



## Acacia Road Entrance Upgrade London Road Campus

### Design & Access Statement



|               |                           |
|---------------|---------------------------|
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NICHOLAS PEARSON ASSOCIATES

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# 1. Introduction

## Project Objectives

- 1.1
- This Design and Access Statement accompanies an application by the University of Reading for Full Planning Permission and Listed Building Consent for public realm and highway improvements to Acacia Road and its junction with Redlands Road at the London Road campus. The 3,042 sqm project area includes Acacia Road, adjoining parking, and access space serving the Museum of English Rural Life (MERL) and The Dairy.
- 1.2
- The improvements seek to address long standing pedestrian and cyclist safety concerns, rationalise vehicular movements, and enhance the character and setting of this key entrance to the campus. The scheme provides an opportunity to improve the visual quality of the gateway, strengthen the heritage setting of nearby Listed Buildings, and create a more welcoming approach for visitors.
- 1.3
- This Statement describes the existing context, heritage considerations, constraints and opportunities, design development, and the proposed works.

## Project Details

- 1.4
- Site address:

University of Reading

London Road Campus

Acacia Road

Reading, RG1 5EY
- 1.5
- Applications submitted:

• Full Planning Application (minor)

• Listed Building Consent

• Description of development: Full planning application and Listed Building Consent for proposed public realm and highway improvements to Acacia Road and its junction with Redlands Road, to include the partial demolition of one section of existing wall to enable wider access to MERL, the reconfiguration of parking areas, enhancement of pedestrian routes and associated landscaping.

## Project Team

Client/ applicant:

 University of Reading

Lead Designer / Landscape Architecture/ Ecology:

NICHOLAS PEARSON ASSOCIATES

Highway Consultancy/ Civil Engineering:

Curtins

Planning & Heritage Consultancy:

 Stantec

Arboricultural Consultancy:

Chalice Consulting Ltd

CDM Principal Designer:



## 2. Site Context

### Site Description

- 2.1 Acacia Road is located within the University of Reading's London Road campus, opposite the Royal Berkshire Hospital on Redlands Road. The campus consists of traditional brick-built academic and administrative buildings arranged around green spaces, cloisters, and courtyards, creating a distinctive and peaceful environment despite its proximity to the town centre.
- 2.2 The London Road campus is one of the University's original sites, gifted in 1904, and continues to host a range of key functions including the Institute of Education, the School of Architecture, Professional Services, and regular public events such as graduations at the Great Hall. Two on site food venues - The Architecture Café and The Dairy - support daily campus activity and visitor use.
- 2.3 The area surrounding MERL (the Museum of English Rural Life) and The Dairy accommodates a variety of pedestrians, including museum visitors, school groups, university staff and students, hospital staff, and users of the Abbey School. Acacia Road currently accommodates mixed traffic, informal parking, service vehicles, and pedestrian movement within a constrained layout lacking segregation, leading to conflicts and safety risks.
- 2.4 A network of pedestrian links connects Acacia Road through the campus to London Road and southwards to Whiteknights campus via Redlands Road. Mature trees and varied planting form an important part of the character of this part of the campus, with several large trees being protected by a Tree Preservation Order (TPO).
- 2.5 The existing arrangement provides essential access but suffers from unclear routes, a wide vehicular junction, ambiguous traffic movements, and a compromised entrance-appeal to MERL. These characteristics form a key part of the project's baseline context and underpin the need for an improved, safer, and more legible entrance.

### Heritage Context

- 2.6 The Site lies within the Kendrick Road Conservation Area, an area valued for its late Victorian and Edwardian architecture, mature trees, and the planned early 20th century development of the University campus. Several Listed Buildings are located nearby, including the Grade II Listed St Andrew's Hall (MERL), which makes a positive visual contribution to Redlands Road.
- 2.7 Key elements of the historic environment include the brick-built architectural forms and the landscaped setting of the Great Hall and surrounding courtyards, historic iron railings and boundary walls. The red brick boundary wall along Redlands Road is curtilage listed. The proposals have therefore been informed by a need to respect the historic townscape, minimise impacts on the character of the entrance, protect mature trees, and improve the legibility and appreciation of heritage assets.
- 2.8 A detailed heritage assessment prepared by Stantec concludes that the proposals preserve and enhance the character and appearance of the Conservation Area and support improved access to heritage assets. The proposal are assessed to afford no harm to the fabric and setting of MERL and less than substantial harm to the curtilage-listed wall, albeit localised and limited.



## Existing Landscape

- 2.9 The Site's existing landscape comprises a mixture of hard and soft surfaces reflecting historic and functional campus development. Much of the surfacing along Acacia Road and the MERL frontage consists of asphalt macadam, with variations in condition and finish. Localised exceptions include consolidated gravel surfacing near the MERL entrance, natural stone cobbled setts forming part of the Redlands Road crossover, and loose gravel by The Dairy entrance wall. Highway kerbs are primarily natural granite, though there are no existing tactile paving units.
- 2.10 Soft landscape elements are concentrated around MERL and The Dairy. Three prominent Grade A2 trees (T1: English Yew; T2–T3: Norway Maples) sit on a raised earth bank adjoining Redlands Road, with ivy groundcover and scattered native bluebells. Additional large trees (T8, T9) sit on an ivy-covered bank to the west of MERL, contributing to the character and enclosure of the central space. Smaller ornamental planting exists along the MERL east façade, providing visual softening and limited screening of mechanical plant.
- 2.11 Overall planting is limited and fragmented, with much of the road edge dominated by vehicular circulation, ad hoc parking, and service operations. Pavements are narrow or absent, limiting pedestrian comfort and visibility. The presence of mature trees, the shade they cast, and the existing boundaries (brick walls, lodge building frontage, railings) significantly influence future planting opportunities and define the site's landscape constraints.
- 2.12 This varied baseline informs the proposed design approach, which seeks to rationalise hard surfacing, safeguard high quality trees, improve pedestrian legibility and safety, and introduce resilient planting that enhances the MERL entrance experience.

## Site Ecology

- 2.13 The Site comprises areas of hardstanding with limited existing habitat. Vegetation includes ivy covered banks, an area sown with wildflower mix, scattered bulbs and small ornamental planting areas. An arboricultural survey has identified several high quality trees (Grade A2) which are retained and protected through the proposals.
- 2.14 There are no Priority habitats within the Site and the total area of habitat

impacted by the works comprises 13m<sup>2</sup> of introduced shrub, as such the project is exempt from statutory Biodiversity Net Gain. Although the project qualifies for an exemption from formal Biodiversity Net Gain calculations, opportunities for ecological enhancement have been incorporated. These include improved ornamental and structural planting using wildlife[AI1.1] friendly species, and improved habitat connectivity through raised planters and refreshed beds.



Planning Policy Context

2.15 The Site lies within the administrative boundary of Reading Borough Council (RBC). Adopted planning policy is set out within the Reading Borough Local Plan (2019). A 'Pre-Submission Draft Partial Update November 2024' has gone through public consultation and expected to become Adopted. Once adopted, the new Local Plan will set out the planning policies for Reading Borough to 2041.

2.16 Landscape planning policy affecting the campus relates to the protection of trees, and to the protection and enhancement of heritage assets and their landscape setting. Relevant adopted (and draft retained) Local Plan policy is summarised below:

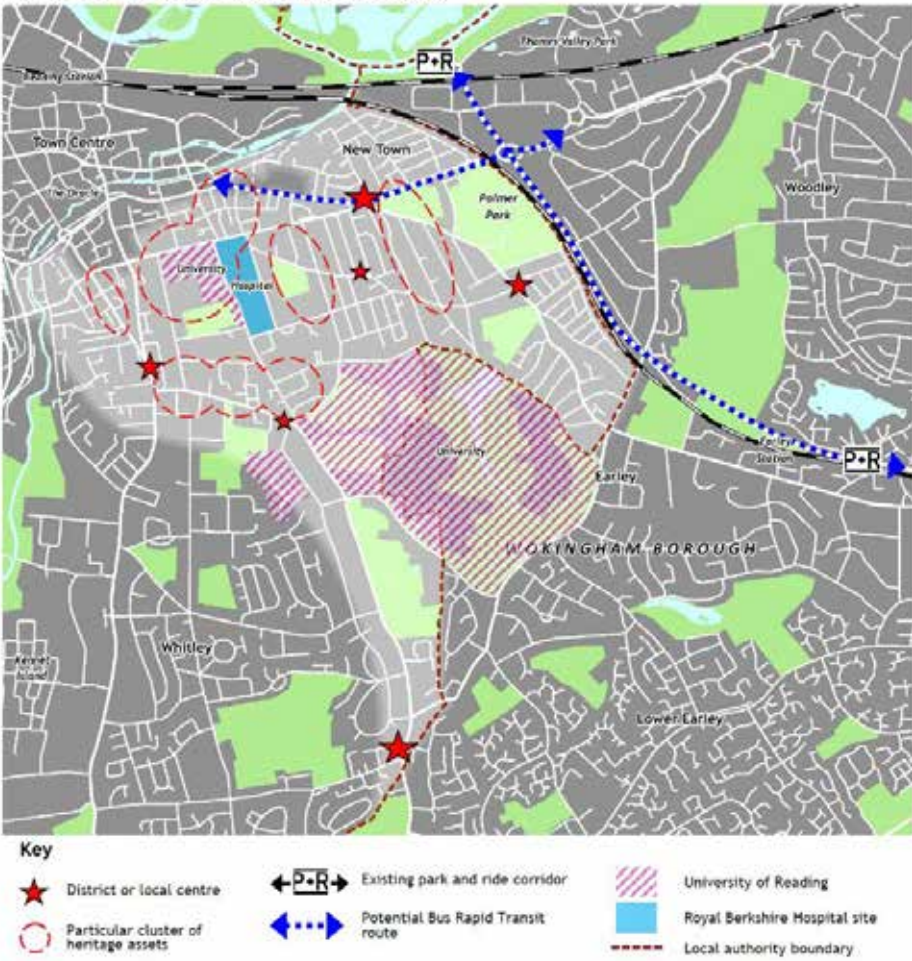
- **Policy EN1 'Protection and Enhancement of the Historic Environment'** – requires the proposed external works, public realm interventions and highway safety proposals to protect and where possible enhance the significance and setting of the Site's heritage assets.
- **Policy EN3 'Enhancement of Conservation Areas'** – requires the works to make a positive contribution to local character.
- **Policy EN6 'New Development in Historic Context'** – requires the project to support existing historic townscape patterns, respect scale, height, massing and materials, reflect major heritage themes and improve access to and appreciation of historic features.
- **Policy EN14 'Trees, Hedges and Woodlands'** – seeks to protect important trees, hedges, and woodlands—particularly ancient woodland and veteran trees—while expanding Reading's overall canopy cover to improve biodiversity, air quality, and climate resilience. It requires new development to retain and plant trees on- or off-site, prioritising areas with low canopy cover, key corridors, and locations with high environmental or heritage value. Tree planting must support ecological priorities, use diverse and biosecure species, and provide adequate space for large-canopy trees to reach maturity.
- **Policy CC7 'Design and the Public Realm'** – requires the project to enhance its surroundings through contextual design; improve legibility, accessibility and safety for vulnerable users; provide high quality, tree lined streets; and emphasise heritage sensitivity, local materials, and quality public realm.
- **Policy CC6 'Accessibility and the Intensity of Development'** – requires the project to improve walking/cycling access; justify any changes to transport intensity; and align design responses with accessibility levels.

- **TR3: Access, Traffic And Highway-Related Matters'** – aims to ensure that new or altered accesses and any development generating additional traffic do not harm the safety, efficiency, or environmental quality of the transport network. It requires all access arrangements to meet highway authority standards and prevents proposals that would create unsafe conditions, increase congestion, or route HGVs along unsuitable roads. Developments using or creating access onto the Classified Highway Network are restricted where they could encourage short local trips or compromise the safe and free flow of traffic.

Policy Compliance Summary

2.17 The proposals respond positively to the adopted and emerging Local Plan policies. The scheme enhances pedestrian and cyclist safety (Policies CC6 and CC7), improves the public realm and legibility of campus entrances (Policy CC7), reduces conflict between vehicles and vulnerable users, and uses high quality materials in keeping with the surrounding heritage context (Policies EN1, EN3 and EN6). The character of the Conservation Area is improved through reduced vehicle dominance, enhanced soft landscape, and a more coherent approach to access.

Figure 9.1: Area strategy for East Reading



Borough Local Plan (Partial Update) Submission, May 2025

### 3. Developing Design

3.1 A Campus Landscape and Open Space Strategy (CLOS) appraisal was prepared in 2022 forming a key component of the University Estates' Strategy. The CLOS identified the following main challenges for the Site (forming part of the 'Landscape Character Area D 'MERL'):

- The Site entrance for visitors arriving from Redlands Road lacks 'welcome' – the boundary wall restricts visibility, and the main museum doorway is set back from the original façade.
- Vehicle access provisions dominate and cut across the museum entrance space. It lacks clear and safe pedestrian or cyclist priority.
- Vehicular traffic routes are ambiguous. They currently lack a clear entry/exit direction and the northern entrance's proximity with the Acacia Road car park junction create user conflict.

3.2 Site opportunities identified through the CLOS included:

- Rationalise entrances from Redlands Road to reduce user conflict and improve pedestrian/cyclist priorities.
- Seek to remove or significantly reduce vehicle movement in front of MERL main entrance where there is no pavement.
- Improve the appearance and physical presence of the pedestrian approach
- Creation of dedicated 'back of house' area for Dairy deliveries

3.3 In June 2024, Nicholas Pearson Associates and the University sought key stakeholder engagement on emerging scheme proposals with further engagement led by the University project manager in November 2025 following the preparation of a preliminary concept design. Stakeholders included the following University and service representatives:

- Lucy Jellis, Head of Grounds Maintenance
- Andrew Bowler, Deputy Head of Building Maintenance Contracts
- Marcus McDonnell, Campus Services
- Jude Brindley/ Steve Ansell, H&S Advisors
- Matt Tebbit, Director of Dining Services
- The Dairy manager
- Danielle Eade, Head of Visitor Experience, MERL

- Beth Wilson, Sustainable Travel Officer
- Elly Bayliss, Events Manager
- Karl Iremonger, Brakes F&B supply driver

3.4 Key Site issues identified through the consultation include:

- Pedestrian usage is diverse, hospital staff, MERL visitors, UoR students and staff, Abbey school users.
- There is currently no segregation between pedestrians and vehicles at the entrance to Acacia Road or along Acacia Road.
- The MERL entrance is used by elderly visitors and groups of children who may be less aware of approaching vehicles.
- Acacia Road junction is very wide to cross, cars turn in at speed. There have been many unreported near misses.
- On Graduation Day, a gazebo/tent occupies road, further restricting the space twice a year.
- Delivery lorries/vans currently reverse into the space east of The Dairy after performing a complicated set of manoeuvres to align correctly.
- The biggest hazard is lorries unloading next to MERL exit causing pedestrians to walk round into road.
- High risks posed by cars swinging into entrance to turn around on Redlands Road (last chance before 1 way system starts).

3.5 The issues and opportunities identified through the CLOS Strategy and subsequent stakeholder engagement directly shaped the design principles. The proposals respond by improving safety, simplifying vehicle movements, enhancing pedestrian priority, and strengthening the entrance setting to MERL and The Dairy.



Design Principles

3.6 The design principles evolved through concept testing, campus strategy review, and extensive stakeholder engagement. They provide a framework that balances operational requirements, heritage considerations, user safety, and public realm enhancement.

Acacia Road

- Reduce the width of the existing bellmouth at Redlands Road to shorten crossing distance and moderate vehicle entry speeds.
- Provide widened pavements and introduce a new segregated pedestrian route along the north side of Acacia Road, replacing areas currently used for informal parking.
- Introduce a pedestrian crossing to create a clear gateway and enhance safety for vulnerable users.
- Stop up the non emergency vehicular access to MERL from Acacia Road to allow a traffic free, step free approach to the museum.
- Provide a formalised loading bay to address service needs and discourage unsafe ad hoc drop off behaviour.
- Enhance the entrance to The Dairy outdoor seating area and improve visual definition at the interface with pedestrian routes.
- Integrate and rationalise EV charging infrastructure, with relocation where necessary.



MERL Frontage

- Pedestrianise the main museum entrance space, removing vehicle conflict and establishing a safer, more welcoming forecourt.
- Rationalise and reconfigure parking to create a clear turning head, improve vehicular flow, and maintain access for visitors requiring Blue Badge provision.
- Increase areas of soft landscape, including new planting beds and raised planters, to improve amenity, enhance biodiversity and strengthen the heritage setting.
- Ensure cycle parking is retained and conveniently accessed.



The Dairy Deliveries

- Formalise delivery arrangements through a defined loading area, reducing the need for complex manoeuvres currently performed near pedestrian desire lines.
  - Improve turning arrangements for medium-sized vehicles by utilising controlled gate management and clearer geometric layouts.
- 3.7 These principles collectively respond to identified site issues: safety concerns, widespread pedestrian vehicle conflicts, poor legibility, and a visually weak entrance to MERL. The design aims to create a coherent, heritage sensitive and accessible arrival space befitting the campus and museum.



## 4. The Design Proposal

- 4.1 The proposed works deliver a coordinated package of highway, landscape and accessibility improvements. The design enhances safety, reduces vehicle conflict, provides clear and legible pedestrian routes, and reinforces the setting of heritage assets. Together, these measures create a more attractive and inclusive entrance to the campus.
- 4.2 Details of the proposals are set out below.

### Access Improvements

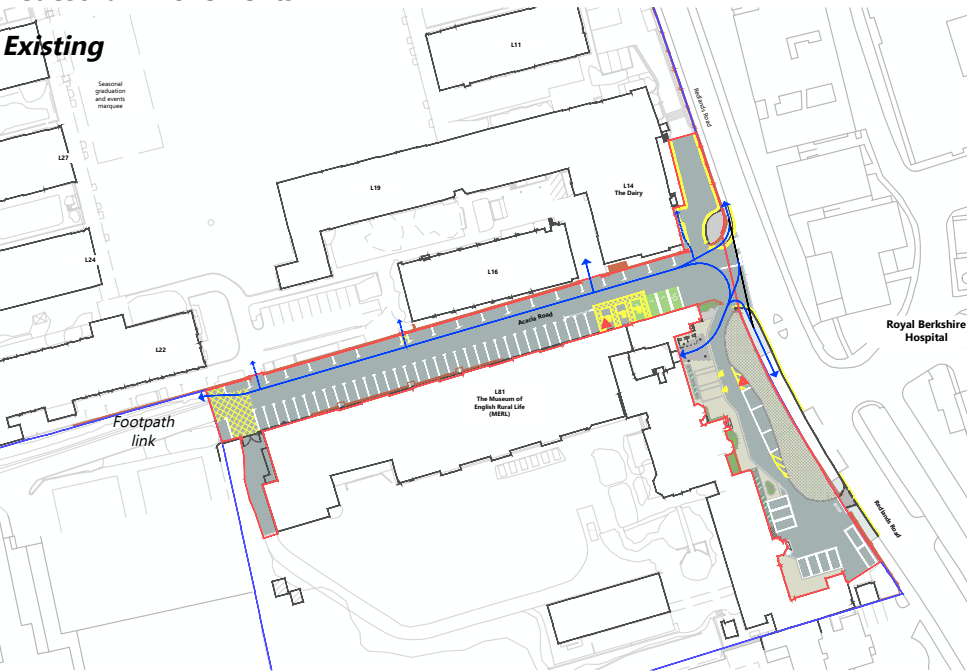
- 4.3 Improvements to existing site access arrangements and accessibility are as follows:

#### Access for Pedestrians and Cyclists

- Segregated pavements are proposed at the Acacia Road junction extending from the public highway into the Site. These join key gateways and activity nodes for MERL and The Dairy.
- Vehicle parking is removed from the north side of Acacia Road adjacent to the wall allowing a marked segregated walkway to be provided along its full length from the new pavements to the footpath link at its western end.
- New pedestrian crossings are provided on the public highway and within the site.
- The junction width is reduced and tactile paving is provided to improve the safety of pedestrians using the western Redlands Road pavement.
- A traffic-free space is provided through to the MERL entrance from Acacia Road and Redlands Road. This will be a step-free route, resurfaced to improve access for all.
- A covered bike store is retained at the entrance to MERL.

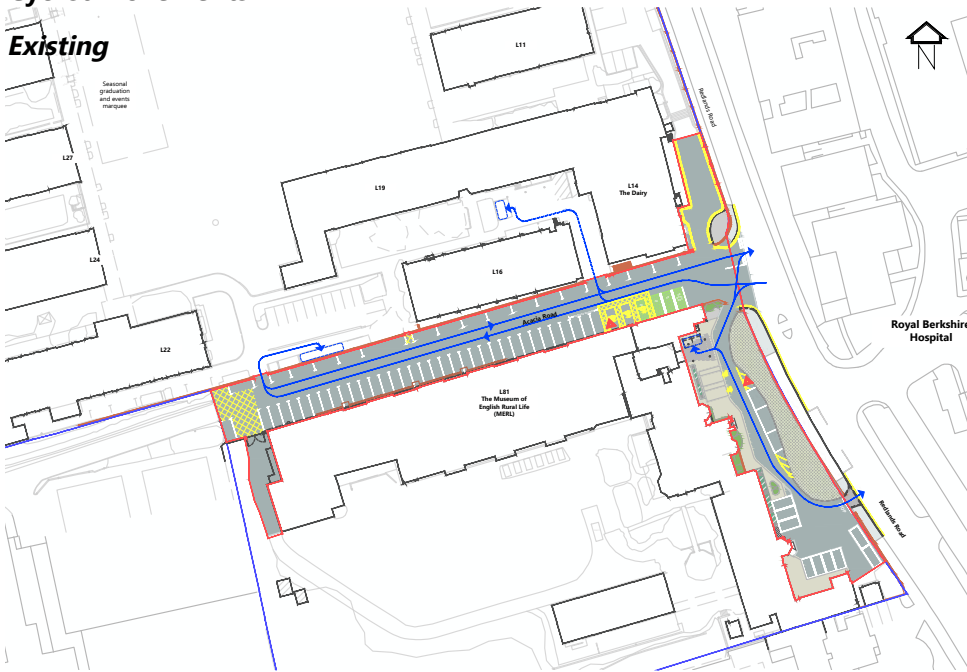
### Pedestrian Movements

#### Existing

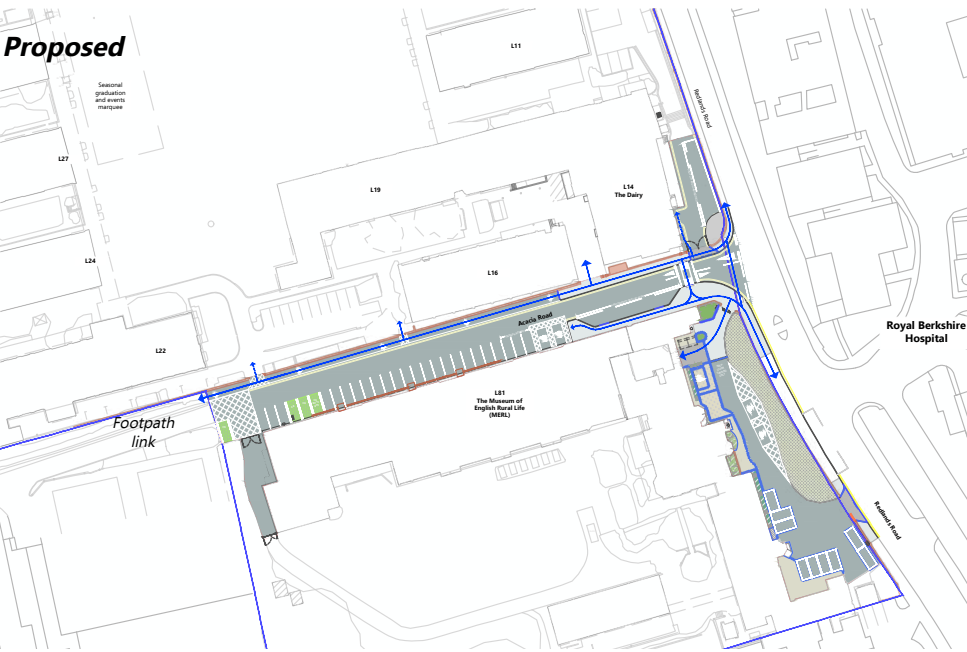


### Cyclist Movements

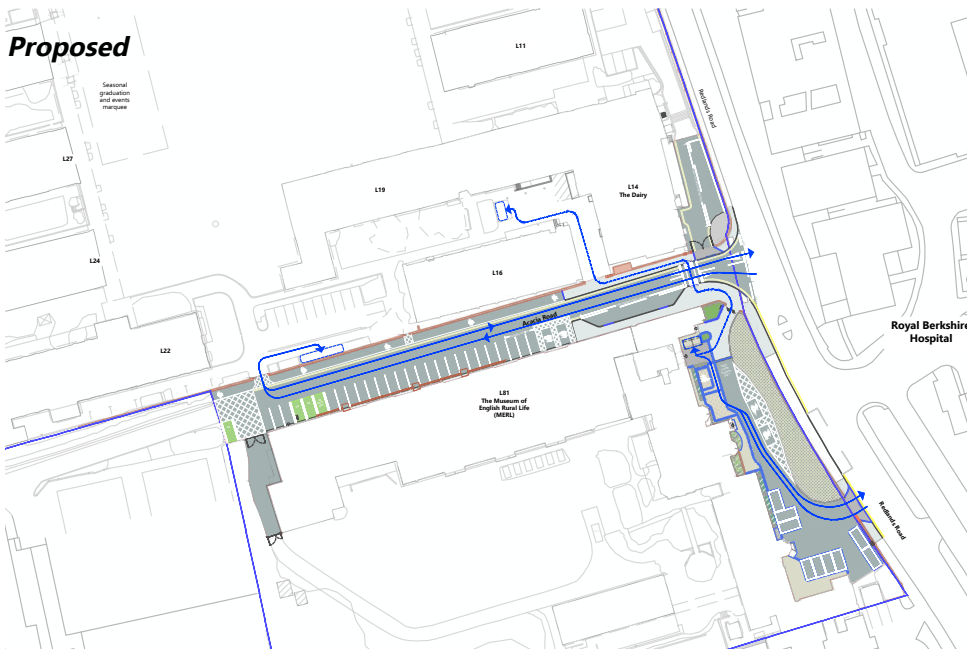
#### Existing



#### Proposed



#### Proposed



## Access for Vehicles

### MERL Frontage

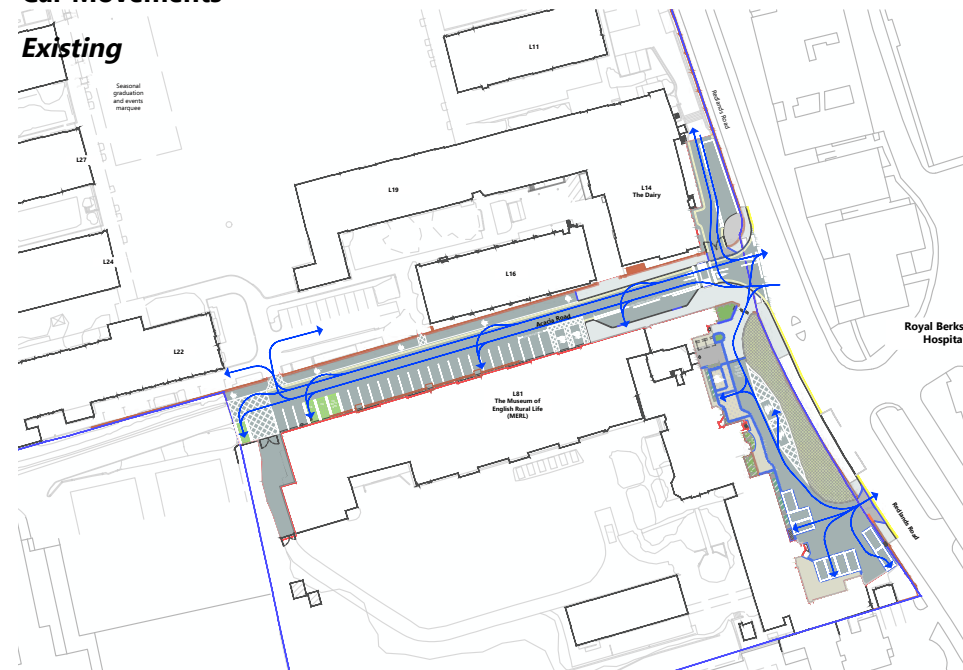
- Parking in front of MERL will be rationalised to facilitate a turning head for a single in/out entrance.
- 2 existing accessible parking (blue badge) spaces will be formalised and 1 additional space provided.
- An existing standard parking space will be rotated to widen vehicular access

### Acacia Road

- 26 parking spaces will be removed in total. These will primarily be from the north side of the road to facilitate a new safe, segregated pedestrian route
- A new Loading Bay will facilitate drop-offs and pick-ups for vehicles up to 12m.
- 2 accessible (blue badge) parking bays will be retained on the south with a dropped kerb access to the new segregated pavement to the north and south. The third accessible bay is relocated to the frontage of MERL for more direct access.
- 3 visitor parking spaces will be retained to the west end of the new Loading bay
- 4no existing EV parking bays will be relocated to the west end of Acacia Road. This includes a retained Car Club EV charging space. The accessible EV space is to be replaced with a standard EV charging space due to lack of historic use. Space is available for this to be converted back in the future, if required.
- 21 standard parking bays will be retained, for permit holder use.
- On Graduation Days, coaches will continue to reverse into Acacia Road from Redlands Road, for pick up and drop-offs, shutting to/from Whiteknights Campus.

### Car Movements

#### Existing

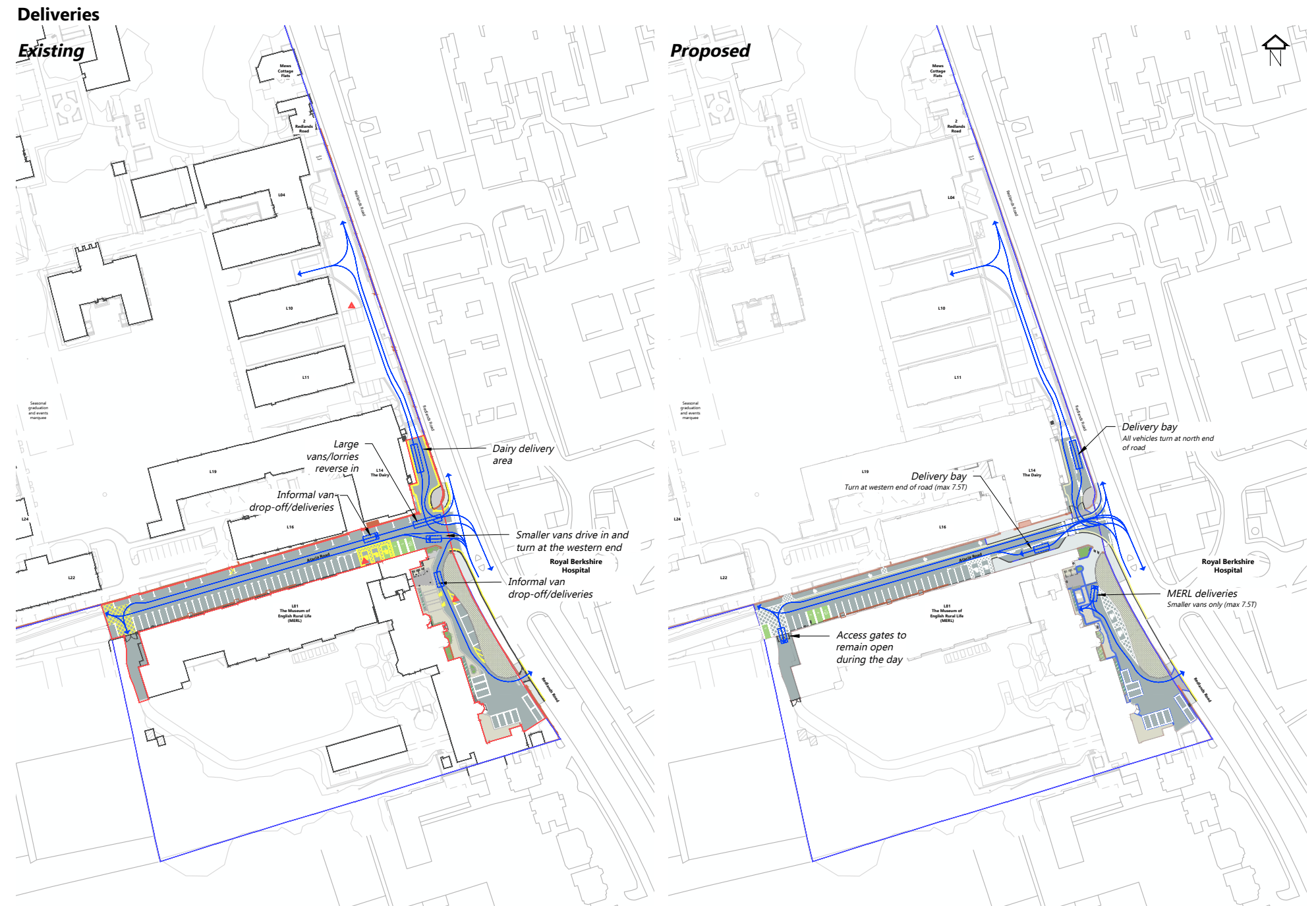


### Deliveries & Servicing

- A formal Loading Bay is provided on the south side of Acacia Road for use by vehicles up to 12m.
- Turning for vehicles up to 7.5T/8m is improved at the western end of Acacia Road by ensuring that the existing MERL gates are kept open by the security team during the day. A new set of gates is to be installed further back for security.
- Access to the frontage of MERL is retained via the southern entrance for vans up to 7.5T/8m. This entrance is to be widened by 2m to improve safety. Entry/exit at the northern end is stopped up but a turning space provided.
- Delivery vehicles, including all vehicles larger than 7.5T/8m, will continue to use the space to the eastern side of The Dairy. A Loading Bay will be formally marked at this location. Vehicles will continue to turn at the northern end of that private road and pull into the Loading Bay before exiting. A new mirror will be installed opposite the entrance to help drivers check for pedestrians.

### Emergency Vehicles and Muster Points

- Emergency vehicle access to the front door of MERL is retained via removable bollards.
- There are no other changes to existing emergency access routes.
- An emergency muster point is retained on Acacia Road. This is now located on a raised footway rather than within the carriageway.
- An existing emergency muster point is retained in front of MERL adjacent to the accessible parking spaces.



Refer to Curtin's vehicle tracking drawings for further details

Use & Amount

- 4.4

The proposals do not introduce any new land uses and retain the campus’s existing operational functions. Parking is rationalised to prioritise safety and accessibility, with reductions focused on underutilised standard bays. Accessible and EV parking provision is maintained or enhanced. A summary is provided in Table 1.1.
- 4.5

Overall parking provision within the London Road campus greatly exceeds current levels of use.
- 4.6

Parking surveys were undertaken by the University between the end of 27th January 2026 and 6th March 2026. At this time a total of 219 parking spaces were identified at the London Road campus. In-use data during the survey period recorded a maximum of 81 cars (36.99% of capacity) and a minimum of 15 cars (6.85% of capacity) parked at the campus. The mean average number of cars parked at the campus during the survey period was 41.38 (18.90% of the total capacity).

Table 1.1: Existing and Proposed Parking Quantities

| Type                    | Existing | Proposed | Balance | Notes                                                                                     |
|-------------------------|----------|----------|---------|-------------------------------------------------------------------------------------------|
| Acacia Road             |          |          |         |                                                                                           |
| Standard Bay            | 46       | 21       | -25     | Removed to facilitate new footways and Loading Bay                                        |
| Accessible Bay          | 3        | 2        | -1      | Relocated to MERL entrance area                                                           |
| EV (Standard Size)      | 2        | 3        | +1      | Accessible bay reassigned follow usage surveys                                            |
| EV (Accessible)         | 1        | 0        | -1      | Change to standard due to lack of use                                                     |
| EV (Car Club)           | 1        | 1        | 0       | Retained as existing                                                                      |
| Visitor Bays (Std Size) | 3        | 3        | 0       | n/a                                                                                       |
| MERL Frontage           |          |          |         |                                                                                           |
| Standard Bay            | 12       | 9        | -3      | Space reduced to improve pedestrian approach to building and increase disabled provisions |
| Accessible Bay          | 2        | 3        | +1      | 1no. relocated from Acacia Road                                                           |

Overall Balance: -28

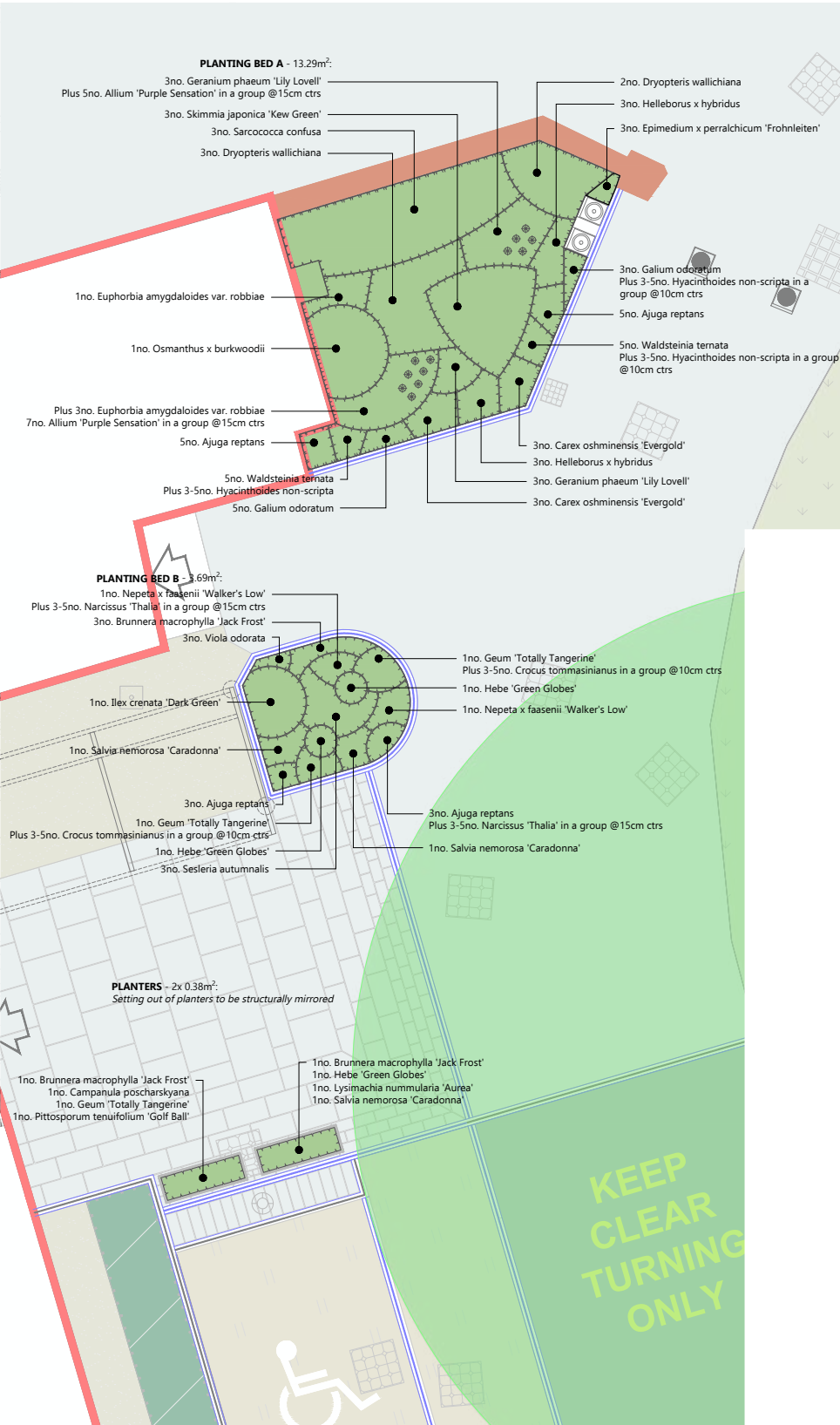
## 5. Appearance

### Soft Landscape and Ecology

- 5.1 The Acacia Road Entrance Upgrade project provides an opportunity to enhance the visual appearance of the MERL entrance space by providing one new planting bed, refreshing the planting in a bed adjacent to the entrance from Acacia Road and providing new raised planters to frame the entrance forecourt.
- 5.2 The objectives of the new planting are to use resilient, low maintenance, wildlife friendly species with strong winter structure and long seasonal interest. The proposed planting palette emphasises evergreen structure, long-flowering perennials, tactile / child-friendly plants, and shrubs that remain compact to avoid blocking views and light to windows.
- 5.3 The planting areas experience partial shade, especially in summer due to the nearby Norway maples.
- 5.4 Two planting beds are proposed – one new and 1 replanted – in addition to new raised planters. Details are as follows:

#### Bed A

- 5.5 An existing planting bed of 13.49m<sup>2</sup> with a few untidy shrubs (forsythia) and a scattering of seasonal bulbs (Bluebells). It is an opportunity for a refresh/overhaul to enhance the ‘welcome’ appeal and increase biodiversity value.
- 5.6 The bed is located against a tall brick wall to the north, forming the boundary to Acacia Road. A single storey brick lodge house adjoins the western edge of the bed. The façade includes two windows on requiring plants to stay below ~1.2 m, although planting should provide a defensible edge to these. The main pedestrian route to the MERL entrance forecourt follows the southern and eastern edges of this planting bed.
- 5.7 Existing scattered native bluebells within the bed are to be retained and incorporated into the understorey/edge planting.



MERL Entrance Planting Plan

#### Bed B

- 5.8 A new planting bed of ~3.69m<sup>2</sup>. It provides an opportunity to soften and enhance the approach to MERL whilst separating access to the adjoining lodge.
- 5.9 The bed is located in front of an existing cycle shelter on ground with a slight fall to the north. As well as enhancing the ‘welcome’ appeal of the museum forecourt, the bed helps to direct pedestrian movements. It must therefore provide structure and remain compact and tidy.

#### Entrance Planters

- 5.10 New loose metal planters located at the MERL entrance to help visually and physically separate the adjoining turning head and parking from the pedestrian forecourt. Planters to be approximately 1.2m (l) x 0.4m (w) x 0.8m (h). Selected plants aim to provide a strong textural contrast, excellent summer colour and neat winter structure.

## Proposed Planting - Selected Imagery

### Structural Framework



Osmanthus x burkwoodii (Top left);  
Sarcococca confusa (Top right);  
Skimmia japonica 'Kew Green' (Left)

### Groundcover



Ajuga reptans (Left Top);  
Brunnera macrophylla 'Jack Frost'  
(Left Bottom)

### Accents/ Seasonal Interest



Allium 'Purple Sensation' (Right,  
top);  
Helleborus x hybridus (Far right  
(Top);  
Crocus tommasinianus (Centre Left);  
Narcissus 'Thalia' (Centre right);

### Mid-layer Perennials / Grasses



Top Left: Dryopteris wallichiana  
Top Left Centre: Euphorbia amygdaloides var. robbiae  
Top Right Centre: Sesleria autumnalis  
Top Right: Salvia nemorosa 'Caradonna'  
Centre Left: Carex oshimensis 'Evergold'  
Centre Right: Geranium phaeum 'Lily Lovell'  
Bottom Left: Geum 'Totally Tangerine'  
Bottom Right: Nepeta x faassenii 'Walker's Low'

### Trailing/ Cascading Species



Above left: Campanula poscharskyana  
Above right: Lysimachia nummularia 'Aurea'

All images c/o:

[www.plantpartner.co.uk](http://www.plantpartner.co.uk)

RHS

Hard Landscape Materials

5.11 The proposed material palette draws on the existing character of the Conservation Area, using natural stone, high quality concrete paving and reclaimed granite where feasible. The design prioritises durability, heritage sensitivity and a unified campus identity. Existing granite kerbs and setts are retained and supplemented with matching reclaimed materials, while new paving strengthens the threshold and arrival spaces. Proposed and retained materials include:

Carriageway:

- Retained/ new/ resurfaced standard asphalt macadam.
- New buff-coloured asphalt to MERL frontage threshold parking and turning head space.

Pavements:

- Retained/ new/ resurfaced standard asphalt macadam.

Vehicle Cross-Over:

- Retained Granite setts (100mm cubes) to be lifted and re-laid to new levels.
- New reclaimed granite setts to be sourced from RBC Highways, where viable (to match existing).
- Shortfall to be made up with a blend of new Portuguese granite:-
  - » Silva Rose Forte (30%)
  - » Rosa Porrino (40%)
  - » Silva Preta Favaco (20%)
- All new stone to be sawn top and bottom and cropped sides and flamed surface.
- 10mm (±2mm) mortar joints

Vehicle Cross-Over Material Images



Left:  
Silva Rose Forte (30%)  
Centre:  
Rosa Porrino (40%)  
Right:  
Silva Preta Favaco (20%)

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <b>Kerbs &amp; Edgings:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|  | <ul style="list-style-type: none"><li>• Natural Stone – to Redlands Road<ul style="list-style-type: none"><li>» Retained and reclaimed Granite highway kerbs. Nominally 120mm x 250mm x 600-1000mm. Square edged and weathered.</li><li>» Shortfall to be made using Portuguese granite - ‘Figueiredo’ bush hammered finish - 125mm (w) x 255mm (d) x random length (600-1000mm)</li><li>» Flush/dropper/radial kerbs to match</li></ul></li><li>• New Conservation Kerbs – to Acacia Road<ul style="list-style-type: none"><li>» Brecon Black Fleck’ Square Edge. 125mm (w) x 255mm (d) x 914mm (l)</li><li>» Flush/dropper/radial kerbs to match</li></ul></li><li>• Flush/upstand brick edging to MERL frontage<ul style="list-style-type: none"><li>» Existing red brick laid ‘on end’ retained and/or re-laid where viable.</li><li>» New red brick to match existing</li></ul></li></ul> |

Kerb & Edging Images



Top left:  
Existing granite highway kerbs  
Top right:  
New ‘Figueiredo’ Portuguese granite  
Bottom Left:  
Existing brick edgings  
Bottom Right:  
New Brecon ‘Black Fleck’ Conservation kerb

Tactile Paving:

- Standard concrete buff blister paving (400 x 400mm slabs)

MERL Entrance Threshold:

- Existing high-quality concrete slabs (600 x 600mm) retained and consolidated into a single threshold space.
- New high-quality concrete slabs and setts to be provided to increase the entrance area and improve accessibility. ‘Lucida Grigio Argento’ - 600mm x 300mm; 300mm x 150mm laid in stretcher bond to match existing product.

MERL Footway Spaces:

- Existing consolidated gravel/limestone dust paths retained.
  - » New spaces to comprise CEDEC ‘Gold’



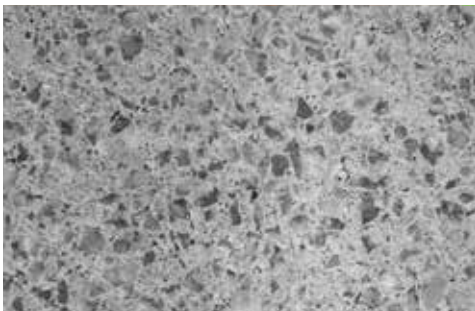
Tactile Paving:

Standard buff blister paving



Entrance Paving:

Existing exposed aggregate concrete slabs



Proposed exposed aggregate concrete slabs to match (Lucida Grigio Argento)



MERL Footway Spaces:

Compacted gravel (CEDEC ‘Gold’)

Miscellaneous Furniture

Gates:

- New 3/4 split timber gates to match existing style.
- Max 1.95m height
- Polyester powder coated steel frame (Black RAL 7005)
- Chain/combination padlock

Bollards

- Removable cast iron bollard and in-ground socket
- Broxap ‘Cornwall’ (BX1582) with Class 2 red reflective bands

Traffic mirror

- 450mm diameter post-mounted traffic mirror;
- Stainless steel face
- Mounted in an orange, powder coated, galvanised steel casing with steel fittings



Gate:

Existing gate to be retained. New gate to match.

## 6. Conclusion

### Heritage Setting Summary

- 6.1 The proposals have been developed to respect and preserve the heritage significance of the Kendrick Road Conservation Area and nearby Listed Buildings. Improvements to pedestrian priority, reduced vehicular dominance and enhanced landscape character respect the historic character of MERL and its historic access arrangements, and support the continued use, management and long-term preservation of the building.
- 6.2 The use of sympathetic materials, retention of mature trees and sensitive spatial layout ensure the proposals preserve the historic environment.

### Overall Conclusion

- 6.3 The Acacia Road Entrance Upgrade delivers a comprehensive set of improvements that enhance the safety, accessibility and visual quality of a key gateway to the London Road campus. The design responds to identified operational issues, strengthens the setting of heritage assets, and provides a coherent, welcoming approach for visitors, staff and students.
- 6.4 Through high quality public realm design, improved pedestrian and cyclist routes, rationalised vehicle access and increased planting, the scheme achieves significant public benefits while respecting the character of the Conservation Area. The University of Reading therefore respectfully requests that Planning Permission and Listed Building Consent be granted.

NICHOLAS PEARSON ASSOCIATES

ENVIRONMENTAL DESIGN | LANDSCAPE ARCHITECTURE | ECOLOGY | VISUALISATION

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