

**From:** [Markwell, Jonathan](#)  
**To:** [Craig Pettit](#); [Caroline McHardy](#)  
**Bcc:** [Williams, Julie \(Planning\)](#)  
**Subject:** 55 Vastern Road, Reading (200188)  
**Date:** 08 December 2020 18:29:00  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)

Dear Mr Pettit / Ms McHardy,

Further to our meeting last week, please see below what officers consider to be our preferred single north-south route through your application site.

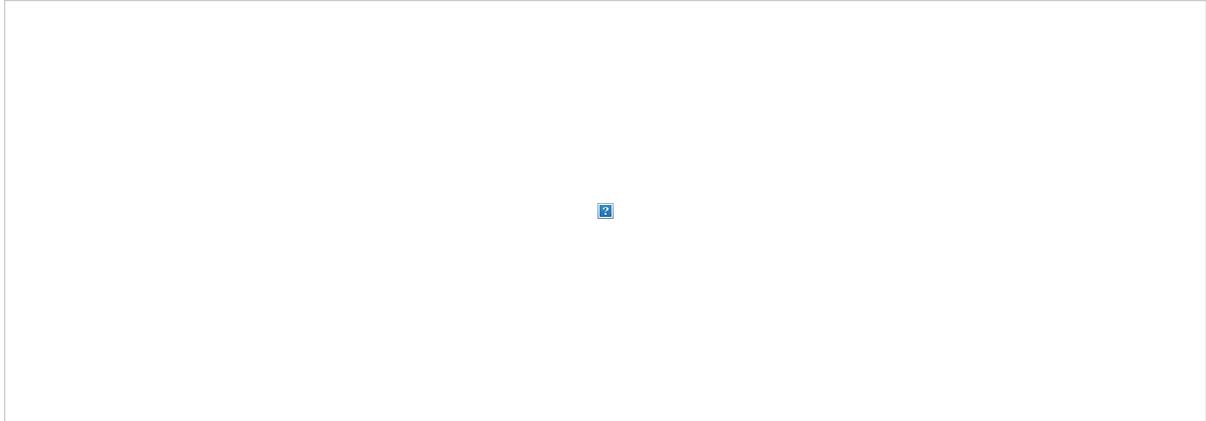
As means of context, the areas in red are those where officers consider that the footprint of the buildings should be reduced/removed (i.e. the vast majority of the Goods Office and also the western tip of the Goods Warehouse, to enable the route to move slightly east, thereby making it more direct and optimising visual connections through to the river/bridge). To offset the reduction at the western tip of the Goods Warehouse, it is considered that you could explore reconfiguring this on the eastern side of the element which fronts the north-south route (marked by a green line).

The preferred single route is shown by the navy blue route which deviates from the existing route at the southern end of the site, before returning onto the current route (whilst maintaining the switchbacks is not ideal from the perspective of officers, it is considered in overall terms that this route signifies the best possible with all competing demands considered).

Officers consider that the middle element of the site (presently the Goods Office) could/should be utilised for public realm / public square / landscaping / public art and an acoustic barrier potentially also incorporating landscaping / public art, with natural surveillance provided from the northern elevation of the reconfigured Goods Warehouse.

In considering this potential solution further, officers would welcome in time a series of visuals to be provided to demonstrate the visual experience of the proposed route at various points, to help demonstrate the quality of the route.

My transport colleague advises that moving the route slightly to the east also allows for the disabled bays to be relocated adjacent to the route (given the increased space) and therefore this negates the need for the crossing facilities to be provided as per my transport colleagues previous requests.



Officers would encourage you to give this alternative route option serious consideration and ask that you agree to amend the route as requested.

If there is unwillingness to amend the scheme as requested then there would little point in continuing our discussions and officers will use the delegated authority to refuse the planning application.

However, if the new route can be quickly agreed this would then enable our focus to turn to the other separate but important matters as touched on at our meeting. The aim being to arrive at a positive officer recommendation in due course. These further discussions will need more time and mindful that the current extension of time expires on 11<sup>th</sup> December I suggest that this is further extended until 12<sup>th</sup> February 2021.

I hope that this is of assistance to you and look forward to hearing from you.

Yours sincerely,

Jonathan Markwell  
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