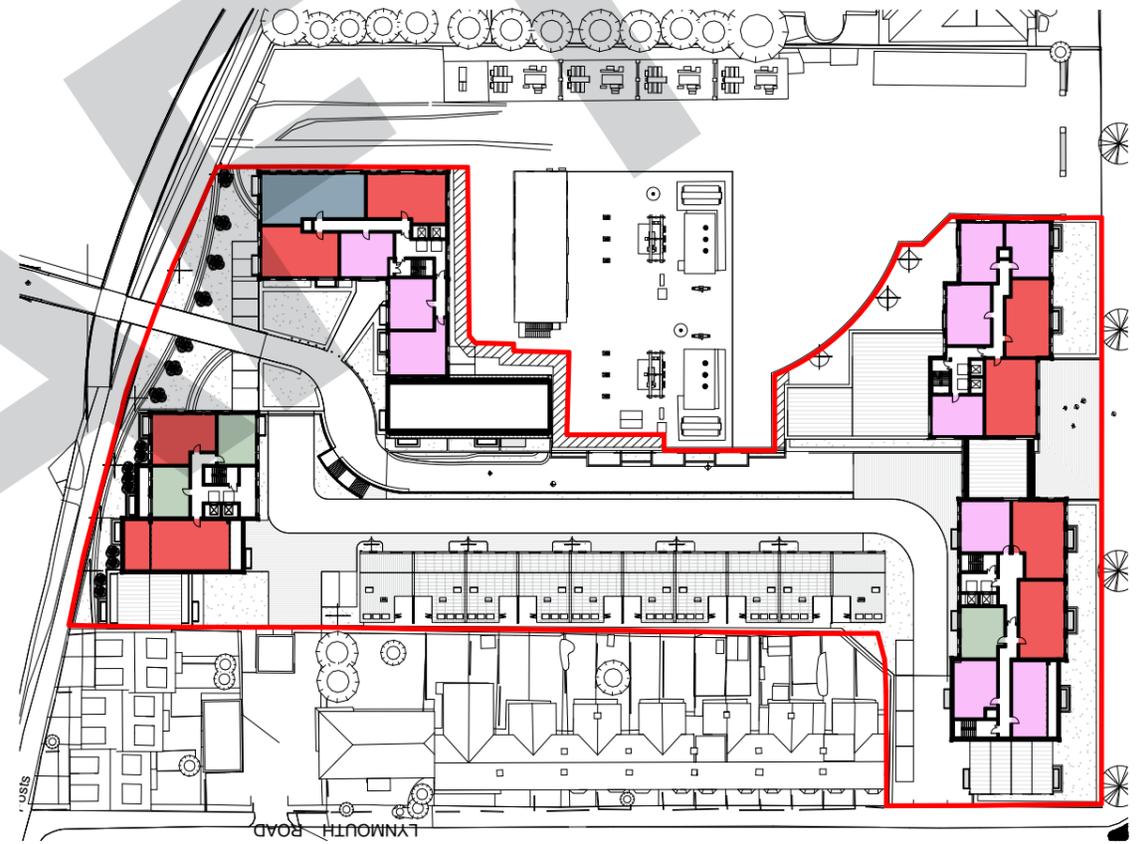


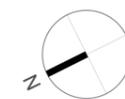
1 Fourth Floor Plan  
1:500



2 Fifth Floor Plan  
1:500

Key:

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #c8e6c9; border: 1px solid black;"></span> 1 Bed / 1 Person | <span style="display: inline-block; width: 15px; height: 10px; background-color: #fff9c4; border: 1px solid black;"></span> Lobby             |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #e91e63; border: 1px solid black;"></span> 1 Bed / 2 Person | <span style="display: inline-block; width: 15px; height: 10px; background-color: #bdbdbd; border: 1px solid black;"></span> Bin & Cycle Store |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #f44336; border: 1px solid black;"></span> 2 Bed / 4 Person | <span style="display: inline-block; width: 15px; height: 10px; background-color: #696969; border: 1px solid black;"></span> Plant             |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #546e7a; border: 1px solid black;"></span> 3 Bed / 5 Person | <span style="display: inline-block; width: 15px; height: 10px; background-color: #00bcd4; border: 1px solid black;"></span> Retail (A3)       |



Floor Plans 1:1000 @ A3



# Scale

## River Front

With regard to scale the existing context surrounding the application site is primarily residential and 2-2.5 storeys to the west and typically commercial to the east, consisting of buildings of 3 to 4 commercial storeys.

Traditionally river crossings are marked with taller buildings at the urban scale to signal a bridge. This can be seen with Reading Bridge House and Clearwater Court for Reading Bridge, and in London various buildings adjacent to Vauxhall Bridge and Westminster Bridge.

The proposed scheme seeks to respond to this context by being lower to the west and stepping up to the east.

As an evolution from pre-application 02# Block D has been redesigned to respond to the height of the Lynmouth Court dwellings on the western boundary at 3.5 storeys and then steps up in height to mark the landing of the bridge on the podium with Block C at a maximum of 8.5 storeys on the eastern boundary.

We have also reviewed the transition of height across the façade, which now gradually increases in height away from the Lynmouth Court boundary, stepping up from 3.5, to 5.5, to 7.5 storeys in Block D and 8.5 storeys in Block C. The massing of the elevation is broken down into pairs of recognisable warehouse / wharf inspired buildings.

The proposed eastern elevation of Block C of the scheme is separated from the adjoining Thames Court 4 storey residential block of apartments by approximately 36m. There are no windows in the western elevation of Thames Court facing Block C and a mature unbroken line of trees is present on the boundary.

The mass of the River Front elevation is punctuated by the new public open space between Blocks B & C. The mass of the River Front elevation is further tempered by the elevation set back from the River bank and given a rhythm of brick warehouse inspired forms. The scale of the brick elements are softened with setback pitched roof forms.

We have been able to increase the public space where the Bridge land on the site to break-up the mass of the elevation. This opening has increased from approximately 14m at pre-application #02 to 18.5m. We have also removed the link spanning between Blocks C & D, which further activates the views of the apartments within the Podium Gardens with views of the River Thames.

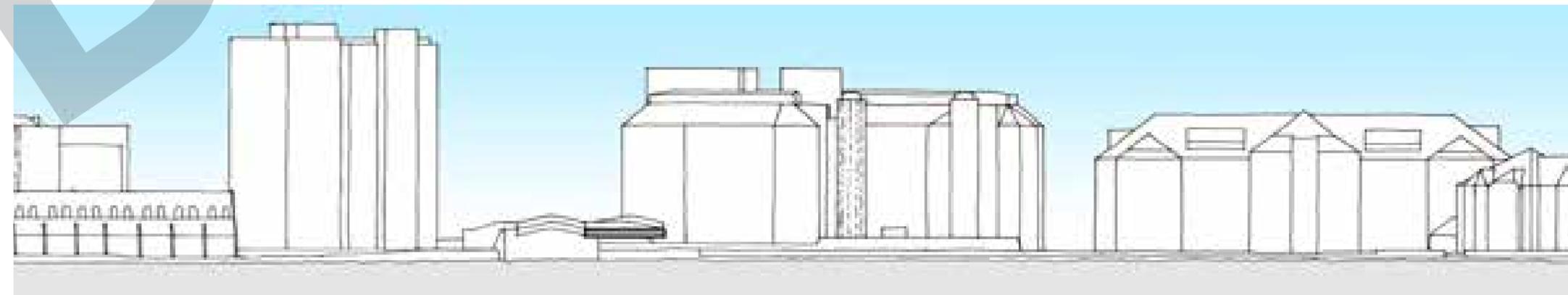
The combined impact of these changes is felt to be sympathetic to the existing context, without being dominant, imposing or oppressive to the river. The enhanced opening onto the river at the podium assists with legibility of the route through to the station and the town centre beyond.



Thames Court



Trees on Thames Court / site boundary



Street Scene: River Front



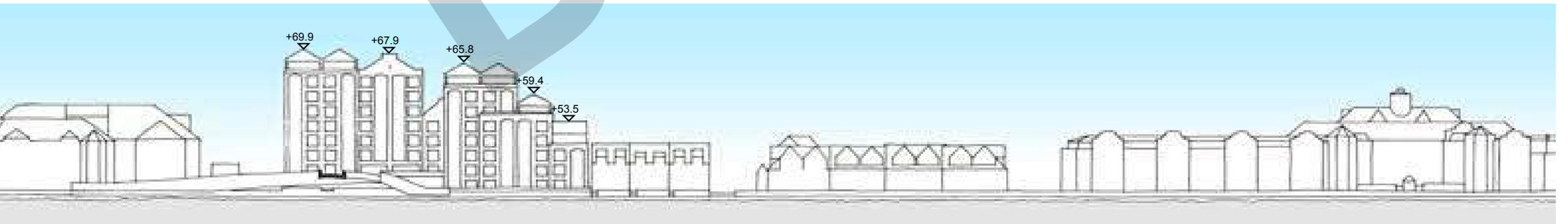
Reading Bridge



Vauxhall Bridge



Westminster Bridge



# Scale

## Vastern Road

The River Gate or Vastern Road elevation is broken down in a similar way to the River Front elevation albeit it, responds to a different context with regard to scale. As such, the western end of the elevation responds to the Victorian 2.5 storey terraced housing and has been reduced to a 3 storey element with a pitched roof. The elevation then steps up gradually to 5.5 and 7.5 storeys before the route through the site is introduced.

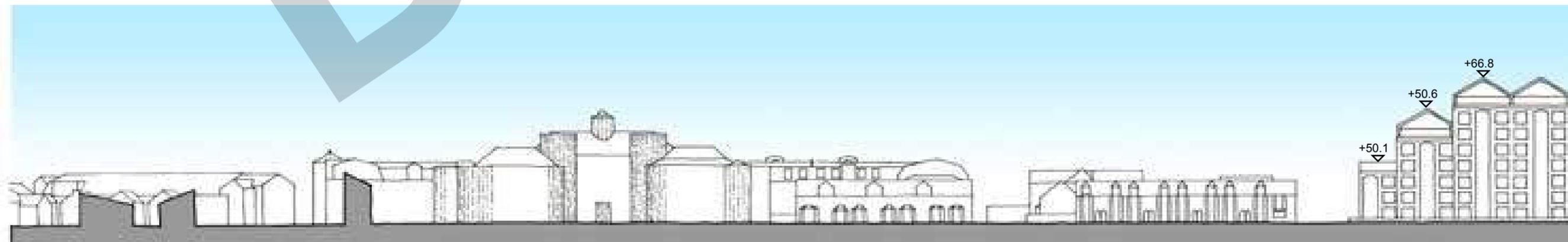
On the eastern side of Vastern Road the scheme responds to the commercial properties further to the east and has been reduced from 6.5 storeys to 6 storeys with a pitched roof, stepping up to 8.5 storeys to support the now single tower element, which is referenced below.

As an evolution from pre-application #02 and having reviewed the previous mansard roofs, we have replaced these with pitched roofs which reflect the industrial heritage of the site.

Furthermore and responding to the industrial heritage of the site, we have moved away from the pair of 11 storey towers.

We have retained a single 11 storey Tower which marks the entrance to the site and references the former chimney of the power station. This functions as an urban marker, signalling the direction of the river from the town centre. To function as a marker at the urban scale, the Tower is proposed at 11 storeys which is appropriate and is demonstrated by being visible from Station Road when looking north. It would not be possible to perform this function with a lower height. The adjoining buildings support the single Tower and step up / down to / from it.

The Tower is slender and elegant, with a simple legible form. Vertical brick piers create a module which is populated by glazing for the entrance and enhanced brick detailing which defines the base of the Tower at the human scale. Glazing and balcony railings define the middle of the Tower and a glazed simple, yet distinctive top which works at the urban scale forming a clean silhouette to the building.



Street Scene: Vastern Road

BUILDING

DRAFT

SIGNAL RIVER CROSSING



BUILDINGS SIGNAL RIVER CROSSING



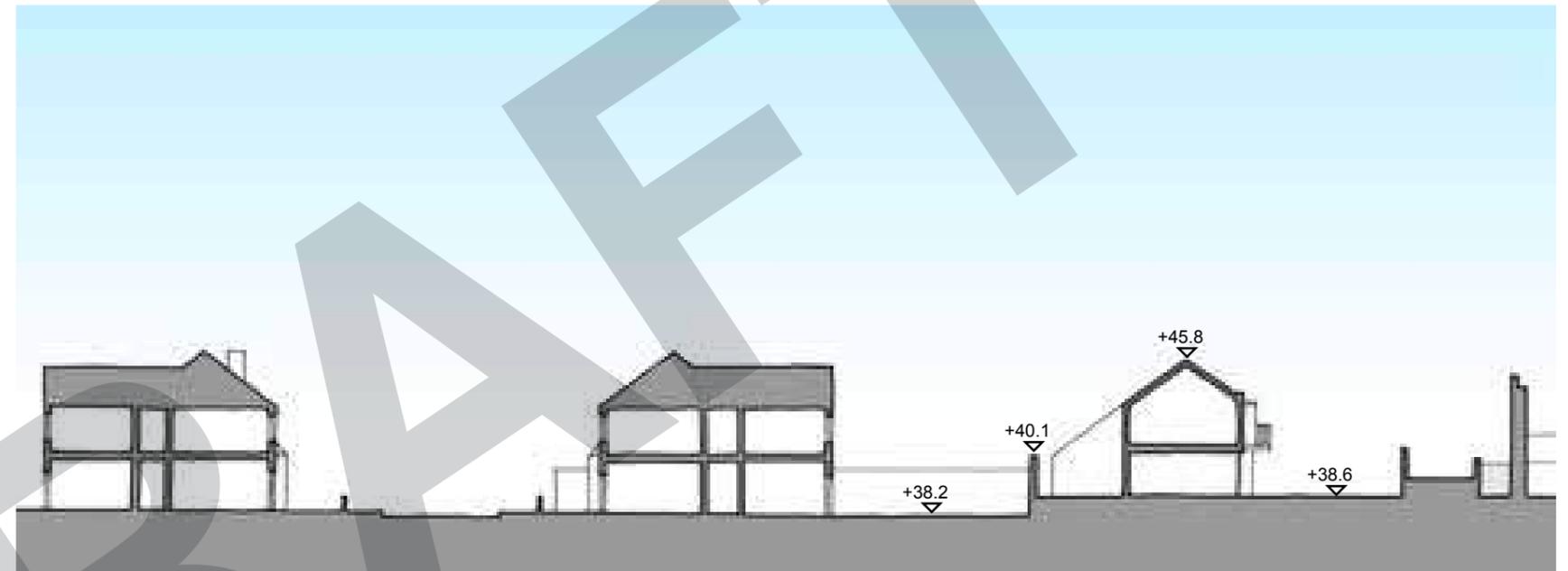
# Scale

## The Avenue

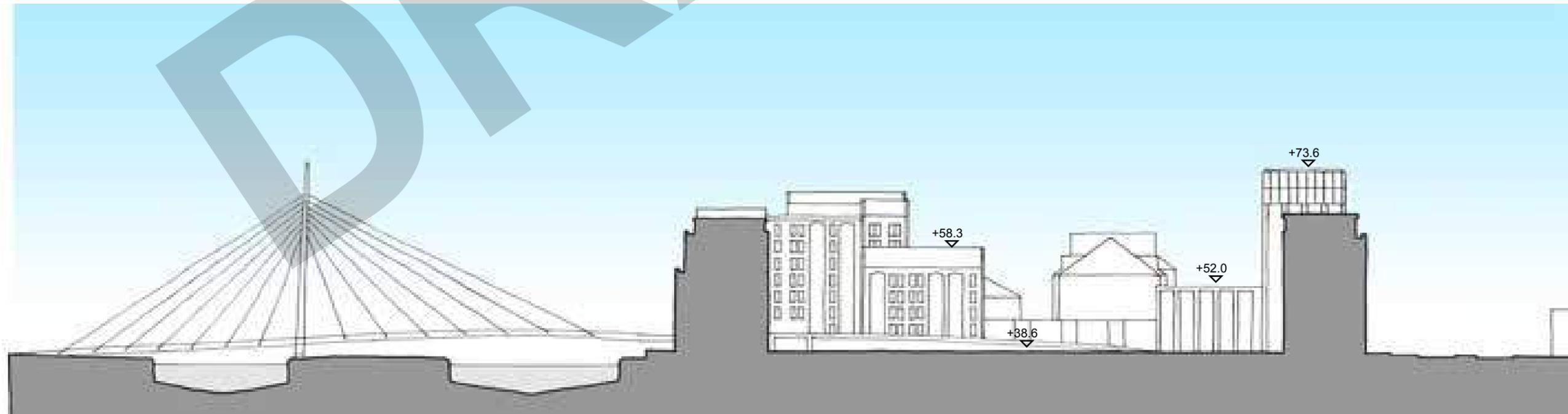
With regard to The Avenue / Mews area, the scale of the Mews Houses on the Lynmouth Road boundary have been kept to a minimum of 2 storeys on The Avenue elevation, reduced to single storey at the Lynmouth Road boundary. The return elevation of Block B and The Avenue is 4 storeys and is 34m from the closest Lynmouth Road property.

The height of the wall screening the SSE equipment on The Avenue is approximately 6.3m and includes a water wall and public art integrated into it to be visually engaging and to screen the view of the SSE operational equipment from the Mews Houses.

The return elevation of Block C onto The Avenue is 5 storeys with a pitched roof which seeks to negotiate the change in scale along The Avenue before entering into the Podium Gardens. Similar to the return of Block B, this elevation is 34m from the closest Lynmouth Road property.



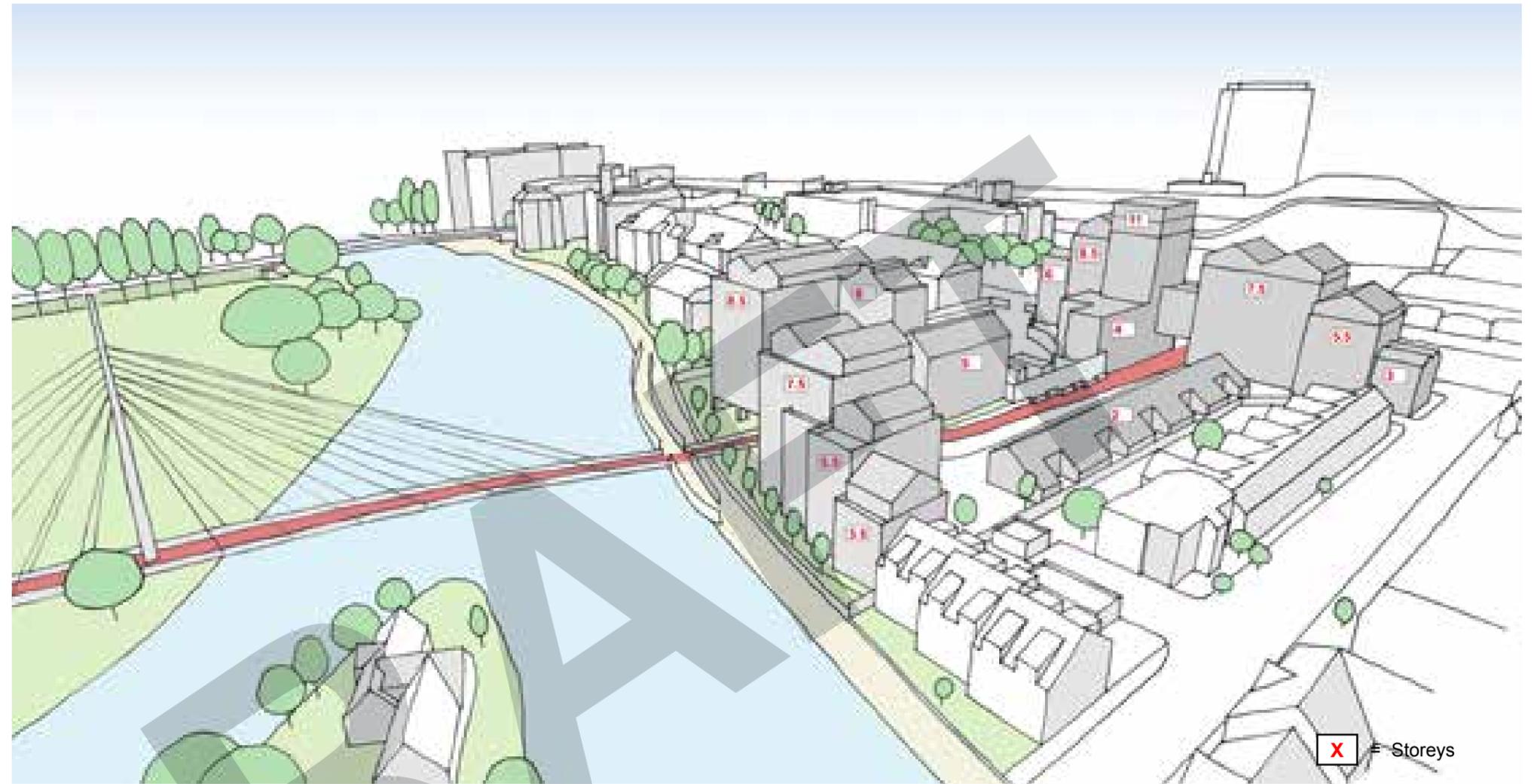
Site Section A-A: Mews House to Lynmouth Road



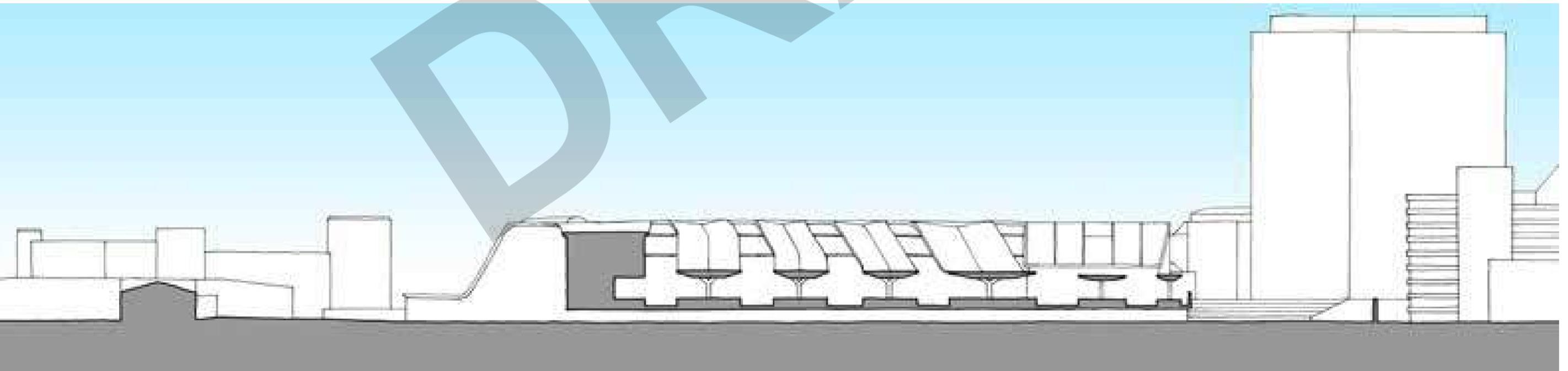
Site Section B-B: River Thames to Reading Railway Station



Mews Houses Section Key Plan



Overall proposed storey heights



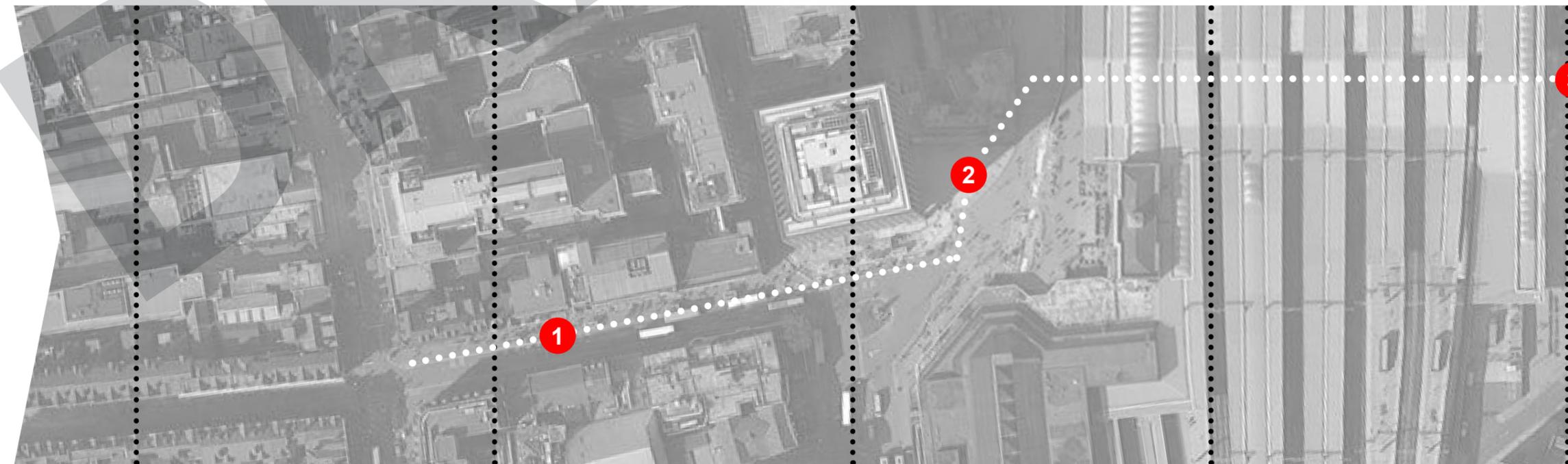
# Finding the Thames – Proposed

## Pedestrian Impermeability

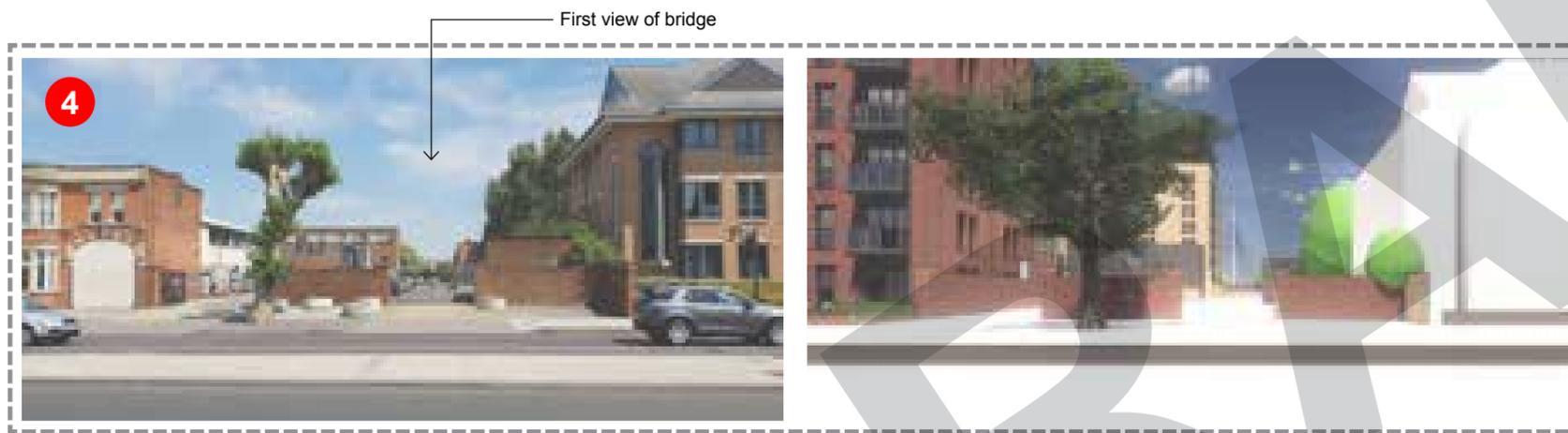
The photographic study illustrating the route to the River Thames from Reading town centre was introduced in the site analysis section of this design and access statement it is repeated here with the overlay of the proposed scheme illustrating how the Tower functions as a way-finding device, successfully assisting in linking the town to the Thames.



TOWN



- Key**
-  Existing Route
  -  Urban Mass
  -  Major Roads



Pedestrian impermeability



RIVER



# Appearance

As a development from pre-application submission #02, the design team have revisited the architectural approach of the scheme to reference the Industrial Heritage of the site with regard to the Victorian Power Station/turbine halls/furnace house and chimneys and the river-side location. This suggests warehouse and wharf inspired forms, i.e. brick buildings with pitched roofs, arched window heads and brick detailing.

This approach has guided the design language of the scheme and provides a rationale for the scheme's appearance. This also tempers the number of composite parts to the scheme.

The warehouse inspired lower buildings have pitched roofs, brick bases and formally arranged elevations. Where a warehouse precedent does not exist, (e.g. Link and Tower), a contemporary element is proposed which references the materiality of the rest of the scheme.

From this review we have drawn upon the historic context and following elements to inform the appearance of the proposed design:

a. Form and Silhouette

As referenced in the layout section of this Design and Access Statement the turbine halls were deep plan linear buildings which primarily ran north/south on the site presenting their feature façades on to the river. These deep plan buildings also had a distinctive pitched roof profile and in key areas, (such as the turbine halls themselves) had a clerestory element to the pitched roof.

The furnace chimney was a significant vertical structure in the urban landscape marking the location of the site within the context of Reading to centre.

b. Materiality

The turbine halls were deep plan brick built buildings with contrasting stone/brick detailing around openings. As well as being informed by the application site itself, this palette of materials and detailing is also found within the immediate surrounding context (Lynmouth and Vastern Road) and the wider Reading area.

c. Detailing

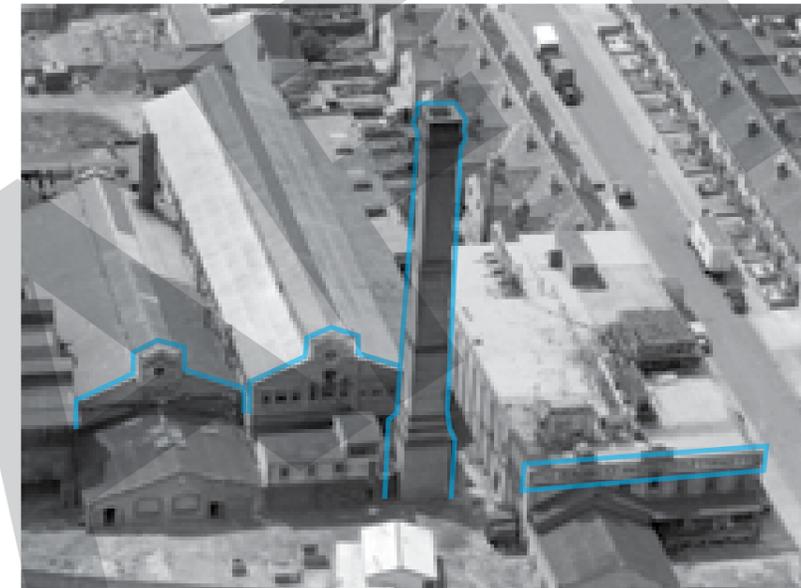
Labelling of building function on the river 'The Reading Ice and Cold Storage Co Ltd' and on Vastern Road 'Bakers' in

painted 'super-graphics' contribute to marking key façades within the context.

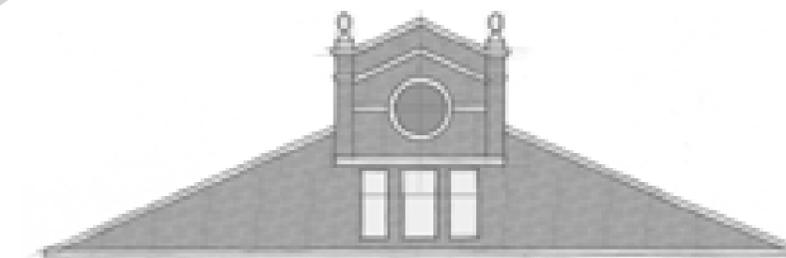
- d. Arched window heads are seen in adjoining properties, and Vastern Road terraced houses, demonstrated by arched stone lintels to front doors. The same is also seen in the wharfside precedents reviewed.
- e. There is also a distinctive rhythm to the Victorian terraced houses of Vastern Road and Lynmouth Road of paired bay windows (major openings) and paired smaller windows (minor openings) in relation to the function of the spaces behind the windows. The same is seen in the wharfside precedents with larger full height central (major) openings beneath the roof apex for loading/unloading of goods with hinged loading platforms per floor. These larger openings are flanked by small (minor) openings on either side.

Contrasting brick detailing is used at changes in direction (window bays) or at openings (doors and windows). This is partially decorative but also functional in the case of entrances to add a more robust engineering brick which anticipate contact/robust use.

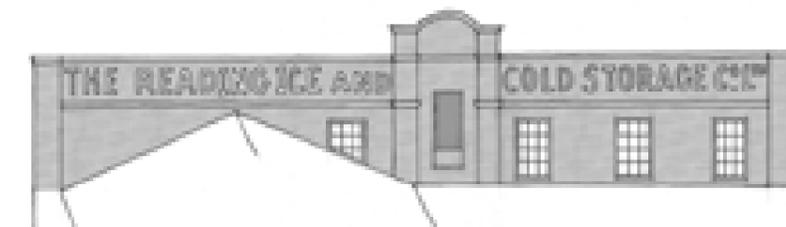
The following text will explain with regard to each character area how the above elements are referenced and incorporated into the proposed scheme.



Historic industrial features



Decorative gable end



Painted 'super-graphic'



Brick chimney

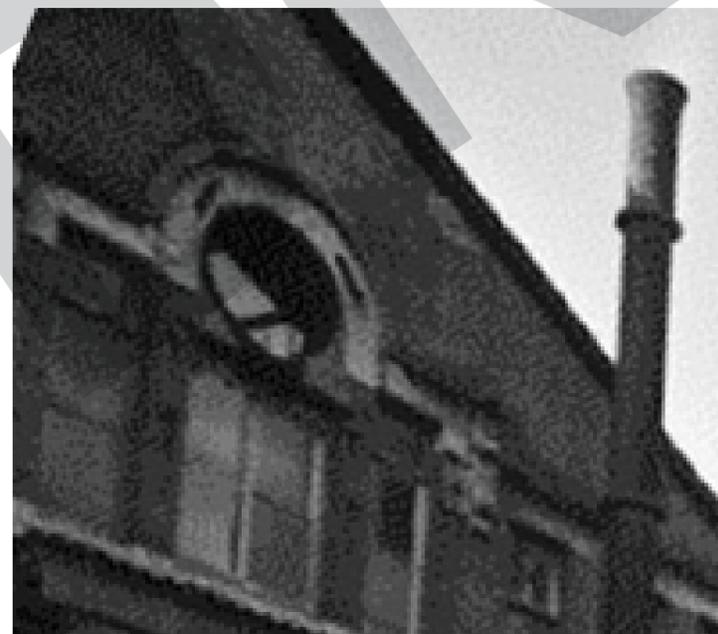


**Brick detailing around windows on Lynmouth Road:**

- 01 Brick detailing at storey heights and to window reveals
- 02 Sliding sash windows
- 03 Western side of the street is predominantly grey brick with red brick detailing
- 04 Painted expressed stone lintels



Arched head windows



Contrasting detailing around windows



'Super-graphic' to façade



Brick pilasters add rhythm to façade



Distinctive roof forms and arched head windows



Central brick openings vertically stacked

# Appearance

## River Front

### a. Form and Silhouette

The form of the River Front buildings echoes the turbine hall and wharfside precedent footprint of deep plan buildings arranged with primary ridge lines running north/south. This presents gable ends to the river and terminates The Avenue. These blocks (Blocks C & D) step up in height to the east, but do so in a structured manner. The River Front elevation of the site is divided into broadly 4 elements, based upon a primary common module. This gives a legible rhythm to the elevation. This module is then adapted in key locations, for example, where the footbridge lands into the site to create the Podium Gardens, the buildings are pushed back to create the space and the space is widened beyond the module to mark its importance. This also reveals part of the elevation of the return wing to Block C addressing The Avenue, suggesting a route beyond the Podium Gardens. The module is also adapted on the western side to respond to the scale of the Lynmouth Court buildings.

The gable ends of these buildings are then activated with pitched roof elements, which creates a distinctive silhouette to the building and recognisably references the site's industrial past. The modules closest to the river have similar simple roof forms of 2 no. bays per module. The set-back buildings to the Podium Gardens have enhanced shaped gables creating a silhouette to reference the feature gables of the turbine halls. Together with the adjustment to the module in this location, the enhancement to the gable form serves to underline the importance of the public space which this façade addresses and creates a hierarchy to the River Front elevation.

At the western end of the River Front elevation the roof form in the bay closest to the Lynmouth Court buildings is turned through 90 degrees on plan in deference to the existing ridgeline of Lynmouth Court.

### b. Materiality

To support the form and silhouette of the River Front elevation including identifiably communicating how the buildings step up in height in a structured way and providing an element of contemporary design which connects the references of the site's industrial past to the present, different materials are used to provide the next layer of detail to the design.

The lower element of each module is proposed to be clad in a buff/London multi-stock brick. This will contrast with the Lynmouth Court properties, but it is a colour and material used elsewhere on the Thames frontage in Reading.

The multi-stock nature of the material will give a natural texture to the façade, whereas the brick gives a familiar and robust base to the buildings.

The top floor and therefore each roof bay of the River Front elevation are clad in standing seam metal finished, for example, with an anodised bronze look. This gives a colour contrast to the buff brick but also references and compliments in with the Corten railings of the Christchurch footbridge ramp and stairs. Also, in contrast to the textured traditional appearance of the brick, the metal gives a crisper, engineered appearance.

This repeating roof element of equal height emphasises how the buildings step up from the Lynmouth Court buildings.

Again, to support the hierarchy of the river front elevation and aid the legibility of the route through the site, the form of the gable ends within the Podium Gardens do not have the metal cladding to the gable and remain as brick; visually contrasting within the rest of the River Front elevation.

### c. Detailing

Informed by the roof bay module of the overall block, each bay of the façade is divided into a major opening and a series of minor/supporting openings. The major opening takes the form of a full height triple bay window with a balcony supported by cable outriggers, referencing the wharfside precedent loading platforms. These major openings are linked vertically and topped by an arched lintel. This gives the bay a vertical emphasis and references the wharfside aesthetic.

Secondary windows (i.e. bedroom windows) similar to the precedent of the Victorian terraced houses of Vastern Road and Lynmouth Road are smaller than the major elements and paired with flat heads.

All openings are set within double recessed brick reveals of a contrasting brick colour. This double recess gives depth and visual interest to the façade as well as providing a contemporary interpretation of traditional brick detailing to window openings.

On the River Front buff brick elevations the double window reveals are faced with a grey brick. This provides contrast and gives the impression of a deeper reveal.

Each bay on the River Front elevation consists of a major opening and two number minor openings. These are grouped with the major opening on the outside of each module, giving a legible pattern. Within the façade of Block C, which addresses the Podium Gardens, this grouping is reversed with a major opening located centrally under the apex of the roof. This supports the hierarchy of the River Front elevation.

An increased amount of glazing is used at the Podium Gardens level to signal the position of the café.

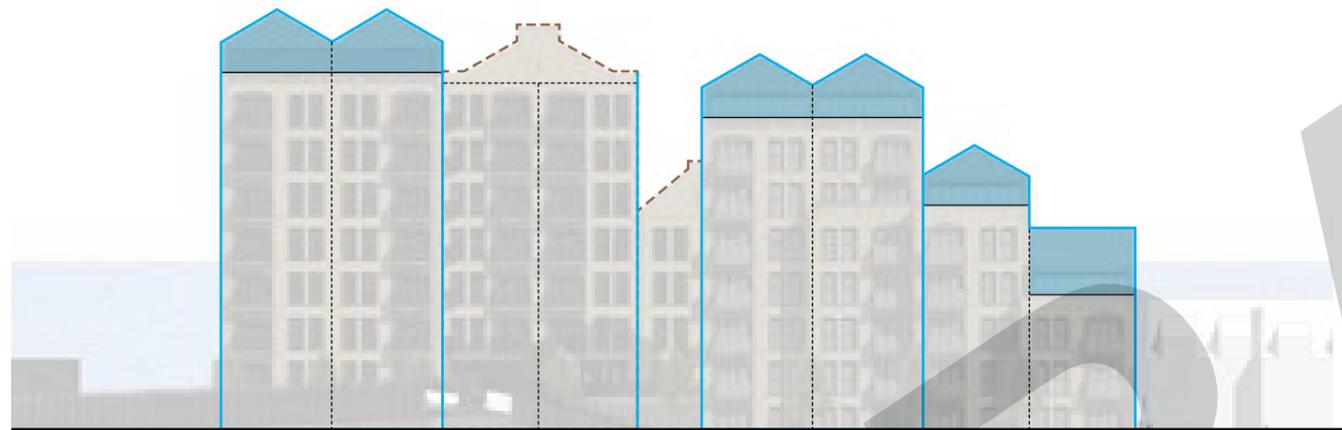
Within the metal clad roof elements, openings are punched into the façade at the same depth as the brick openings, but this is delivered with a single reveal to reflect the change in material.

The corner or vertex of each brick module is reinforced by a brick pilaster which is topped by a simplified brick capital. Each brick parapet has a simplified projecting brick frieze of the same depth of the capital. A stone coping is provided to the top of each brick frieze. These elements give a defined top to each brick module and marks the material transition to the metal clad roof elements.

The primary brick frieze on the tallest module of Blocks C and D on the River Front elevation are proposed to be painted with super graphics referencing the industrial heritage of the site.

Deliberately splitting the words 'Power' and 'Station' onto separate buildings further frames the entrance to the site and the route to the town beyond.

River Front Elevation



Primary Module

Secondary Module



Block C

Block D

River Front Bay Details



Typical wharf-style balcony bay detail



Typical double window bay

# Appearance

## The Avenue

### a. Form and Silhouette

The Avenue is a linear space and the buildings within and addressing this space respond to it. The Mews Houses form a north/south elevation of activate frontage on the western Lynmouth Road boundary, reminiscent of the location of the original warehouses on the site. The aim of the silhouette and form of the Mews Houses is to provide active frontage of a similar scale to 55 Vastern Road and keep visual impact to the Lynmouth Road properties to a minimum. Therefore the Mews Houses have a parapet roof to The Avenue elevation and a pitched roof behind this which reduces to single storey at the Lynmouth Road boundary.

The return wings of Blocks B and C address The Avenue at the foot and head of the ramp respectively.

The return of Block B has a parapet flat roof and the return of Block C has a pitched roof responding to the Industrial past of the site and as referenced in the above River Front elevation section. The public art water wall provides visual interest between these return blocks.

### b. Materiality

The return wings of Blocks B and C adopt the brick materiality of their respective elevations i.e. buff brick for Block C and red multi-stock brick for Block B. With regard to the Mews, the buildings seek to adopt the brick from 55 Vastern Road together with stone elements also derived from 55 Vastern Road. The proposed pitched roof of the Mews Houses is grey slate reference to the Lynmouth Road properties.

### c. Detailing

The return wing of Block C adopts the opening details and rhythm of the rest of Blocks C and D. Similarly the return wing of Block B adopts the detail and rhythm of the Tower elevation to which it connects.

The Mews houses seek to reference key elements of 55 Vastern Road and apply them in a contemporary manner.

Block D terminates the axis of The Avenue and has the same design language as its corresponding elevation on the River Front elevation.

Car ports are used on the Mews Houses to reduce the visual impact of parked cars on The Avenue. Defensible space in front of the Mews Houses connecting to the shared surface road is deliberately shorter than a car length to deter impromptu additional parking.



XXXXXXXXXX

The Avenue – Mews Houses Precedent



Grouped doors, arched upper floor windows and parapet



Note shared surface width of Mews street (3-5 storeys each side shown)



Examples of urban water wall



# Appearance

## River Gate

### a. Form and Silhouette

The module employed on the River Front elevation is repeated on the Vastern Road/River Gate elevation thereby linking the two ends of the scheme. Similarly the buildings step in plan to bring relief to the elevation. The most significant step in the elevation being that in front of the Tower and The Link spanning between Blocks A and B creating a new public space on Vastern Road and signalling the gateway to the route through the site.

As with the River Front elevation the only departures from this module are to create hierarchy to the façade to support other functions of the scheme. Therefore the module is expanded at the gateway to the route through the scheme and is reduced at the ends. On the western side of the elevation, the module reduces to respect the scale of the terraced houses. This reduction is balanced on the eastern side of the elevation.

The roof form and silhouette references the industrial past of the site with pitched roofs.

The ridge lines of the tops of the buildings run north-south to present their gables to Vastern Road. As with the River Front elevation the roof form at both ends of the elevation turn through 90 degrees to respond to the directionality of the existing context ridge lines.

### b. Materiality

The proposed materials from the Vastern Road/River Gate elevation follow the same principles as the River Front elevation with brick elements and standing seam metal clad roof elements, the only difference being the colour selection.

Responding to the Vastern Road terraces, the proposed brick is a multi-stock red brick and the roof material is a grey zinc coloured standing seam. This palette references the red/grey of the Victorian terraced houses and is more formal than that of the River Front elevation to differentiate one side of the scheme from the other.

As referred to in a previous section, the Tower references a chimney as a vertical urban marker. The Tower is clad in the same brickwork as the rest of the Vastern Road elevation. The top of the Tower is differentiated from the base and middle and is clad in aluminium glazed curtain walling with back-painted glazed spandrel panels. These panels are located in the same plane as the recessed windows in the brickwork. Vertical grey metal fins are fixed to the façade to provide relief to the top of the Tower. These are coloured matched to the zinc coloured roofs.

This same materiality and form is also applied to The Link element spanning between Blocks A & B.

### c. Detailing

The family of major and minor openings together with coping, frieze and pilasters are repeated on the River Gate elevation including the double-brick recess windows. However, the way in which the façade is assembled varies from the River Front elevation. On the Vastern Road elevation the major openings are centred under the apex of the pitched roof and are supported symmetrically either side by the minor openings. This arrangement supports the more formal nature of this town-facing elevation.

As with the rotating of the roof pitches on the end modules of the Vastern Road elevation, the major window openings change position to support this and move to the ends of the module.

The treatment of the elevation produces a façade with a vertical emphasis which is picked up and developed within the Tower with regular vertical brick piers which are infilled with glazing.

To keep the façade of the Tower simple, full height windows with grey double brick recess are given Juliet balconies.

Brick detailing is introduced at the lower 2 storeys of the Tower to define its base at the human scale. Similar brick detailing is introduced at spandrel locations of the Tower and these are extended across the rest of the Vastern Road elevation at The Link level of the elevation.

River Gate Elevation



Block A    The Link    The Tower    Block B

River Gate Bay Details



Typical wharf upper balcony bay detail



Typical wharf double window bay

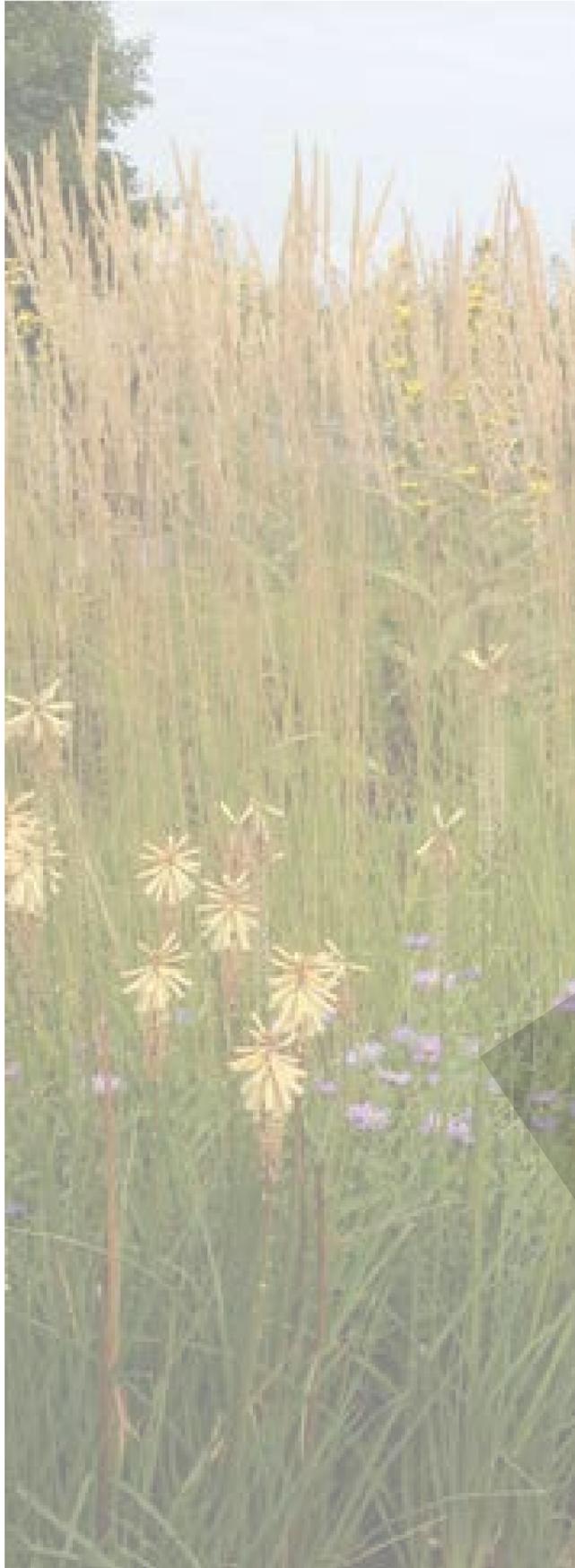


Typical tower base bay detail



Typical tower upper Juliet balcony bay detail





## Landscape

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### Design Drivers:

- Layout - Urban structure & grain
- Historical character of area
- River corridor and wider context
- Quality of public realm
- Landscape - continuity & enclosure
- Biodiversity net gain

# Zoning and Circulation

## Site Connectivity

Connectivity between Reading town centre to the River Thames and wider landscape of Christchurch Meadows is the cornerstone of the landscape strategy.

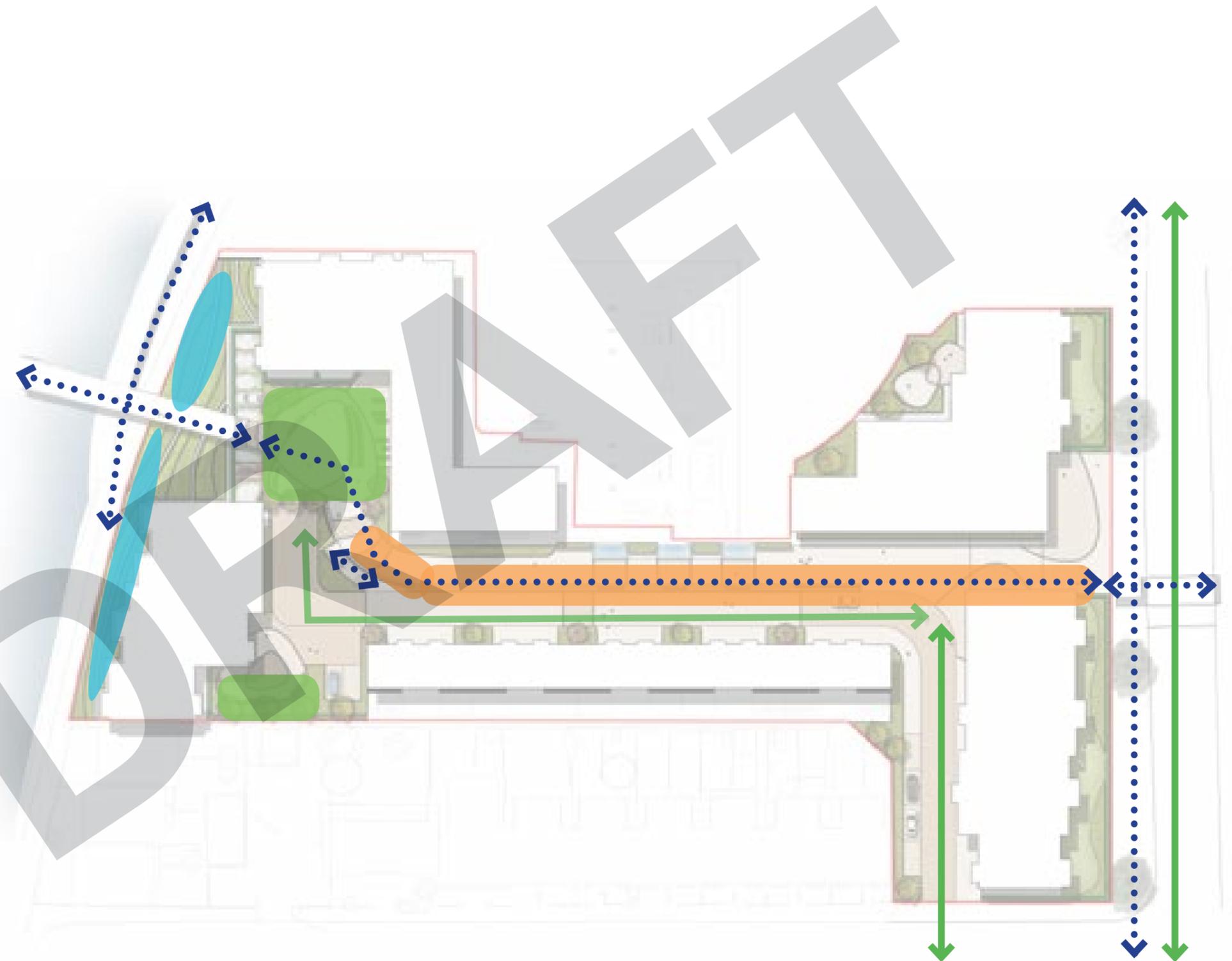
The design will seek to allow a fluid transition between the urban language of the development's southern boundary; through to the naturalistic planting in terraced landscape of the Thames riverside. This will be achieved through creating specific spatial characters throughout the development.

A clear thoroughfare through the centre of the development would provide an obvious route to connect the riverside to the town. The link between the vehicular and pedestrian route has been kept visually open, with the mentioning that a narrow strip of low-level planting has been added in the middle, for a greener treatment of this area. Latest architectural layout shows how pedestrians can access the ground floor from podium level through stairs, located east from Block D. Design consideration has been given to the hard-paving treatment, by strategically positioning paving bands with the aim to slow down vehicles. These are intended to alert motorists visually and tactilely, to make them slow down once aware of the change of surface treatment. Pavings bands are used across the scheme, as a means to improve wayfinding but also delineate when entering into a different character area.

Social seating area will be located alongside the pedestrian route, giving the possibility to sit opposite heritage art features or enjoy the outdoor café spillout area. The use of mature tree planting gives a strong west boulevard to the route and would assist to create a more comfortable experience for pedestrians. Material selection would connect to the bridge aesthetically, respond to the transitional experience and be used to demarcate a legible route. A similar design language will be used throughout the scheme to connect character areas. Circulation will be encouraged through the site by directly connecting Christchurch footbridge through the proposed building and through to Reading town centre.

### Key

- Public Social Seating Area
- Riverside Frontage
- Central Avenue
- Vehicular Routes
- Pedestrian Routes



# Character Areas

## Local Site Character

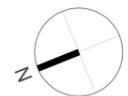
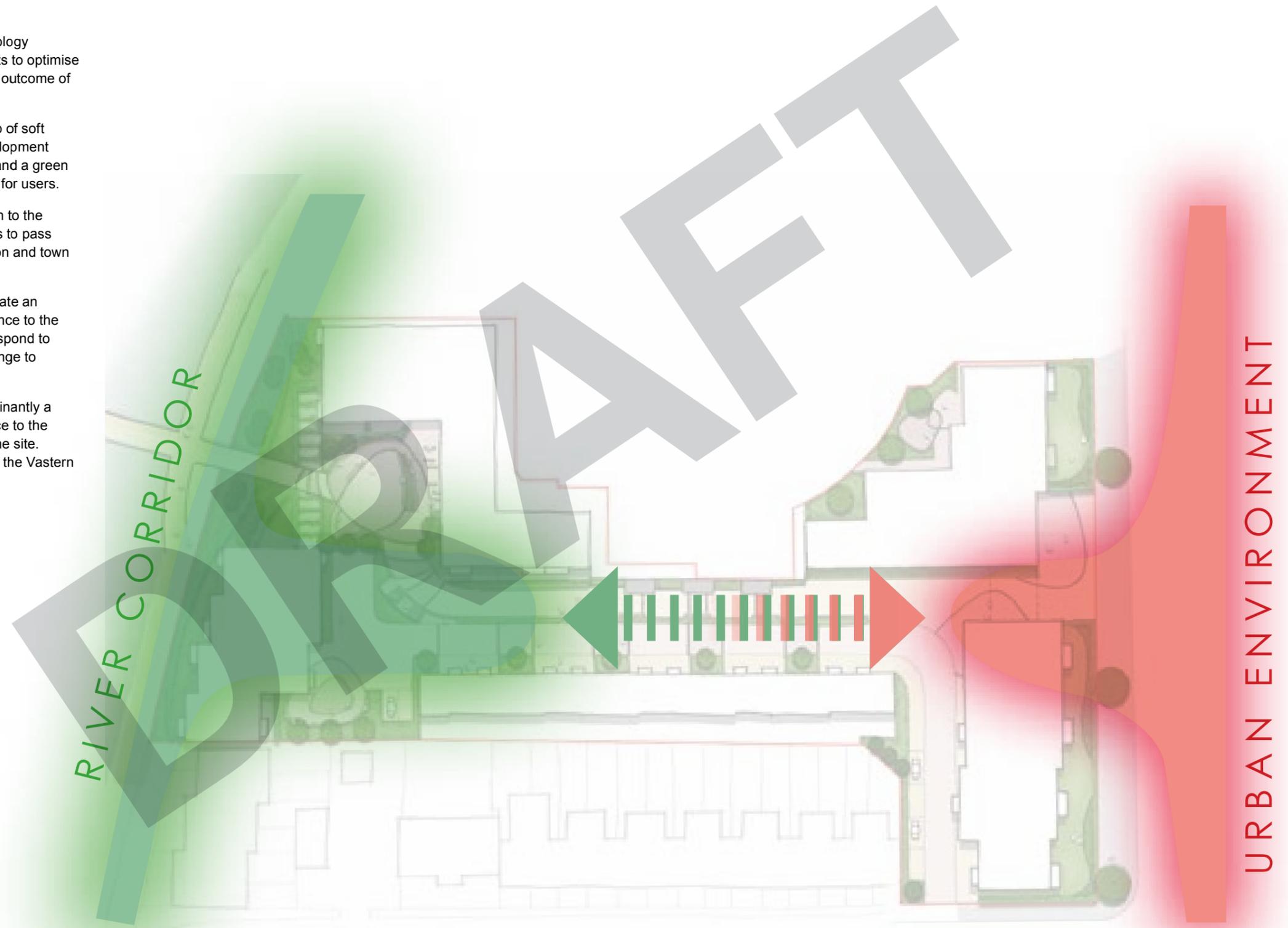
The character areas will take direction from the ecology strategy to inform planting and incorporate elements to optimise biodiversity to ensure the most ecological valuable outcome of the proposals.

The river corridor area would have a generous strip of soft landscape between the river footpath and the development blocks. This area would provide seasonal interest and a green backdrop in enhancing the quality of public spaces for users.

The Christchurch footbridge is connected directly in to the development to encourage pedestrians and cyclists to pass through the site and connect to Reading train station and town centre.

The central Avenue within the development will create an experiential transition from the Vastern Road entrance to the more private northern boundary. This space will respond to demands for circulation and employ a material change to demarcate the movement and degrees of privacy.

The character of the urban realm would be predominantly a hard landscape to facilitate circulation. The entrance to the development is important to welcome public in to the site. Material selection within this area is key to connect the Vastern entrance to Christchurch footbridge.



# Landscape Typologies

## Zoning and Character

At this stage of the design, the works can be segregated into four broad landscape typologies:

- Gateway: Vastern Road
- Central Avenue
- Riverside Terraced Landscape
- Podium Courtyard and Block D Plaza

The use of shared surface through the central Avenue allows movement of resident's cars and public, in a pedestrian-dominant environment. The design places paving bands strategically, delineating the different character spaces of the design, and thus as a visual mark for cyclists/vehicles to slow down. This way, paving design can aid wayfinding, in defining different character areas on site.

Clear demarcation of pedestrian and vehicular circulation would be translated through paving materiality and banding detailing.

The palette of hard and soft materials will be complementary to the proposed architecture, Christchurch footbridge and the town of Reading; whilst providing a robust and durable pedestrianised landscape to accommodate a main thoroughfare.

Public art strategy plays an important role in the landscape and public realm proposals. Landscape proposals recognise two important elements in setting out a suitable art public strategy for the site: the water and industrial heritage reference that needs to be integrated into the pieces themselves, and the strategic location of these on site, in creating a coherent network, that can contribute positively to wayfinding and enhancing the streetscape user experience. The proposed public art strategy follows the principles set out by Reading City Centre Framework, as strategically placed art sculptures can further aid wayfinding on site and define characters of different areas, in creating positive visual impact. Using the public art as wayfinding can help minimise the need for signs, in avoiding visual clutter.

The design offers the opportunity of seating alongside where public art is displayed, emphasizing the heritage of the site.

Contemporary lighting and public art installations will give the development a human-scale, sensitive to the surrounding context in further enhancing security on site, whilst meeting the demands of the scheme.

### Key

- Gateway: Vastern Road
- Avenue: Link to Thames
- Riverside Terraced Landscape
- Podium Courtyard
- Block D Plaza

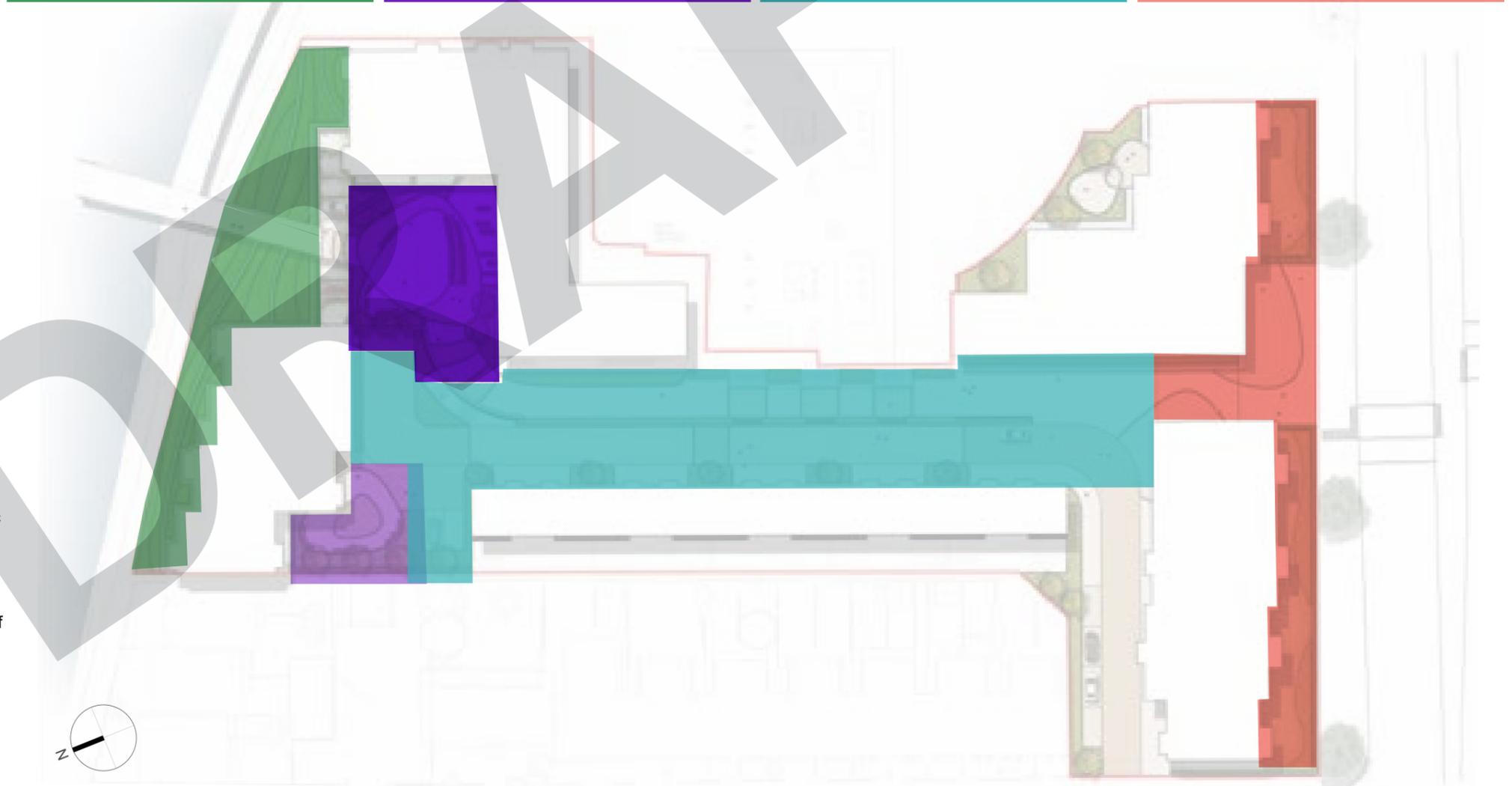


Image base - MA Illustrative Landscape Masterplan

# Landscape Typologies

## Gateway: Vastern Road

The site would be accessed by a main central spine as the primary route. Secondary roads would have more ornamental street trees and provide a softer access to residences.

The gateway to Vastern Road will support a lush planting palette, with ornamental shrubs and hedgerows to provide impact and structure throughout the year. The design takes into consideration the busy nature of Vastern Road and tries to soften the nature of this road through 'greening' the streetscape experience.



## Central Avenue

The access between Vastern Road to the private northern boundary of the development would provide a welcoming thoroughfare for residents and public alike.

Connecting the urban circulation of the site is important in integrating the development within the wider context.



## Riverside Terraced Landscape

The riverside experience will be enhanced by providing plentiful planting creating a terraced river bankside, along the terraces. Removing the existing masonry wall and creating a banked landscape, opens the riverscape experience and allows residents to connect better with the landscape.

The terraced planted bank creates a floodable, resilient landscape, that takes into account flood scenarios and ensures flood storage capacity on site.



## Block D Plaza

A social area with seating would be provided for the residents of Block D as well as for the wider scheme. This area would create a private space for residents to socialise and relax, with a southern exposure.

Seating would be positioned against a strong buffer planting, in creating a lush landscape escape.



## Podium Courtyard

A podium landscape garden would be provided for the public and residents. This area offers a café spill-out area in the warmer season, with timber seating that can be used by residents throughout the year. The landscape would offer setting for users to enjoy views over the River Thames and a space for residents to meet and relax.

This space, that is stimulating views to the river, together the riverside terraced landscape that can be recognised as an extension of this space, form high quality public spaces that can be regarded of significant local character and value, due to their contribution to enhancing biodiversity, contributing to flood alleviation and strengthening the local connection with river Thames.



## Vegetation

An avenue of mature tree planting will line the main street to frame vistas and enhance the public realm to give formality and structure to the site.

The terraced riverside landscape will be predominantly species suitable for the river area, with a number of reeds and grasses, that allows this to be a floodable landscape, if needed during flood season. This naturalistic approach achieves a significant contribution to the biodiversity of the site. Species selection will be in coordination with ecological recommendations to create habitats of value for local wildlife.



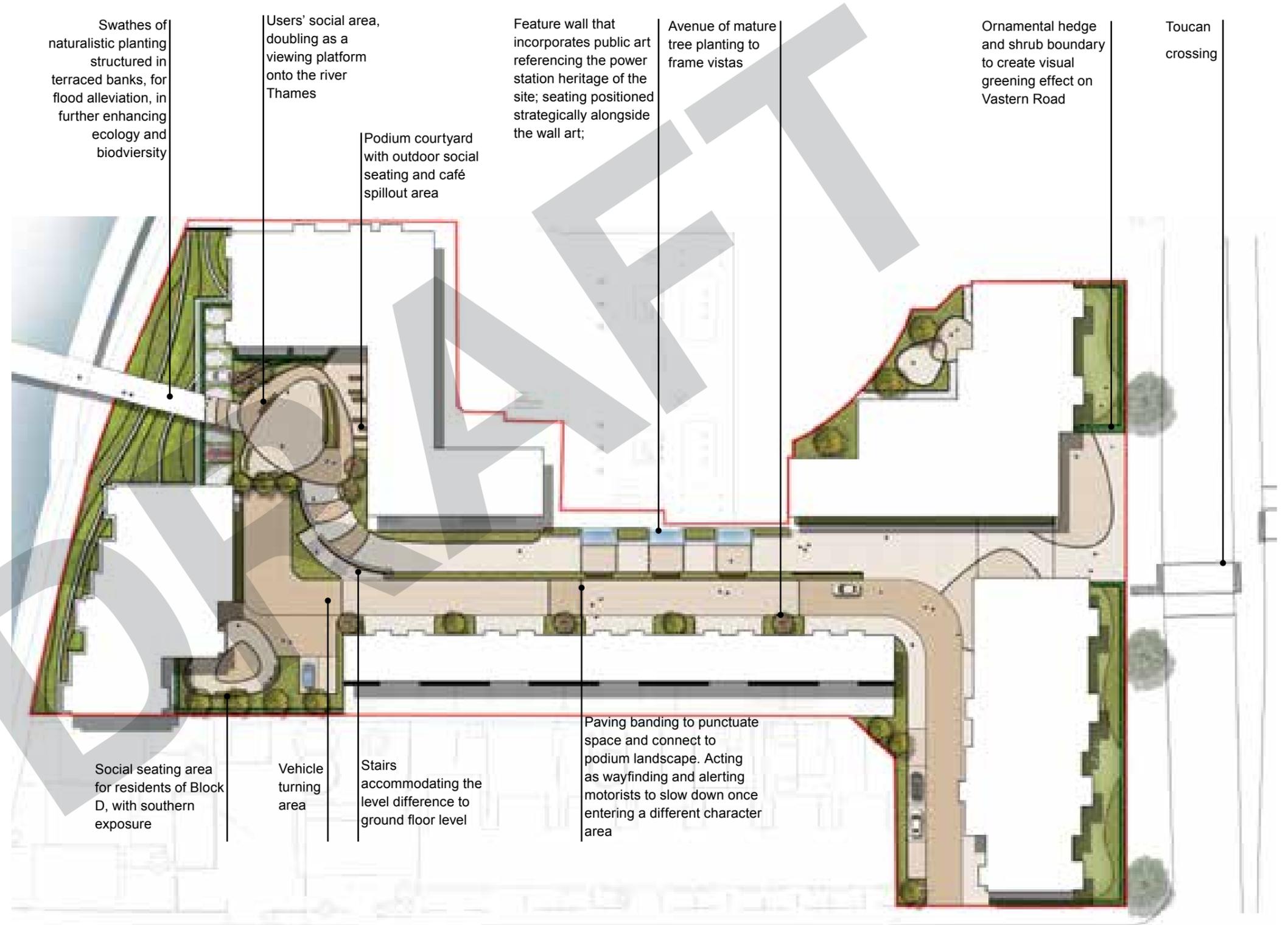
# Landscape Concept

## Sketch Landscape Design

At the core of the landscape proposals, the design will respond to the surrounding environment to connect Reading's town centre with the River Thames and wider countryside.

The key principles to create a successful landscape design include:

- Provide open spaces of value for the benefit of the residential and wider community
- Generous green space linked to the River Thames and the wider natural environment of Christchurch Meadows
- Landscape which supports the sustainable mix of uses and housing types
- Safe, attractive route through the centre of the development, that promote pedestrian permeability
- Transforms the Thames river frontage, by introducing terraced banks with naturalistic 'prairie' like planting and further opening the riverscape experience to users.
- Contribute to flood alleviation with the riverside terraced landscape approach;
- Enhance biodiversity on site having regard to the Reading Biodiversity Action Plan
- Incorporate public art installations to punctuate space and create value and ownership to the community and public
- Clear public thoroughfare to connect the River Thames to the town centre of Reading
- Comply with local guides and policies
- Mature tree planting to frame vistas and demarcate circulation



Layout base - MA Illustrative Landscape Masterplan



# Landscape Concept



Podium courtyard



Feature wall - public art installation



Shared surface avenue



Vastern Road entrance character precedent



Block D plaza seating



Riverside planting with species that enhance biodiversity



Image base - MA Illustrative Landscape Masterplan

# Podium Landscape

## Podium Design

A combination of overlapping triangular shapes open the podium landscape and create a sense of space at the centre. Ensuring paving patterns reach over the main walkway will encourage cyclists to slow down and regard the space as a pedestrianised garden.

Seating is aligned to the curved shapes and is directed to optimise views of the central avenue and Christchurch footbridge. Seating is positioned away from the main walkway to safeguard pedestrians from the cycle route.

The orientation of the triangles seek to create seating arrangements and direct movement through the space, whilst creating different character spaces. As there will be a café area on site, timber seating elements will be available for residents throughout the year.



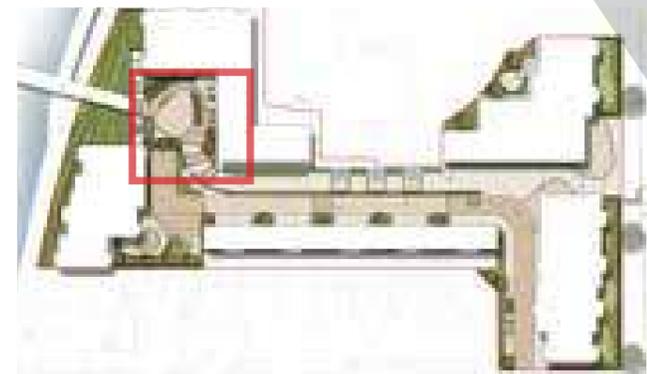
Railing acting as wayfinding for cyclists, guiding them through the shared surface onto the bridge



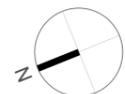
Curved seating



Swathes of ornamental/ naturalistic planting



Location plan



Terraced naturalistic planting, providing a more open, engaging experience of the river. By removing the existing wall, the site opens up the riverscape experience for both residents and users.

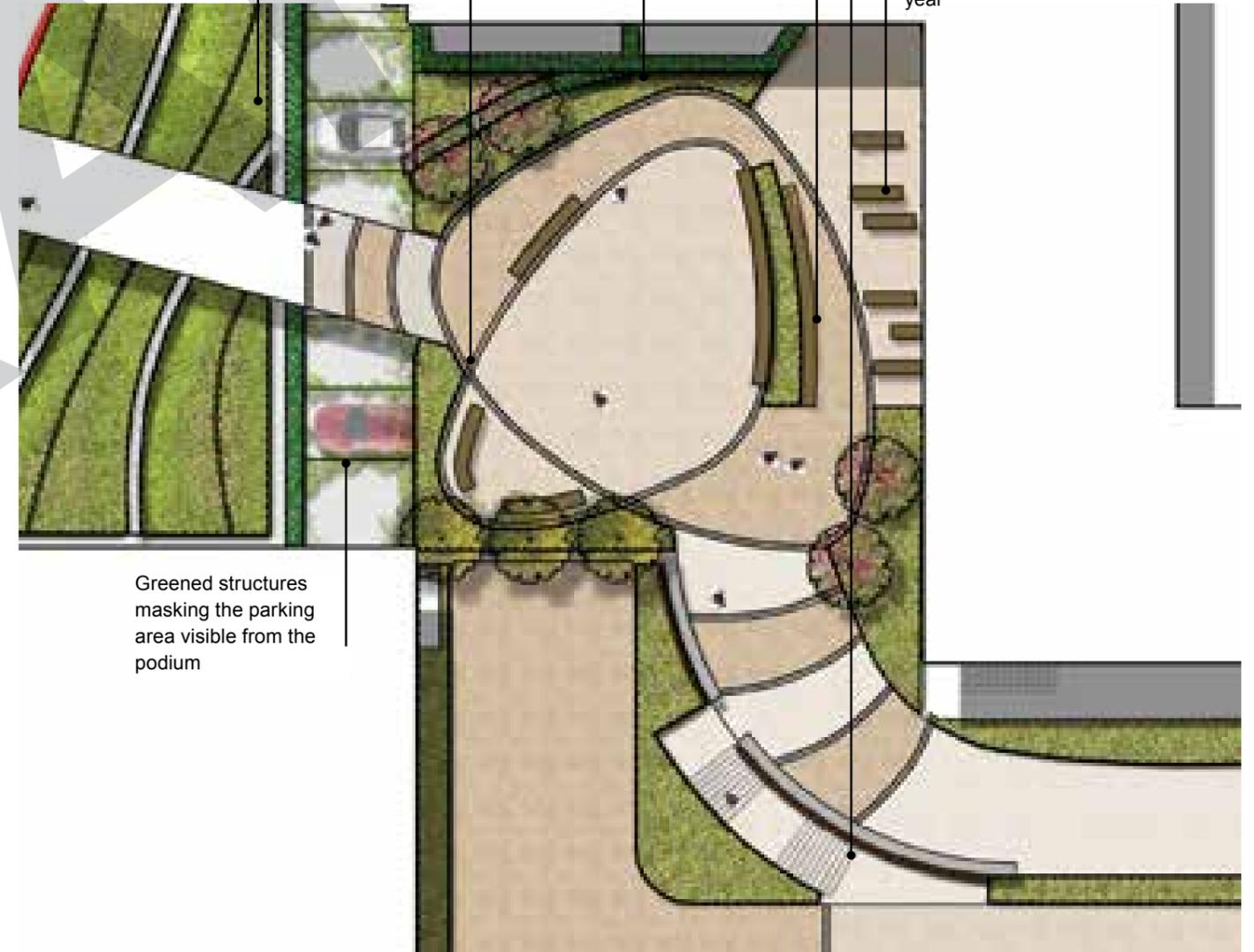
Paving design delineates the different character areas

Buffer planting delineating the private demise

Variety of seating arrangements to promote views to the river

Design spans level change providing stepped access to ground floor

Timber seating for café spillout area, available for residents throughout the year

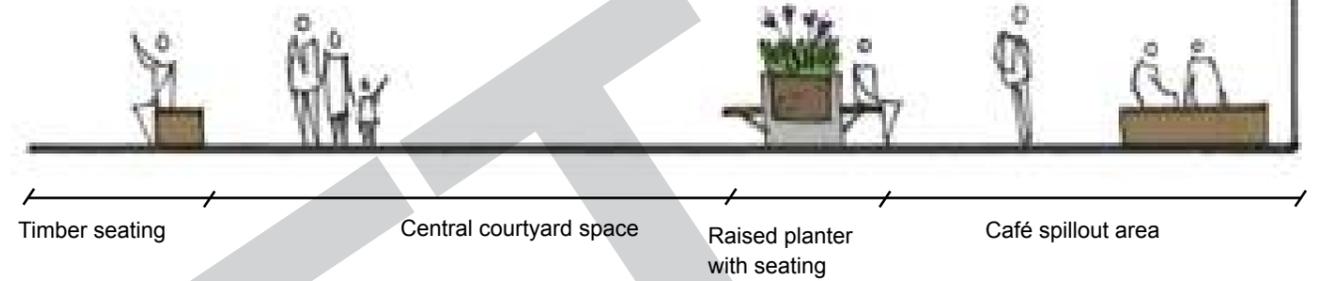


Greened structures masking the parking area visible from the podium

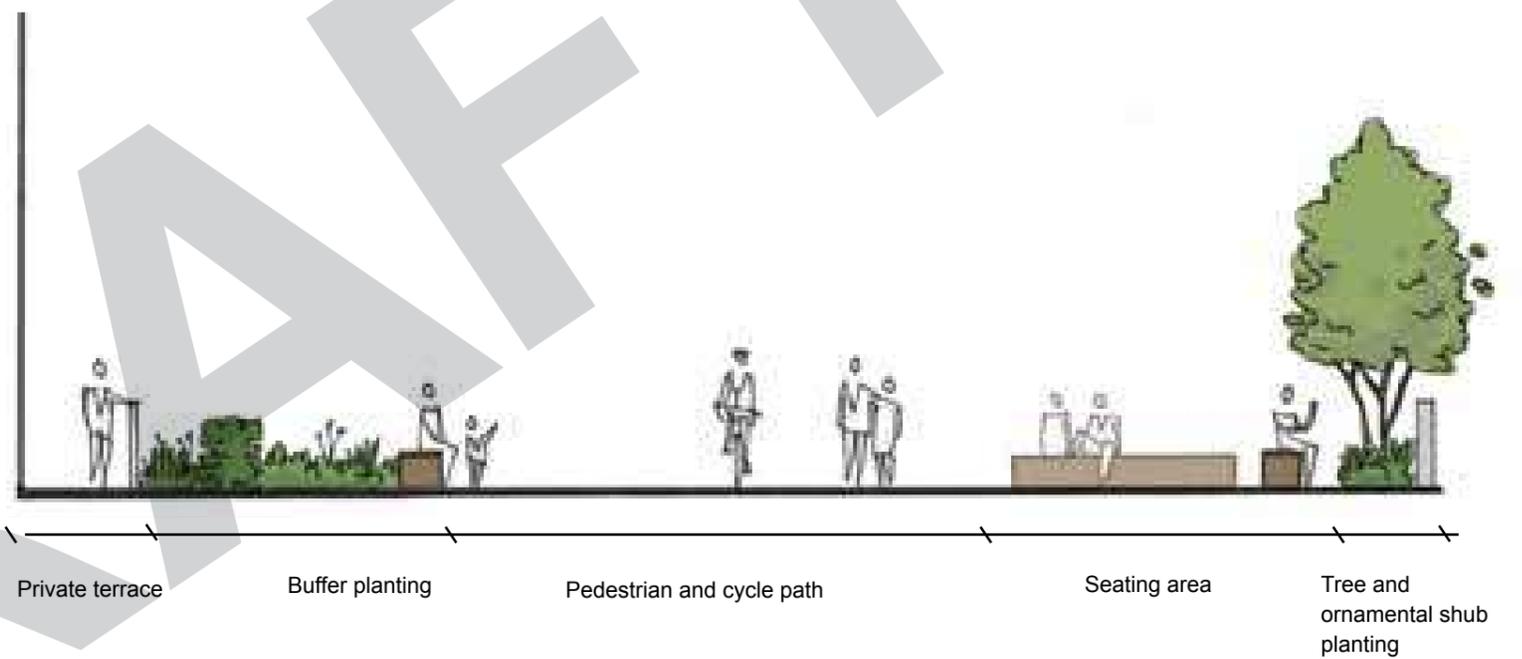
Illustrative Masterplan - Podium Courtyard Area

# Podium Landscape Sections

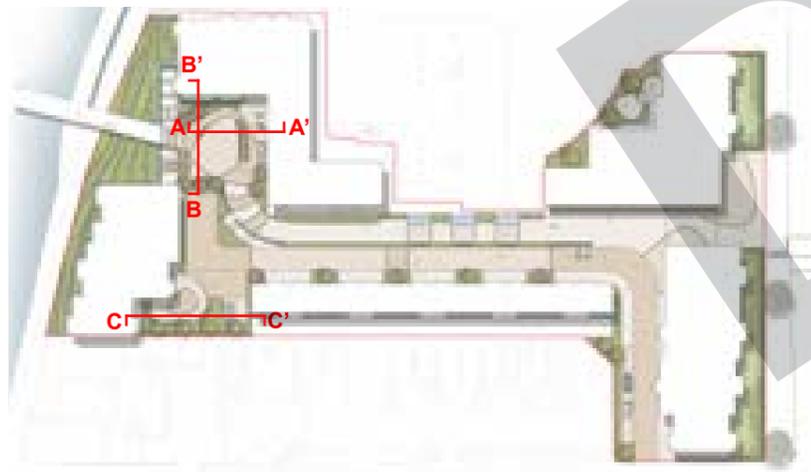
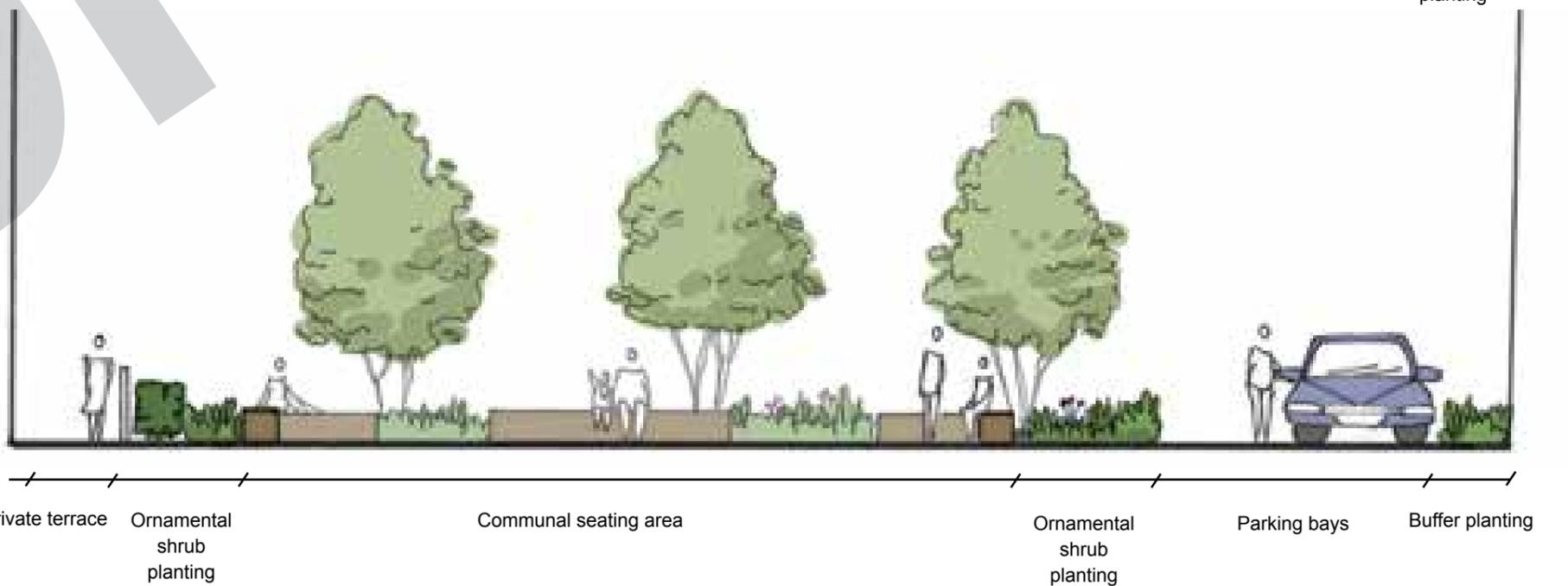
SECTION AA'  
1:100 @A3



SECTION BB'  
1:100 @A3



SECTION CC'  
1:100 @A3



Location plan



# Hard Materials Palette

## Hard Landscape

Hard materials selection will define spaces and highlight key features within the development.

The palette of the Central Avenue would provide a hierarchy to guide residents and public, direct circulation and create more private zones.

A distinction of privacy and zoning would be created through a combination of tonal pavers and demarcation strips.

Material selection would be led by architectural aesthetic and the local palette.



Existing Riverside palette



Existing Vastern Road material palette



Proposed architecture elevation



Precedent seating for café spill out area



Precedent shared space



Precedent paving banding

# Soft Materials Palette

## Soft Landscape

The landscape strategy tries to achieve a high quality look for the residential scheme, while simultaneously giving consideration to the context of the site – River Corridor and the 8-10m buffer within the Thames line that needs to be landscaped for biodiversity enhancements. The site masterplan shows a wider, extended approach to maximise biodiversity by promoting swathes of planting, suitable for the river bank.

Opportunities to maximise biodiversity would be encouraged throughout the site by planting naturalistic and wildlife-friendly planting, in combination with evergreen and ornamental urban planting. A considered planting palette with tree species like native riverside trees such as Whitebeam and small Willows, as well as plants sourced locally such as Loddon Lilly (Reading BAP species) could support existing and encourage new biodiversity into the site.

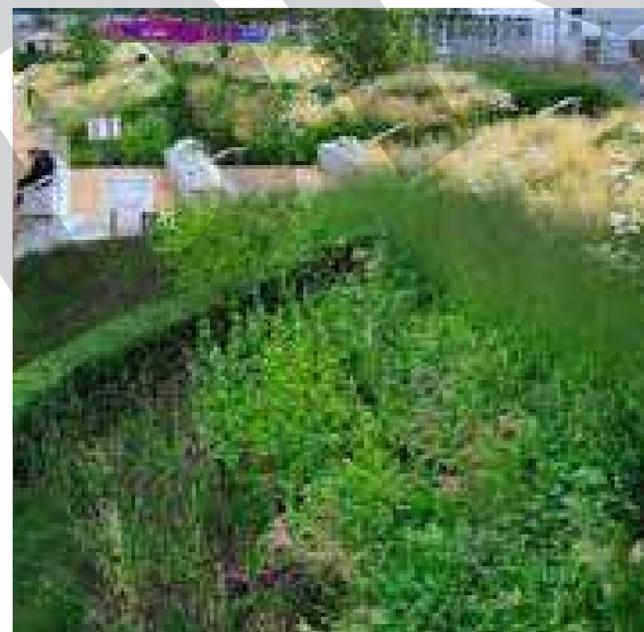
The soft landscape design would transition from a structured palette of ornamental species, with an evergreen structure for the residential area, closer to the gateway on Vastern Road; into a more naturalistic palette closer to the riverside edge of the Thames.

The naturalistic palette would connect to the open landscape of Christchurch Meadows and soften the development front adjacent to the riverside footpath.

Species selection would be informed through researching local palettes and from ecological recommendations, as well as taking guidance from the Berkeley's new biodiversity toolkit.



Structural plant species



Swathes on ornamental planting



Avenue tree – Common Beech (*Fagus sylvatica*)



Native riverside tree – Whitebeam (*Sorbus aria* 'Lutescens')



Shrub – Purple Osier Willow (*Salix Purpurea*)



Shrub – Dogwood (*Cornus sanguinea*)



Shrub – Wild Privet (*Ligustrum vulgare*)



Herbaceous – Blue Flag Iris (*Iris versicolor*)



Herbaceous – Knapweed (*Centaurea nigra*)



Herbaceous – Loddon Lily (*Leucojum aestivum*)

# Riverside Terraced Landscape

## Terraced Landscape Design

The existing Thames riverside frontage offers quite a restricted experience, with a masonry wall of 1.1m high, as the site currently does not have direct access to the river.

The landscape proposals look at reinforcing the link between local character of the river Thames and the site, through public art strategy and landscape proposals, by suggesting a more open experience to the river. By removing the existing wall, which does not serve the purpose of a flood wall, the riverside land between the buildings and the towpath is opened, thus enhancing the riverscape experience.

Landscape proposals look at introducing terraced banks, with naturalistic planting suitable for the area, with a variety of water resilient species of grasses and reeds. This approach embraces the idea of a floodable landscape, while considering the necessary flood storage capacity of the site.

Creating naturalistic banks on the river will help stimulate and enrich existing biodiversity, give users and residents an upgraded riverscape experience, allowing them to engage with the water. The water theme is reinforced across the design, through the means of the art features, that reference both the power station historical heritage and water, as strong identities for the site's character.



Location plan



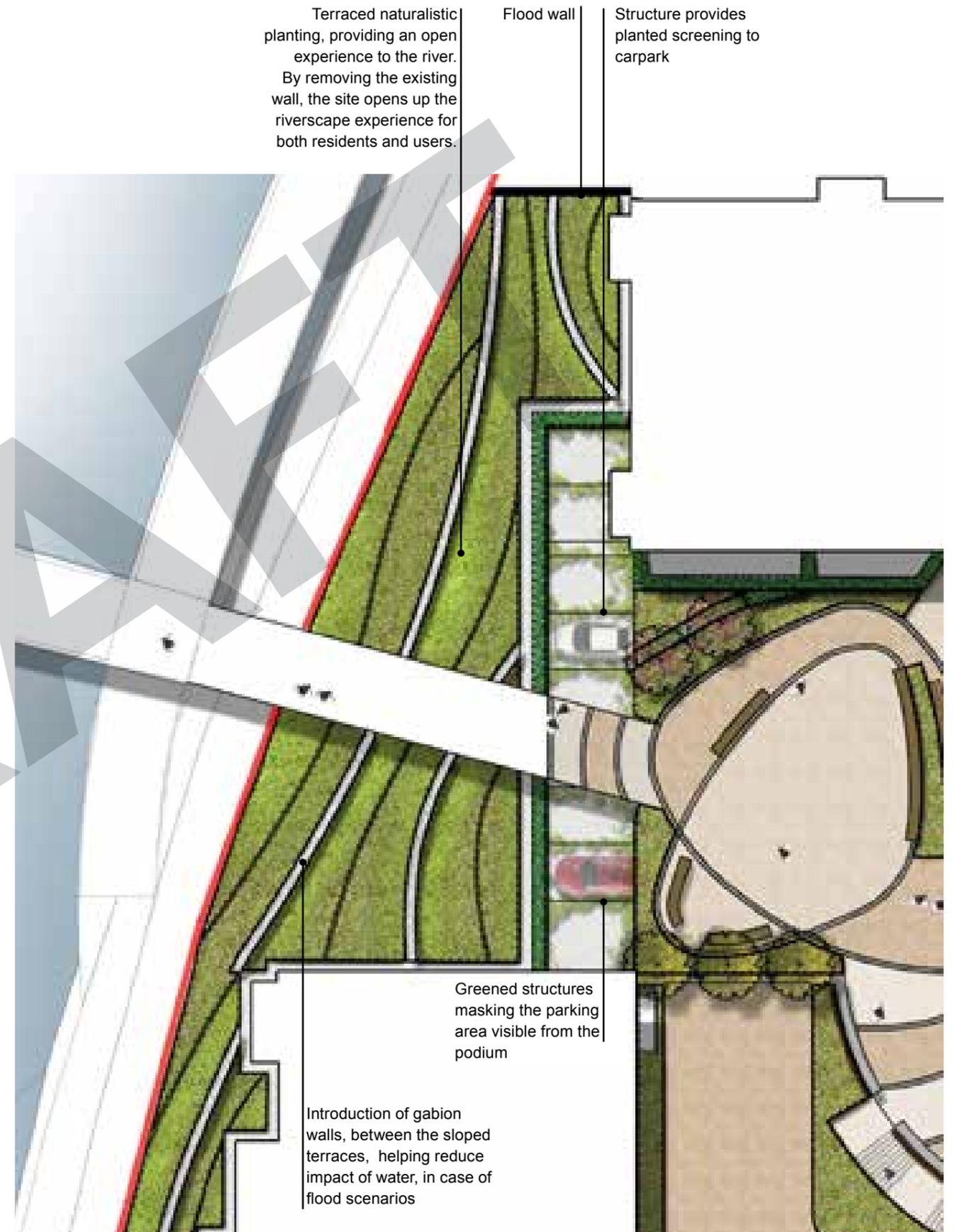
Planting to increase biodiversity and enhance riverside experience



Planted screening structure over car park



Swathes of naturalistic planting



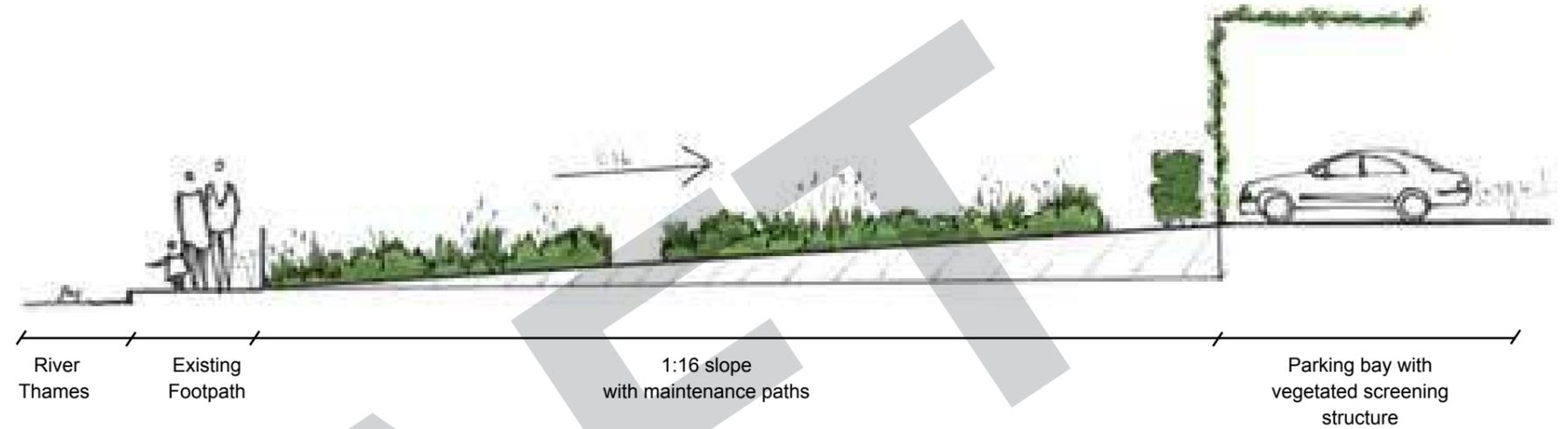
Illustrative Masterplan - Riverside Terraced Landscape

# Riverside Terraced Landscape Sections

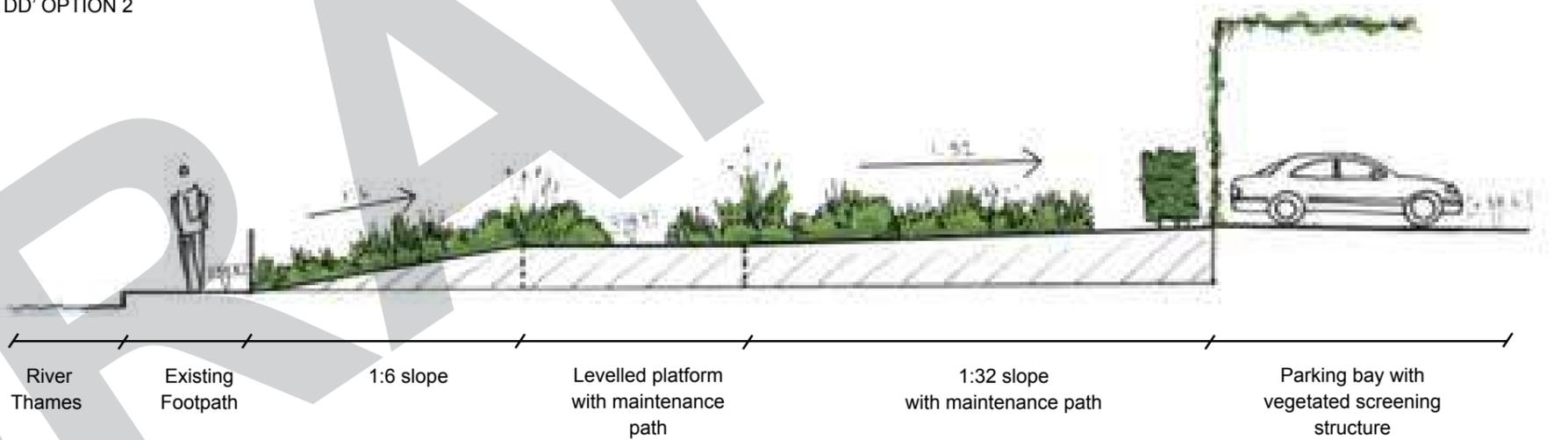
In following the current river flood model and provision for future scenarios, that sets a gradient of 1:6 for the terraced banks, we have calculated different options to test the viability of different sloped banks for the scheme.

By doing so, we have reached the conclusion that a 1:6 can be obtained only in isolated areas, by breaking up the Thames riverside bank in several terraces. The preferred solution in regards to flood storage capacity looks a more gentle slope, grading towards the existing site levels, as option 1 shows indicatively.

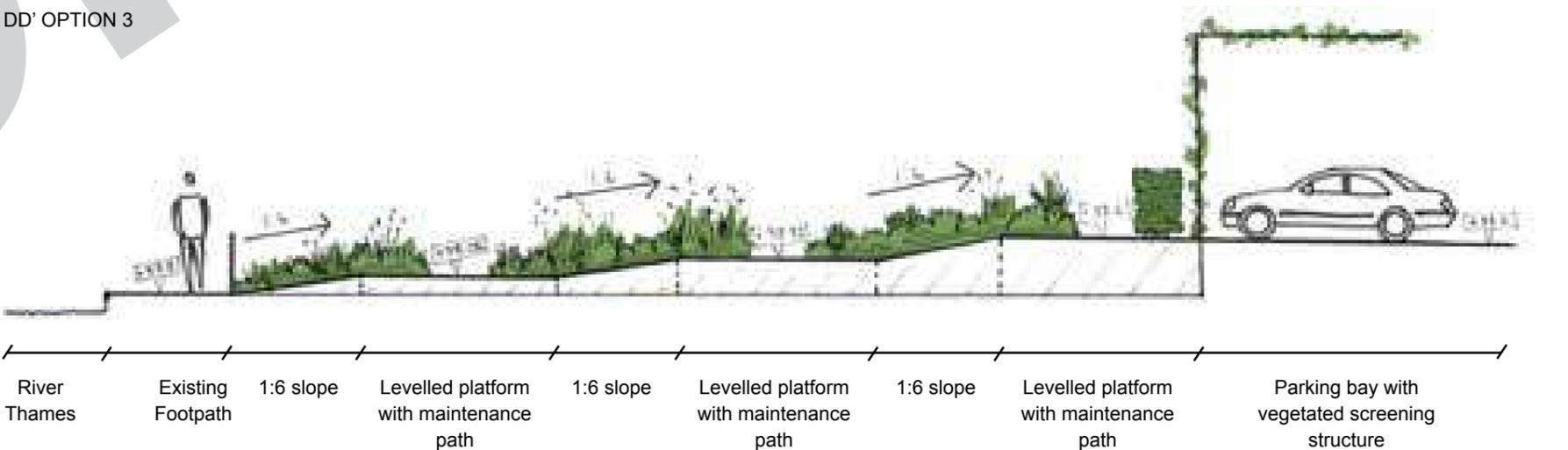
SECTION DD' OPTION 1  
NTS



SECTION DD' OPTION 2  
NTS



SECTION DD' OPTION 3  
NTS



Location plan



# Ecology Strategy

## Habitat Preservation

A Phase 1 Habitat Survey (Eco-consult) showed the site supported habitats common to the local area and has capacity to accommodate nesting birds.

There is opportunity to greatly improve the ecological merit of the site, through creating a range of suitable habitats.

### Planting Design to the Public Realm and River Thames Boundary

A combination of tree, shrub and perennial planting of wildlife benefit and ornamental value will be used throughout the design, including climbing species along the Central Avenue. The planting area close to the River Thames boundary does not encourage public access and so could be planted with fruiting species of wildlife value.

### Sensitive Lighting Design within Public Realm

This would incorporate contemporary features for way finding, whilst being considerate to ecological requirements.

### UK BAP River Thames Priority Habitat

The site is located 5m from the River Thames, a UK BAP Priority Habitat. The landscape would seek to address targets for this habitat's promotion, such as specifying suitable species on the river boundary and ensuring there is minimal run-off drainage from the development.

### Biodiverse Roof Systems

There is opportunity to include biodiverse roofs to the Blocks within the development. This could be under the form of brown roofs, as appropriate to the height of the block and for the flat roof blocks only.



Aerial of site – view north towards Christchurch Meadows (NB: Before bridge construction)



Sensitive lighting strategy



Biodiverse roof



Protect and promote River Thames habitat

# Ecology Strategy

## Species Protection

A considered approach to the development's planting design will optimise opportunities for promoting existing ecological relationships present on site. Planting proposals will develop a mix of ornamental, flowering and naturalistic planting to support local wildlife and encourage use of the development.

The design would integrate specific ecological features to accommodate Priority Species targets listed on Reading's Biodiversity Action Plan.

### Stag Beetle

There is opportunity to reuse felled trees within the site to create log piles within the River Thames planting design, in appropriate locations.

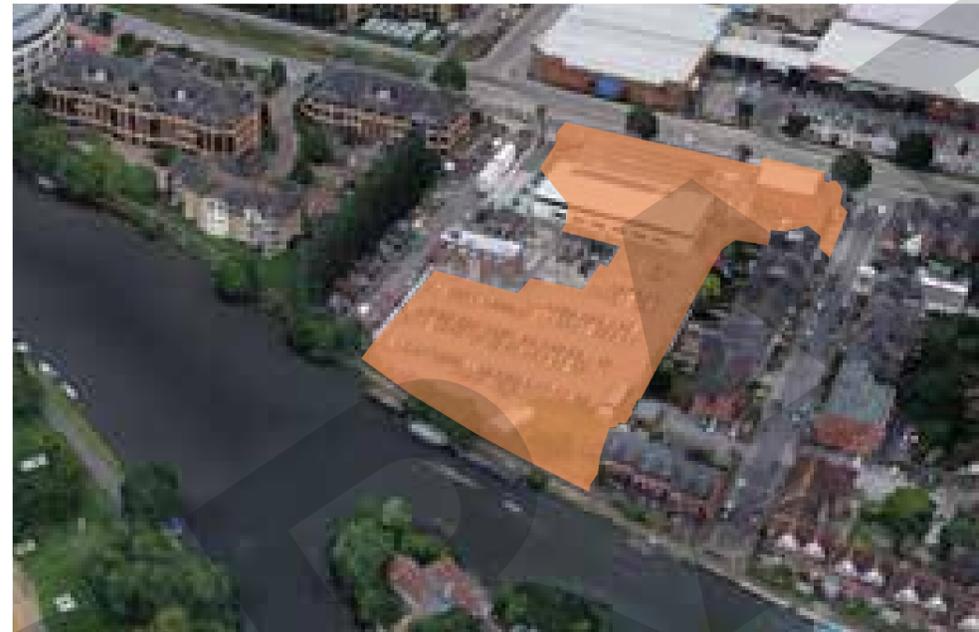
### Sand Martin

a species connected to the River Thames habitat, Sand Martin tubes could be located close to the riverside boundaries, sited as to ecologist's recommendations.

### House Sparrow

Specific House Sparrow boxes will be located in suitable locations within the development.

A selection of more conventional bat and bird boxes would be sited on semi-mature trees and within the architecture; for example bat roofing tiles in to the western Houses.



Aerial of site – view south towards central Reading (NB: Before bridge construction)



Sand Martin tubes



Bat and bird boxes



Log piles provide habitat for Stag Beetles

# Hard Materials Palette

## Hard Landscape

Hard materials selection will define spaces and highlight key features within the development.

The palette of the Central Avenue would provide a hierarchy to guide residents and public, direct circulation and create more private zones.

A distinction of privacy and zoning would be created through a combination of tonal pavers and demarcation strips.

Material selection would be led by architectural aesthetic and the local palette.



Existing Riverside palette



Existing Vastern Road material palette



Proposed architecture elevation



Precedent seating for café spillout area



Precedent shared space



Precedent paving banding

# Soft Materials Palette for Podium Landscape

## Soft Landscape

The landscape strategy tries to achieve a high quality look for the residential scheme, while simultaneously giving consideration to the context of the site - River Corridor and the 8-10m buffer within the Thames line that will be landscaped for biodiversity enhancements. The site masterplan shows a wider, extended approach to maximise biodiversity by promoting swathes of planting, suitable for the river bank.

Opportunities to maximise biodiversity would be encouraged throughout the site by planting naturalistic and wildlife-friendly planting, in combination with evergreen and ornamental urban planting. A considered planting palette with tree species like native riverside trees such as Whitebeam and small Willows, as well as plants sourced locally such as Loddon Lily (Reading BAP species) could support existing and encourage new biodiversity into the site.

The soft landscape design would transition from a structured palette of ornamental species, with an evergreen structure for the residential area, closer to the gateway on Vastern Road; into a more naturalistic palette closer to the riverside edge of the Thames.

The naturalistic palette would connect to the open landscape of Christchurch Meadows and soften the development front adjacent to the riverside footpath. Selected species would also mirror the aesthetic of the river corridor further connecting the site to the water's edge.

Species selection would be informed through researching local palettes and from ecological recommendations, as well as taking guidance from the Berkeley's new biodiversity toolkit.



Structural plant species



Swathes on ornamental planting



Avenue tree - Common Beech (*Fagus sylvatica*)



Native riverside tree - Whitebeam (*Sorbus aria* 'Lutescens')



Shrub - Purple Osier Willow (*Salix Purpurea*)



Shrub - Dogwood (*Cornus sanguinea*)



Shrub - Wild Privet (*Ligustrum vulgare*)



Herbaceous - Siberian Iris (*Iris sibirica* 'Tropic Night')



Herbaceous - Great Burnet (*Sanguisorba officinalis*)



Herbaceous - Reed Grass (*Karl foerster*)

# Soft Materials Palette for Terraced Riverside Landscape

## Soft Landscape

The existing Thames riverside frontage offers quite a restricted experience, with a masonry wall of 1.1m high, as the site currently does not have direct access to the river.

The landscape proposals look at reinforcing the link between local character of the river and the site. By removing the wall, which does not serve the purpose of a flood wall, the riverside land is opened, thus enhancing the riverscape experience.

Landscape proposals introduce terraced banks, with lush naturalistic 'prairie' planting suitable for the area, with a variety of water resilient species. The palette could include plants from the Carex genus which have branching, fibrous roots that help stabilise soil, slow surface water run-off and increase the water absorbing capacity.

By introducing water resilient terrain and planting the river bank would be able to withstand occasional flooding. This ensures the flood storage capacity, taking into account the flood zone 2-3 in which the site is located.

Waterways are important for wildlife and from an ecological perspective, the site's biodiversity will be enriched considerably. Nectar rich species such as Knapweed and Ragged-Robin attract and support pollinating insects, and species such as Purple Moor-Grass can provide shelter and breeding grounds.



Flood resilient terrain and planting



Swathes on naturalistic planting



Shrub - Purple Osier Willow (*Salix Purpurea*)



Herbaceous - Devil's-bit Scabious (*Succisa pratensis*)



Herbaceous - Switch Grass (*Panicum virgatum*)



Herbaceous - Swamp Foxtail Grass (*Pennisetum alopecuroides*)



Herbaceous - Black Eyed Susan (*Rudbeckia Hirta*)



Herbaceous - Ragged-Robin (*Lychnis flos-cuculi*)



Herbaceous - Blue Flag Iris (*Iris versicolor*)



Herbaceous - Purple Moor-Grass (*Molinia caerulea*)



Herbaceous - Knapweed (*Centaurea nigra*)



Herbaceous - Knotweed (*Persicaria affinis* 'Darjeeling Red')



Herbaceous - Loddon Lily (*Leucojum aestivum*)



Herbaceous - Hairy Sedge (*Carex hirta*)

# Ecology Strategy

## Habitat Enhancements

A Phase 1 Habitat Survey (Ecoconsult) showed the site supported habitats of low ecological value and with limited capacity to accommodate nesting birds.

There is opportunity to greatly improve the ecological merit of the site, through creating a range of suitable habitats.

### Planting Design to the Public Realm and River Thames Boundary

A combination of tree, shrub and perennial planting of wildlife benefit and ornamental value will be used throughout the design, including climbing species along the Central Avenue. The planting area close to the River Thames boundary does not encourage public access and so could be planted with fruiting species of wildlife value.

### Sensitive Lighting Design within Public Realm

This would incorporate contemporary features for way finding, whilst minimising light levels as far as possible to be considerate to biodiversity.

### UK BAP River Thames Priority Habitat

The site is located 5m from the River Thames, a UK BAP Priority Habitat. The landscape would seek to enhance biodiversity near the river by specifying suitable species and ensuring there is minimal run-off drainage from the development.

### Biodiverse Roof Systems

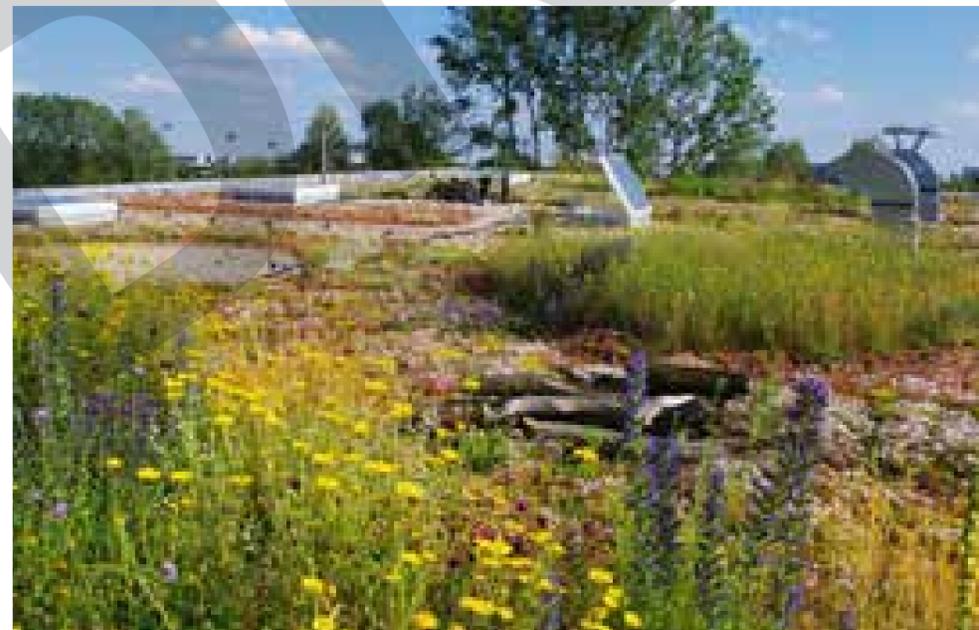
There is opportunity to include biodiverse roofs to the Blocks within the development. This could be under the form of brown roofs, as appropriate to the height of the block and for the flat roof blocks only.



Aerial of site - view north towards Christchurch Meadows (NB: Before bridge construction)



Sensitive lighting strategy



Biodiverse roof



Protect and promote River Thames habitat

# Ecology Strategy

## Species Enhancements

A considered approach to the development's planting design will optimise opportunities for promoting existing ecological relationships present on site. Planting proposals will develop a mix of ornamental, flowering and naturalistic planting to support local wildlife and encourage use of the development.

The design would integrate specific ecological features to accommodate Priority Species targets listed on Reading's Biodiversity Action Plan.

### House Sparrow

Specific House Sparrow boxes will be located in suitable locations within the development.

### Bats

Bat boxes and roof bat access tiles will be included within the architecture in suitable locations.



Aerial of site - view south towards central Reading (NB: Before bridge construction)



Including nectar rich plant species to support pollinators



Bat access tiles and house sparrow boxes



Enhancing habitat to support invertebrates

# Play Strategy

## Interactive Landscape

The landscape design incorporates a play strategy which integrates interactive elements throughout the main route of travel. These features are designed to be incidental and suitable for a variety of ages which encourage imagination, co-ordination and social interaction.

With consideration to the cycle traffic through the site, there are three key locations to safely locate play elements:

- Podium Landscape - a blend of sensory planting and dynamic seating will enliven the space for opportunistic play.
- Thames Riverside - an explore route with stepping stones could be led through the naturalistic planting alongside the Thames river. Log piles and insect hotels could be positioned along this route.
- Feature Wall - opportunity to combine vertical planting with water walls and public art.

The also site benefits from a generous, dedicated play space across Christchurch footbridge at the scheme's doorstep, with tennis courts, play facilities and extended meadows.



Christchurch Meadows tennis courts



Water wall feature



Public art



Christchurch Meadows play area



Nature and discovery walk



Sensory planting

# Lighting Strategy

## Sensitive Lighting Approach

A combination of lighting products to suit each character area will be employed through the scheme.

The predominantly hard landscape of The Avenue could be lit with pole lighting for vehicle safety. Strip lighting would highlight the pedestrian ramp and steps, indicating the route for pedestrians and to motorists.

The Vastern Entrance could have slim bollard lighting to demarcate the pedestrianised space, thus slowing traffic and defining a new character area close to the main road. The undercroft space will benefit from sunlight during the day. This area will be strongly lit during the night time, to further aid the security of the site, in preventing antisocial behaviour.

The residents podium courtyard and plaza could have under lit seating to be sensitive to the surrounding properties. In order to promote way-finding, tree planting can be uplit, to produce a dappled effect through the leaves.

Taking precedence from the footbridge lighting, coloured LED lighting could be used as way-finding tools within the scheme to connect the urban and riverside boundary during the night.



Lighting Strategy - MA Illustrative Landscape Masterplan



# Art Strategy

## Industrial Heritage

The proposed architectural approach is a tribute to the historical use of the power station, in honoring the site's heritage. The site's proximity to the river Thames plays as well a key role, in considering how the site can be integrated better.

The landscape proposals work on strengthening the site's link with its hereditament and context, mixing the two strong identities represented by industrial heritage and water.

Previous pages described the landscape approach to the riverside, having slopped terraces, that can be flooded if needed. This brings the water element closer to the public, opening up the riverside and enhancing the riverscape experience, through a naturalistic looking terraced bank.

The art strategy could strengthen these design proposals by appealing to the site's history and character.

By representing industrial heritage elements and integrating both water and industrial heritage as part of the landscape masterplan under the form of public art pieces, the design achieves a strong link with the local character of the site.

We have proposed several locations on site where art features can be installed. Along The Avenue, a row of three water inspired sculptures can be positioned. These are positioned strategically with a secondary purpose, to screen the SSE equipment behind.

These structures can be metal based, in referencing the link with the power station heritage of the site. The design offers seating points along these, allowing users to engage with the public art. Public art elements are also positioned in other strategic locations, like the main plazas on site, allowing users to engage with the pieces.



Historical map of site showing surrounding industry dating from 1910



Using materials reminiscent of Reading's industrial past into the public art features



Examples of metal structures that feature water as an element



Strategically positioned public art features to aid wayfinding

# Landscape Context



# Sustainability & Energy

## Energy Strategy

An energy strategy forms part of the technical submission for this application, but a sustainable design approach is built into the design team's ethos. First and foremost is the principle that the application site is a brownfield site which will require an element of decontamination prior to being used for homes.

In addition the levels of the site will be raised in response to seeking to alleviate flood risk. (Please see Flood Risk Report for further information.)

Before employing active design measures, the design team have focused upon reducing energy consumption through passive design measures.

## Passive Design Measures

Through the incorporation of sustainable design and construction methods, energy, water and waste saving measures, as well as measures to enhance the ecological value of the site, the proposed development is considered high quality and sustainable.

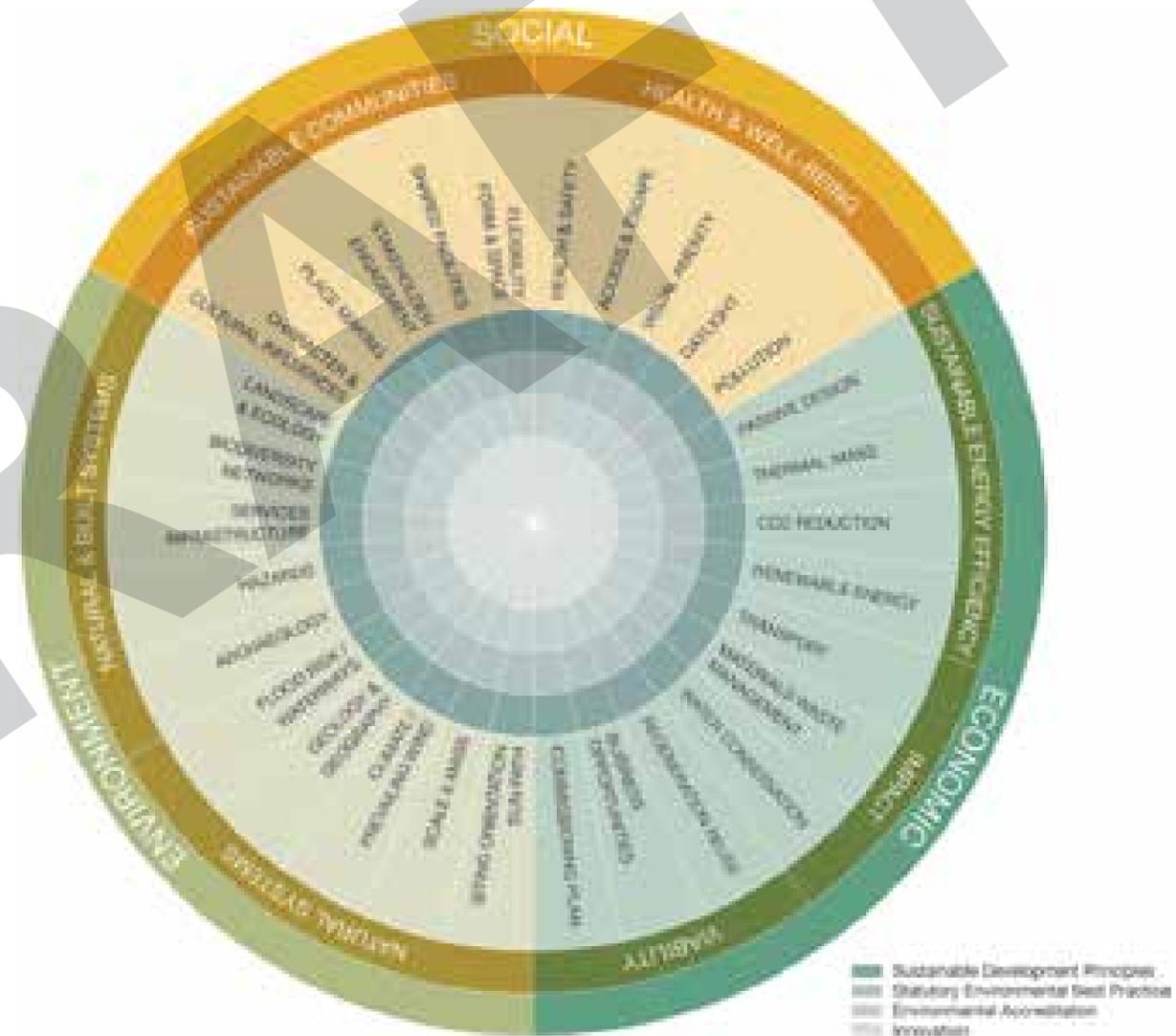
A fabric first approach will be taken to minimise the buildings impact on climate change through carbon emissions and resource use. Passive design measures will be used to limit heat loss as well and excessive heat gain. Modern forms of construction and material selection are proposed to further limit the buildings impact upon the environment through resource use and waste. This fabric first approach will mean that the building will seek to exceed the current requirements set out within the Building Regulations Part L2a.

Highly insulated building fabric with low air permeability.

Carefully considered and thermally modelled window sizes while maintaining internal daylight levels.

Glazing with suitable U-value, g-value and daylight transmittance.

## Green Development Principles



# Access

## Existing Access

The existing site is currently fenced and gated on all sides with no public access. The site is impermeable.

The existing vehicular entrance is via automated gates from Vastern Road and vehicular egress is via gated access via Lynmouth Road. Pedestrian access to the site is via stepped access to the former SSE offices main entrance with level access via delineated footpaths adjacent to vehicular access points.

## Proposed Access

The proposed scheme is transformational in providing level public pedestrian access through the site and dramatically increasing the permeability and legibility of this part of Reading helping to connect Caversham, the River Thames and the town centre.

A new pedestrian route runs across Vastern Road via a new level toucan crossing into the Tower public space through The Link and up the 3m wide 1:21 max gradient ramp which delivers pedestrians to a new public space with café and providing a new link to the existing Christchurch footbridge landing. This pedestrian route through the site is uninterrupted by having to cross any vehicular routes within the application site. The pedestrian route will accommodate, cyclists, wheelchair users, buggies, prams and pedestrians.

Vehicular entrance and egress is retained from the same location as existing from Lynmouth Road. The proposed scheme will accommodate approximately 50 parking spaces, this is a significant reduction compared to existing capacity in the SSE car park of 180 spaces. Therefore there will be a reduction in traffic movements to and from the site.

The Avenue provides a shared surface for vehicles and pedestrians. The hard landscape finish to this shared surface will be textured to slow vehicular traffic.

The shared surface will enable residents with allocated car parking spaces to access the development and park their cars in the 6 x 3m car ports integrated into the Mews Houses or in the 2.5 x 5m parking spaces beneath the Podium Gardens.

A turning head is provided at the end of The Avenue which has been tracked for fire engines and the specific Reading Borough Council refuse vehicle.

Disabled parking spaces are also provided adjacent to this turning head.

Berkeley's commitment to cycling as a sustainable mode of transport exceeds Reading Borough Council's policy requirement for cycle spaces. The proposed scheme will provide 1 no. secure covered cycle space for each dwelling. Communal cycle stores will be provided under the Podium Gardens and within defined spaces of Blocks A and B.

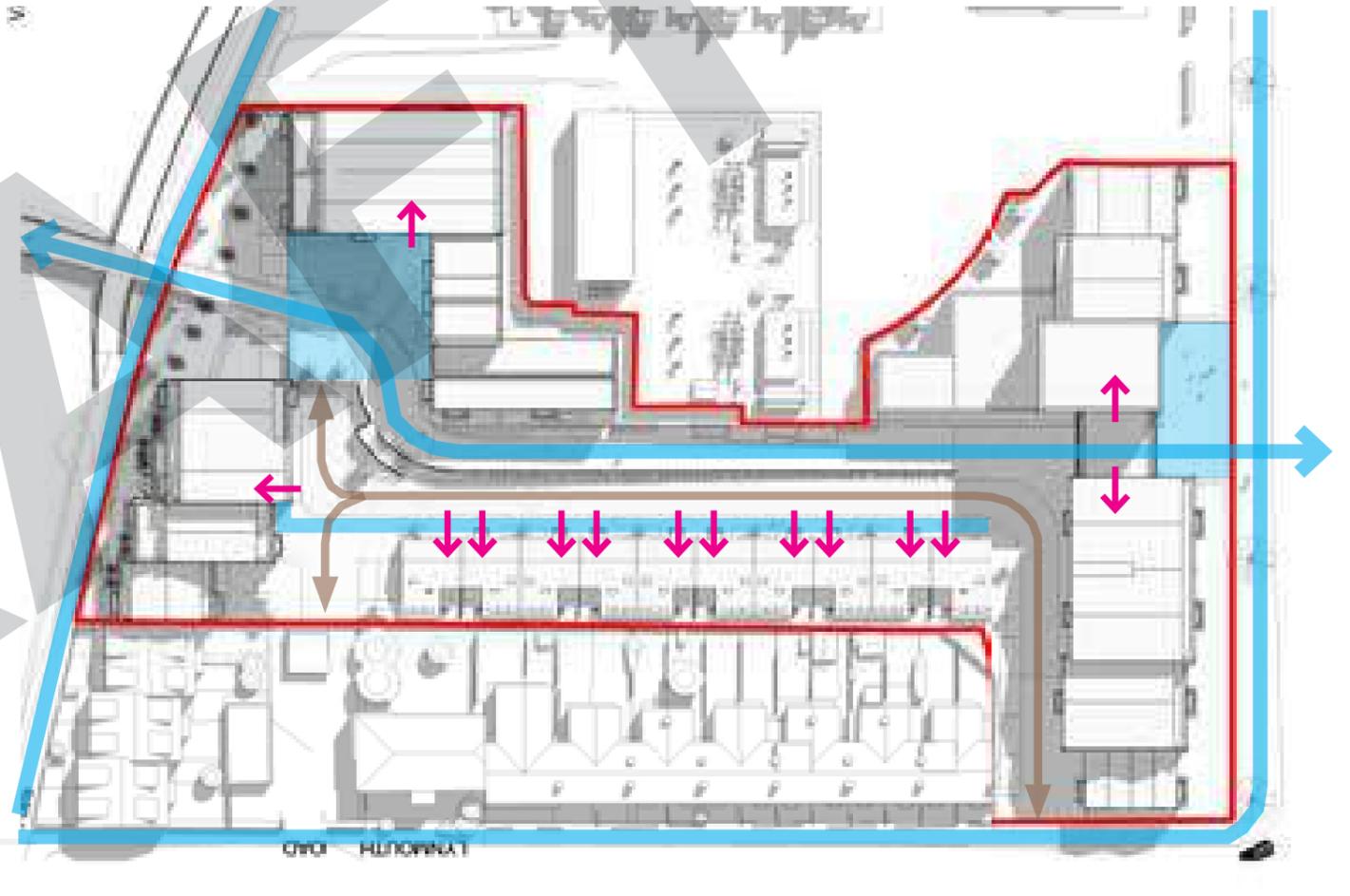
Bin stores will be sized to meet Reading Borough Council's requirements and located within Reading Borough Council pull distances.

Internally, buildings will comply with Part M of the building regulations and will include level thresholds and Part M compliant lifts and stairs.

Existing Site Access Plan



Proposed Site Access Plan



Key

-  Pedestrian access
-  Building access
-  Vehicular access

# River Gate

Connecting Vastern Road to Christchurch footbridge





# Site Security

## Security

The proposed site layout and landscaping design has been developed to respond to and address the seven attributes of sustainable communities as defined in:

Safer Spaces: The Planning System and Crime Prevention (OPDM February 2004)

The seven attributes particularly relevant to crime prevention are:

1. Access and movement: places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.
2. Structure: places that are structured so that different uses do not cause conflict
3. Surveillance: places where all publicly accessible spaces are overlooked.
4. Ownership: places that promote a sense of ownership, respect, territorial responsibility and community.
5. Physical protection: places that include necessary, well-designed security features.
6. Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
7. Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

We propose that the scheme responds to these attributes as follows:

### 1. Access and Movement

The access section of this design and access statement demonstrates that there are well defined routes within the development. These are legible and have good sight lines. The proposed routes follow desire lines through the site which makes the routes convenient and therefore will encourage footfall. Main entrances are accessed directly from these well-established routes.

### 2. Structure

The proposed scheme is mainly residential in use with a small café on the Podium Gardens. Therefore there is a significantly reduced risk of security implications from conflicting uses. It is currently proposed that the café will be serviced through its front doors with goods arriving via trolley up the ramp. This will create a clean separation between commercial and residential uses. Access to maintenance zones at boundaries will be secured flush with the public realm to restrict access and avoid visually obscured corners.

### 3. Surveillance

From the River Front elevation, to the Podium Gardens, The Avenue, The Link and Vastern Road, the scheme has been designed to maximise active frontage and therefore promote passive surveillance to public accessible spaces.

### 4. Ownership

As a residential scheme with high levels of active frontage together with communal open spaces and private open spaces looking onto routes, the key elements for creating a sense of ownership are in place. This, together with good landscape design and an active management plan for maintenance from the applicant, will promote territorial responsibility and community.

### 5. Physical Protection

Ancillary spaces will be physically enclosed and communal residents' lobbies will have access control with intercoms. Refuse and cycle stores will be fully enclosed, secured and well lit. The Podium Gardens undercroft parking will be secured via an automated door with access control and an access control pass door for pedestrians and cyclists.

### 6. Activity

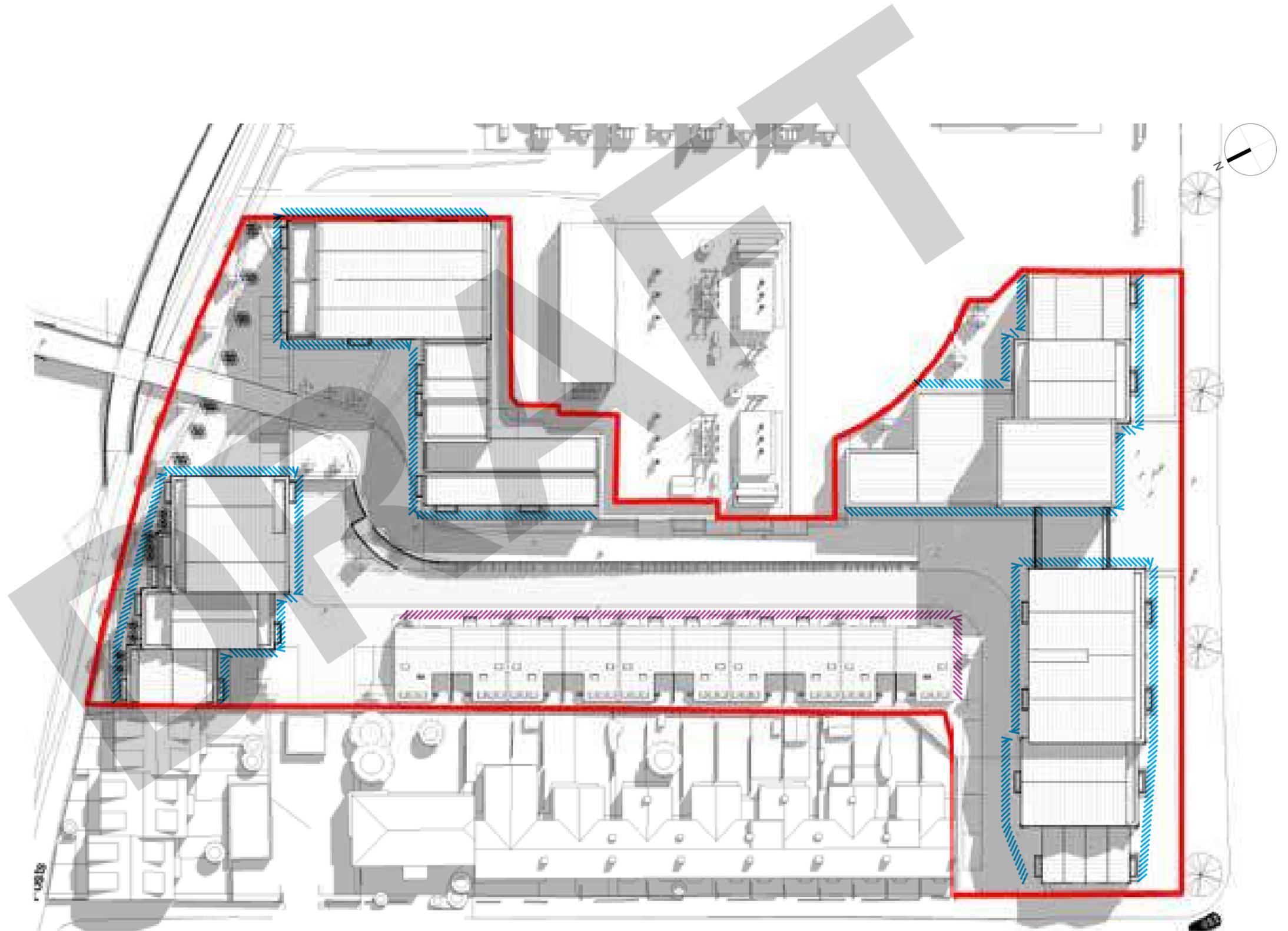
Main building entrances are accessed directly from external amenity space and well overlooked. Service areas are generally located from within the buildings i.e. behind an initial security line. Secondary egress points such as fire escape stairs will only operate once the fire alarm has been activated. The tow path elevation will have a continuous railing protecting the site boundary. This railing will be visually permeable and together with the increased open space between the existing footbridge ramp/stair and the significant increase in passive surveillance from the proposed scheme, footfall from the new pedestrian link this will enhance activity in this area.

### 7. Management and Maintenance

As with all Berkeley schemes the applicant takes pride in the ongoing management and appearance of their developments and will therefore prepare a management plan which is commensurate with the quality of this key scheme in Reading.

**Key**

- Blue lines indicate passive surveillance from flats on ground and upper floors
- Purple lines indicate passive surveillance from the Mews Houses on ground and first floors







# Conclusion

**This Design and Access Statement demonstrates that the proposed scheme will achieve the aspiration of connecting town to river as well as creating a new aspect to the existing Thameside Community in this part of Reading.**

The proposed scheme delivers on the principles established within the sites allocation by Reading Borough Council. These principles are summarised in the below schedule.

	Allocation Note	Scheme Response
1	Maintain and enhance public access along and to the Thames.	We propose to enhance access to the Thames by introducing a new public link through the site. Access along the Thames will be maintained.
2	High quality green link from north of the station to the Christchurch Bridge.	The new landscaped public link through the site will introduce a green pedestrian link to Christchurch Bridge.
3	Potential for an area of open space at the riverside.	The public link creates a new public open space at podium level.
4	The main use should be residential.	The proposed use is residential with an ancillary café.
5	Development should take account of mitigation required as a result of a Flood Risk Assessment.	We have undertaken a Flood Risk Assessment which has proposed site levels. The proposed scheme responds to this constraint.

The proposed scheme has evolved through extensive consultation with Local Authority Councillors, planning officers and local stakeholders including local residents, this has brought refinement to the design.

The proposed scheme delivers residential homes in a mix of sizes and tenures together with a café space which will benefit from a transformational improvement in access and connectivity through the site by landing the Christchurch footbridge into a new public space within the scheme facing on to the River Thames.

The proposed scheme is based upon a legible layout with extensive active frontage to create a safe environment. The scale of the development responds sensitively to existing boundary conditions, whilst gradually increasing in height away from these boundaries to create a scheme which signals the River Thames and the river crossing at the urban scale.

The scheme responds to the site's unique industrial heritage to create a sense of place that is 'of Reading'. High quality hard and soft landscaping design unifies the scheme and aids way-finding and legibility, with integrated public art.

As part of the 3rd iteration within this formal pre application process we submit this draft Design and Access Statement to Reading Borough Council for consideration.

