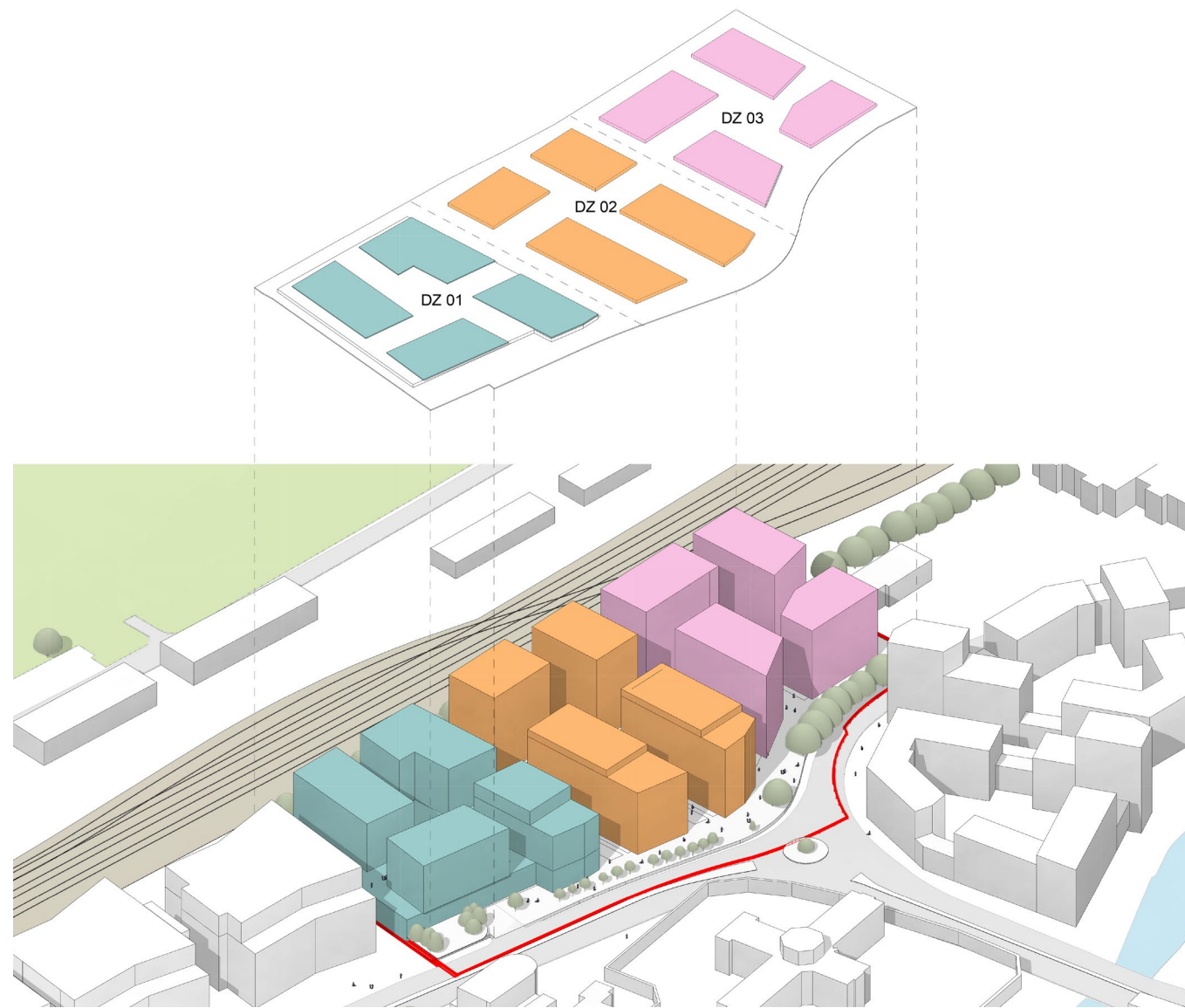


Diagrammatic Study 1 - Key site lines and movement diagram

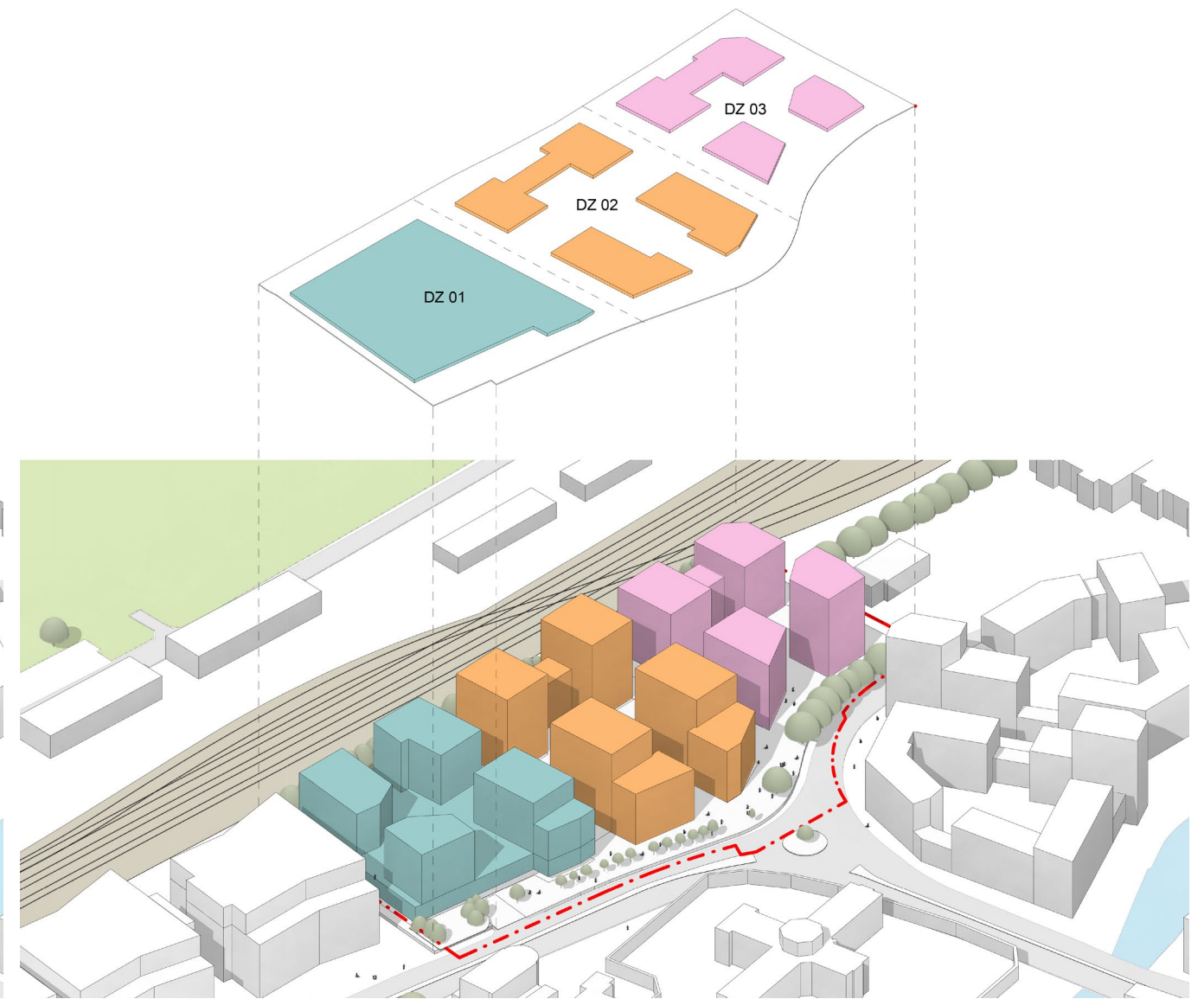


Diagrammatic Study 2 - Refined site massing and establishing key public realm spaces

Refinements to footprints to optimise plot sizes, establish appropriate building separation distances, variety of public realm and optimise environmental performance (inc. images overleaf)



Previous Submitted Scheme: Overall Massing and Development Zone Plan



Proposed Scheme: Overall Massing and Development Zone Plan

## 4.3 Urban Form & Building Layout

### 4.3.3 Refining Routes, Connections & Public Realm Spaces

Having initially derived the KMV OPA masterplan layout on the basis of the criteria as outlined in section 4, the Illustrative Scheme layout has been further refined to improve connections, experience and definition of public realm spaces and to address daylight, sunlight and overshadowing issues.

The route connecting the site to the station and configuration with adjacent properties has been carefully considered to optimise the connectivity and spatial experience.

The green street layout has also been configured to reveal glimpses of important features of adjacent properties with future connection opportunities for emerging developments. This will enhance orientation and create a strong sense of place.

The East/West routes have been refined as part of this re-submission (adjustments to route angles and positions) to better connect to potential future developments on Eastern edge of the site, whilst amplifying existing connection to the West. The width of streets have been carefully considered to provide a clear legibility of the hierarchy of routes and to ensure adequate space for design of vehicle and pedestrian routes.

The building entrance strategy has been refined to have all entrances off secondary north / south routes for increased privacy and legibility.



Previously Submitted Ground Floor Movement Diagram

 **Public open amenity space (Street Level)**  
 **Private open amenity space**

 **Primary Public Route**  
 **Secondary Routes**  
 **Potential pedestrian crossing (Awaiting response from RBC)**



Proposed Ground Floor Movement Diagram



Previously Submitted Ground Floor Movement Diagram - Ground Floor Entrances



Proposed Ground Floor Movement Diagram - Ground Floor Entrances



## 4.3 Urban Form & Building Layout

### 4.3.4 Residential Block Depth & Indicative Layouts

Residential buildings footprints within the Illustrative Scheme have been designed to work with optimal residential layouts that would meet and/or exceed the Technical Housing Standards (Nationally Described Space Standards) which are a national obligatory planning requirement that must be met.

Standard layouts were considered and established at an optimal apartment depth of approximately 22m that allows for a double loaded corridor configuration and flexibility for future co-ordination of services and structure.

Indicative layouts have been provided opposite and overleaf to demonstrate how a range of apartment types (including 1B2P, 2B3P, 2B4P, 3B4P, 3B5P and 3B6P units) would work within this block depth.

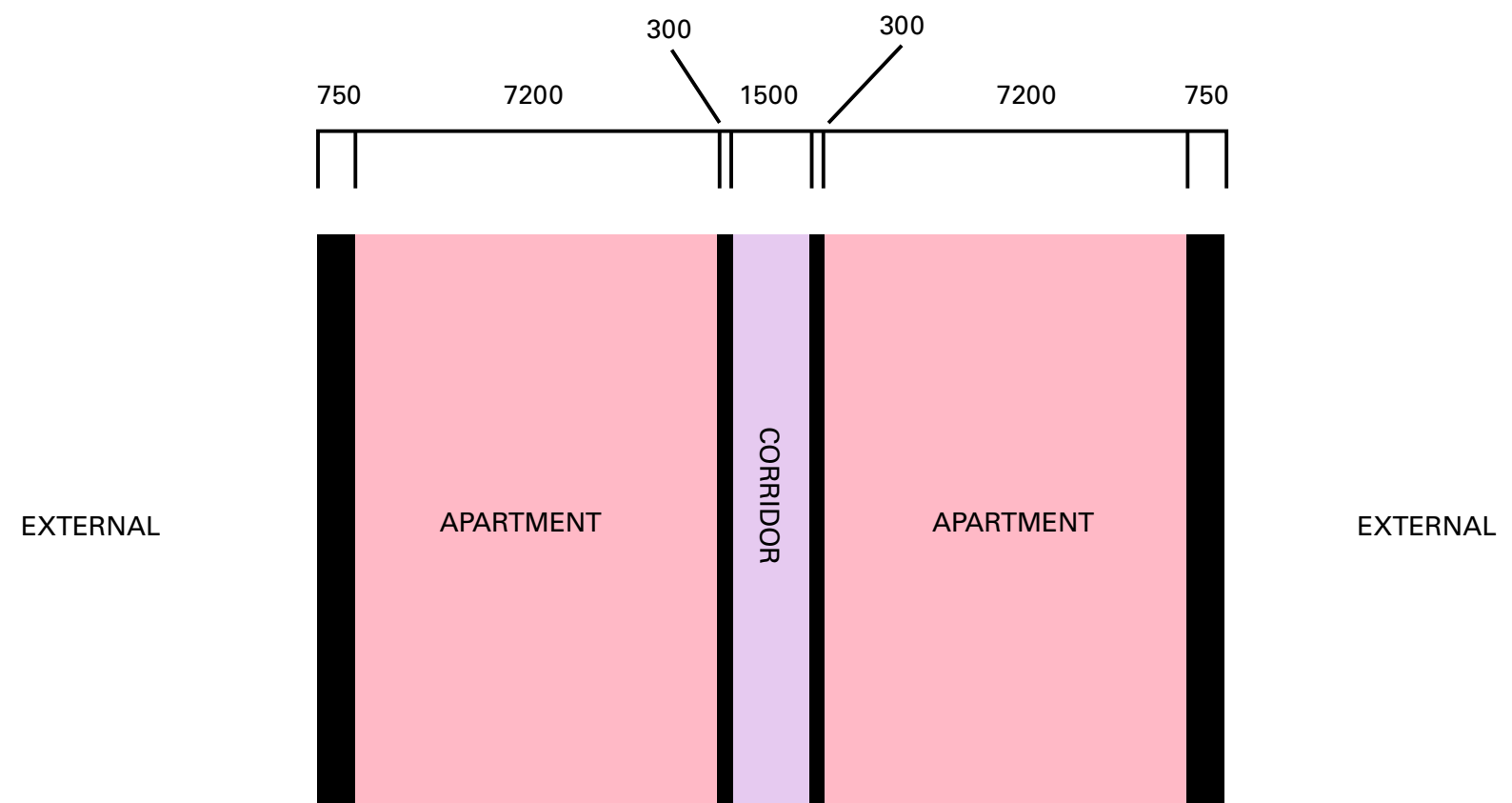
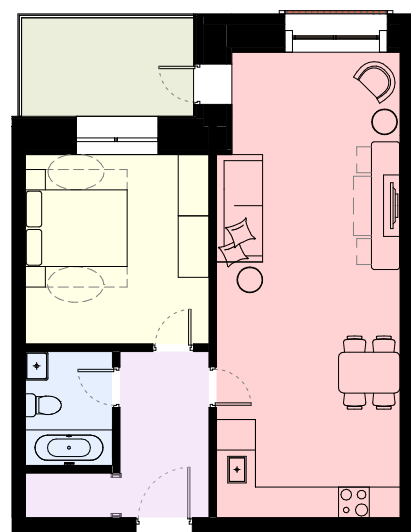
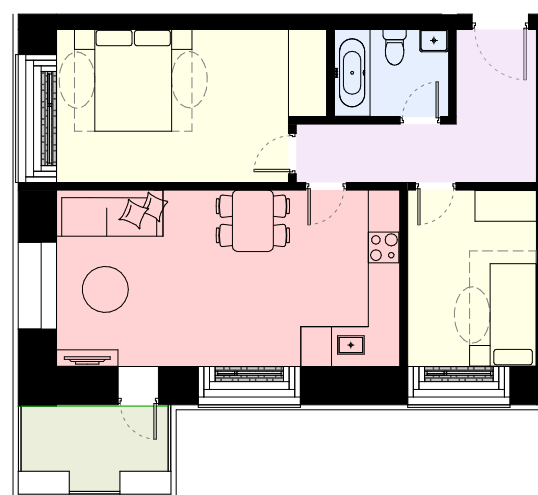


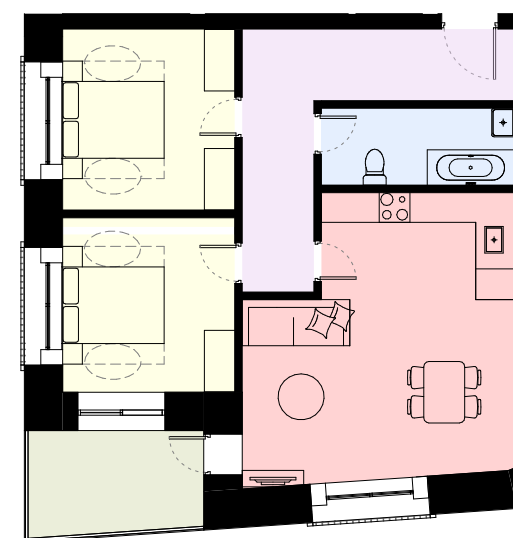
Diagram explaining block depths included in illustrative scheme



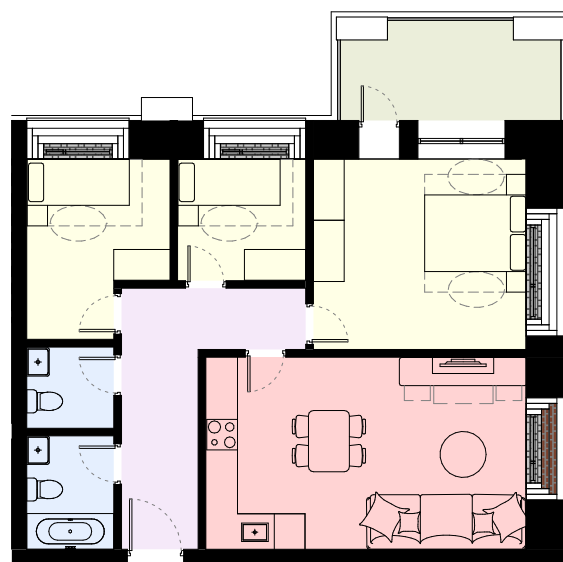
1B2P Layout



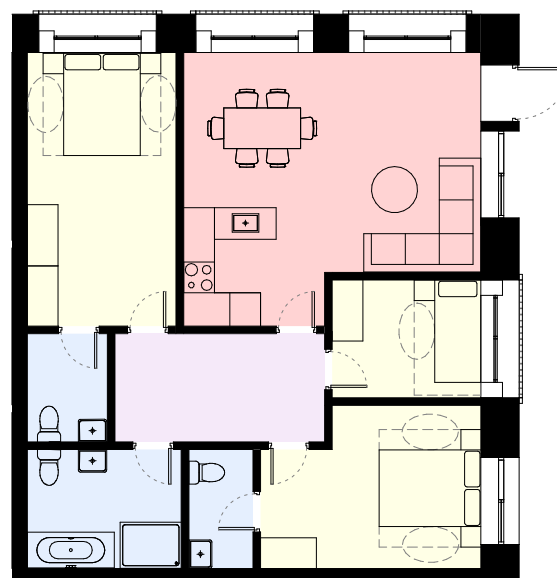
2B3P Layout



2B/4P Layout



3B4P Layout



3B5P Layout



3B6P Layout

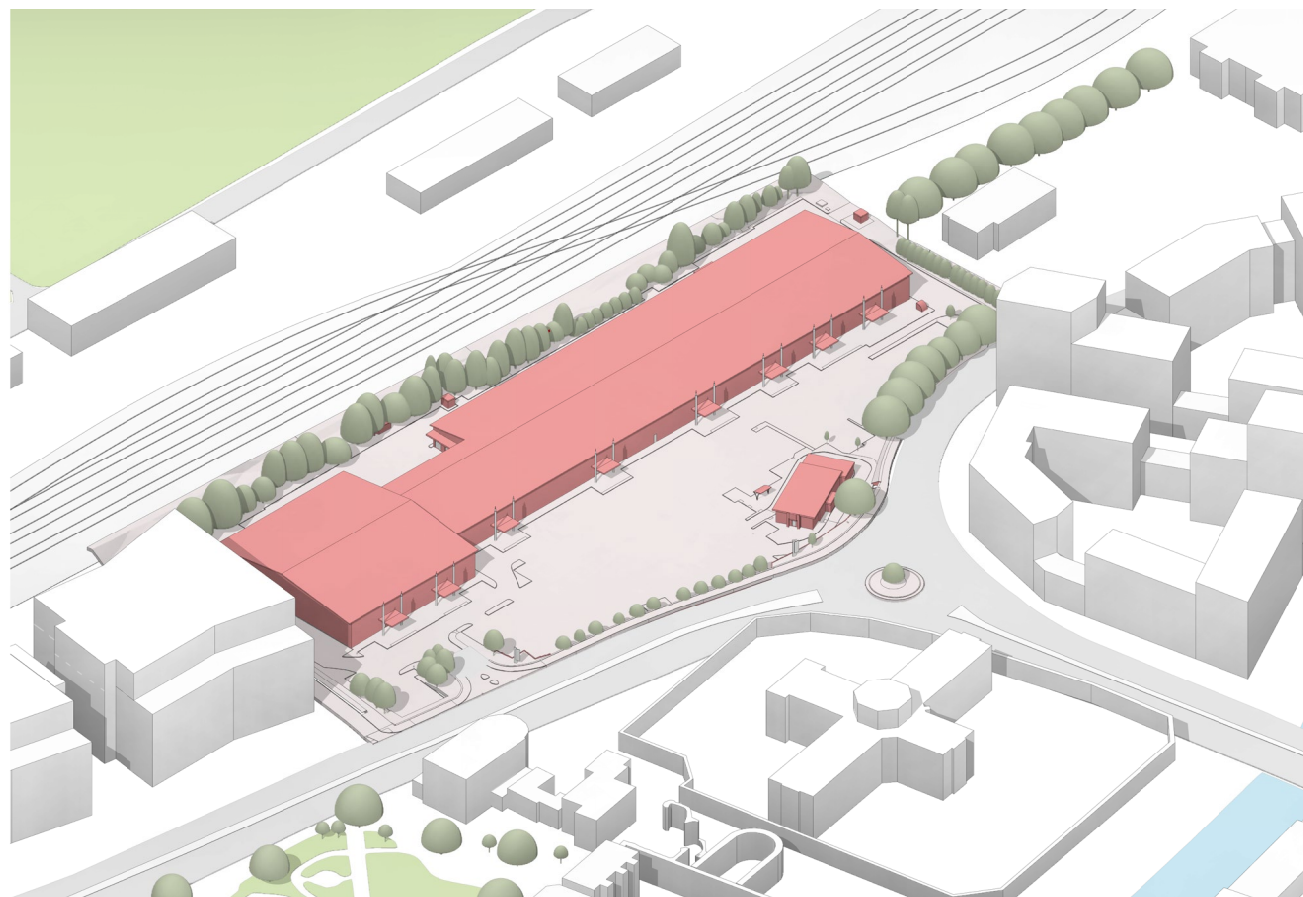
Indicative Illustrative Scheme apartment layouts

## 4.4 Links, Connections and Public Space

### 4.4.1 Links and Connections within the Masterplan

#### Hierarchy of route types

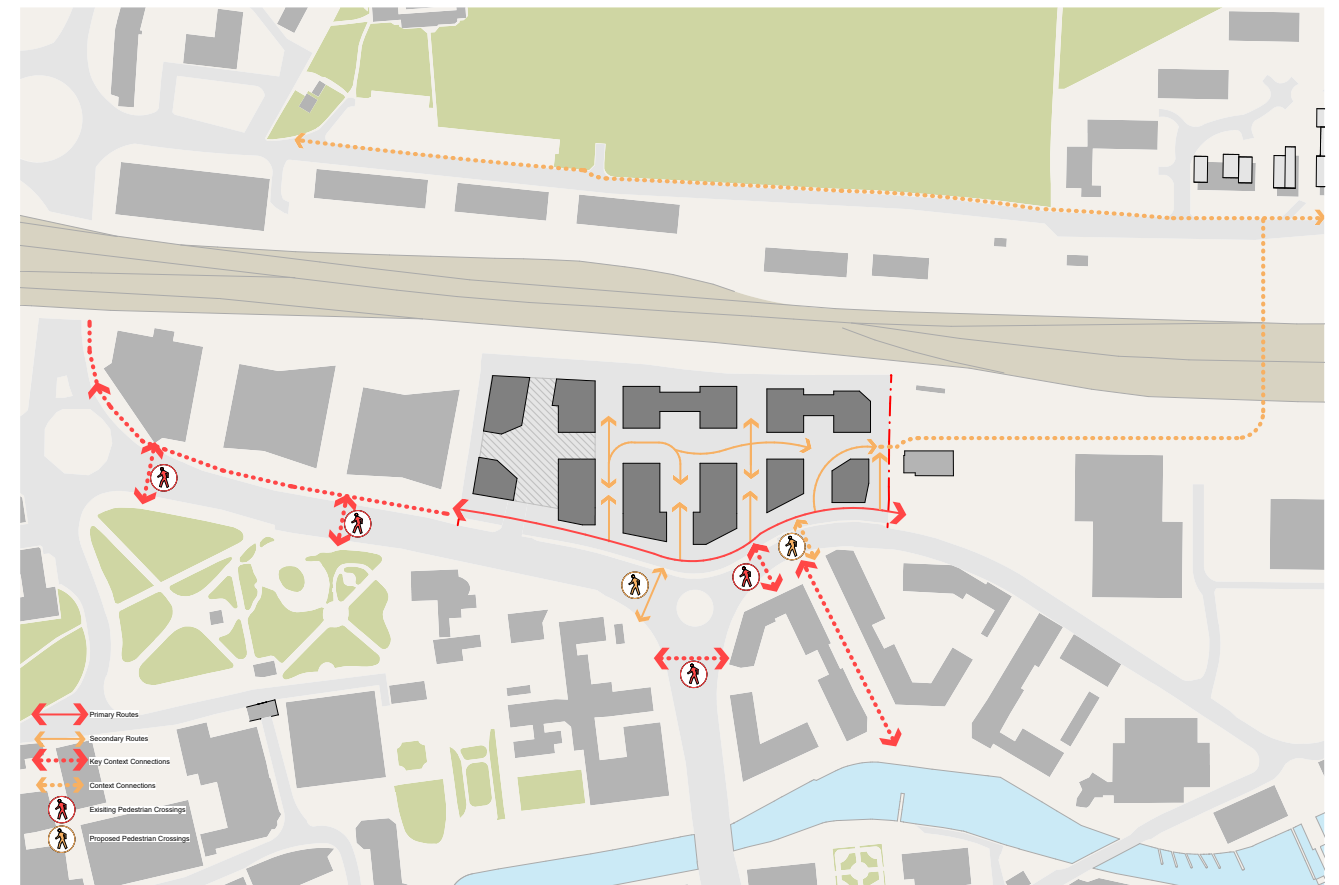
In order to start to break up the character areas into building plots/ footprints, a hierarchy of pedestrian routes through the site has been established. The hierarchy will help inform the shapes of buildings and set out distances between buildings. The strategy for movement within the KMV OPA has been considered in terms of the various different types of movement that are envisaged to be provided for - pedestrian, bicycle and vehicle. Routes have been designed to avoid conflict and to prioritise pedestrian movement and minimise vehicular movement.



Existing Site 3D

#### Pedestrian routes within the masterplan

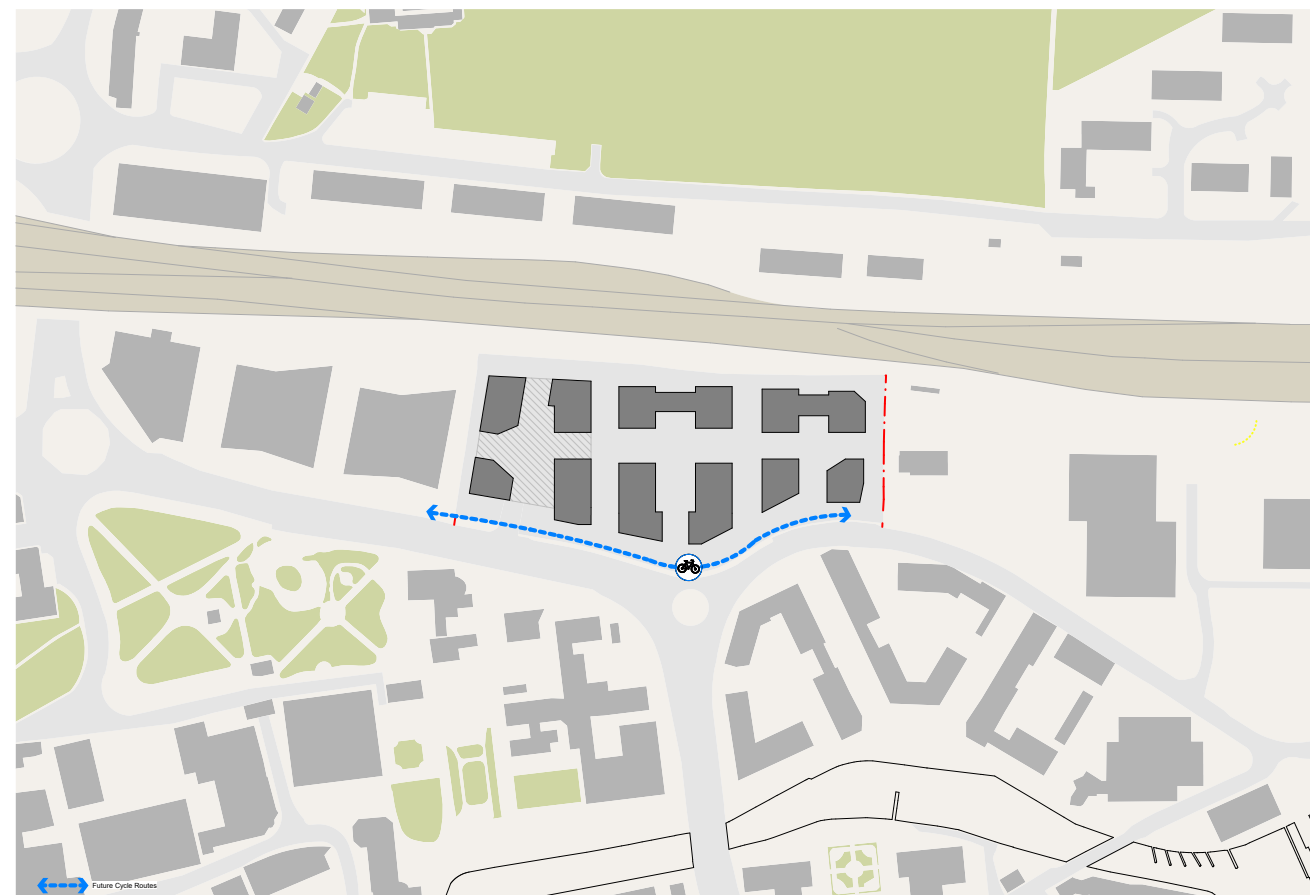
In order to start to break up the character areas into building plots/ footprints, a hierarchy of pedestrian routes through the site has been established. The hierarchy will help inform the shapes of buildings and set out distances between buildings.



Proposed Pedestrian Routes Diagram

### Cycling routes within the masterplan

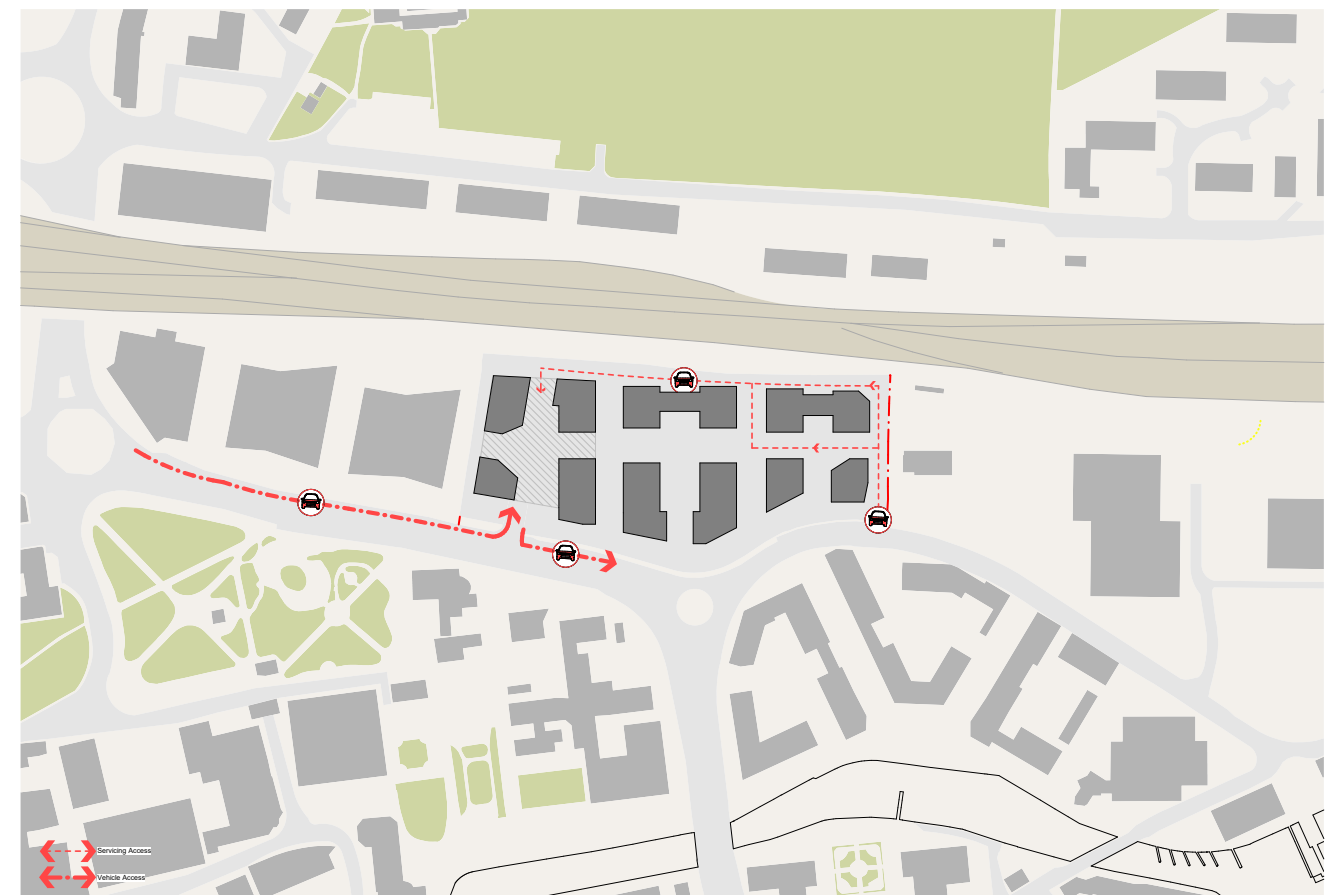
It is proposed that cycle routes will stitch into the existing wider network of cycle accessible routes.



Proposed Cycle Routes Diagram

### Vehicle routes within the masterplan

Vehicular routes will utilize and link into the existing vehicle access points including from the Forbury Road and Kenavon Drive. A primary servicing spine route is proposed to run along the back of the site with access provided from the east.



Proposed Vehicular Routes Diagram

## 4.5 Height & Massing

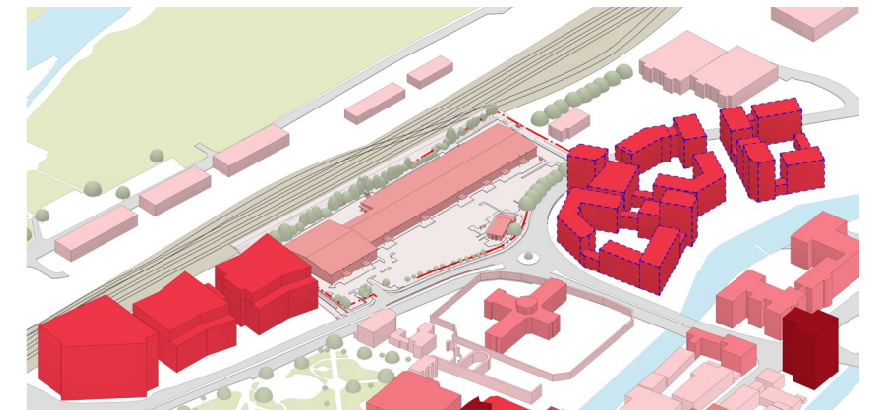
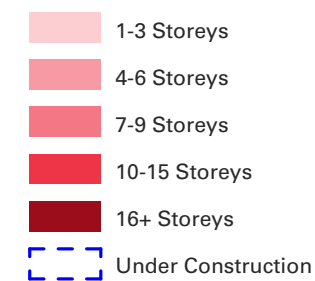
### 4.5.1 Rational for Height and Massing

In designing the proposed residential development, careful consideration was given to the site's strong east-to-west orientation and the main thoroughfare of Forbury Road to the south.

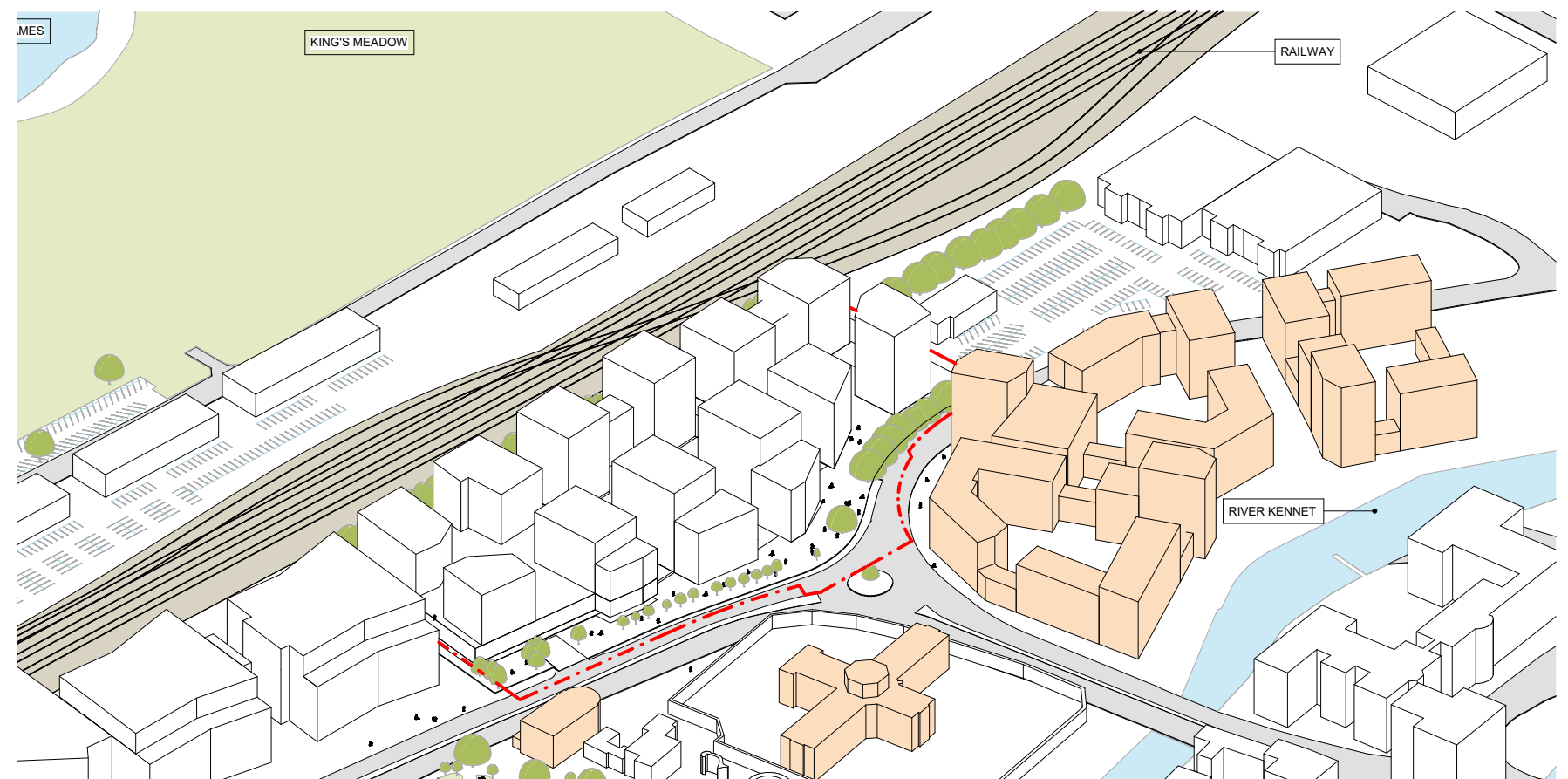
To minimise impacts on adjacent properties and maximize daylight penetration into the key open spaces, the height of the masterplan was focused to the centre and north portions of the site and gradually reduced towards the periphery to the far east and west.

Additionally, step backs have been incorporated into the top floors of buildings along the south of the site to minimize the viewing impact when the scheme is observed along Forbury Road and Kenavon Drive.

By following these design criteria, the proposed development not only blends seamlessly into the existing urban fabric but also creates a harmonious relationship between the development and its surrounding context.



Existing building heights



Illustrative building heights axonometric