

Our Vision for

THE OLD POWER STATION

Vastern Road, Reading

Strategic Shared Cycle Footway

448.LAND.RP.001



Berkeley
Designed for life



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1.1 Introduction

This document has been produced to explore the design of the cycle footway through the scheme. The document explores the rationale behind decisions made, and shows the technical reasons and planning requirements that influenced the final design.

This document should be read as a supplement to the Design and Access Statement produced as part of planning application for 55 Vastern Road, 200188.

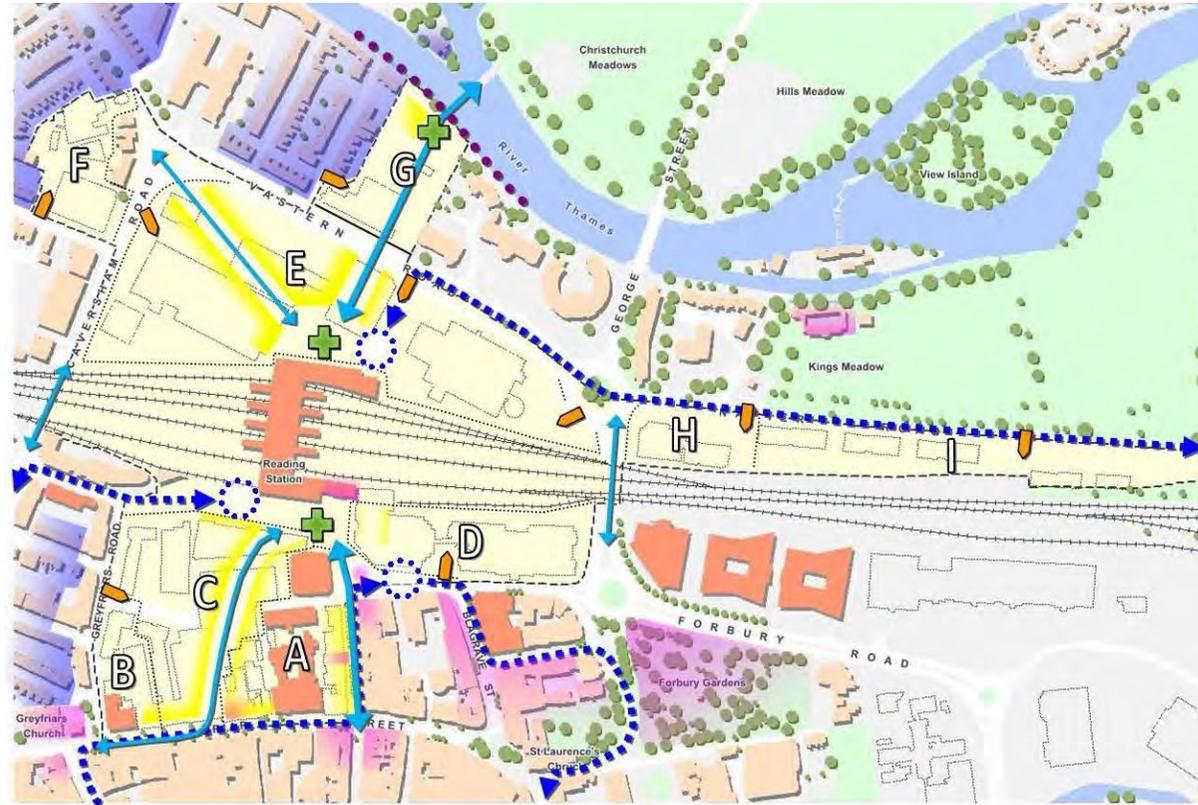
1.2 Planning Guidance

The former SSE Office site on Vastern Road is an allocated site within the Reading Borough Council Local Policy for redevelopment for residential use.

Key points within the allocation include:

- Maintain and enhance public access along and to the Thames;
- High quality green link from north of the station to the Christchurch Bridge;
- Potential for an area of open space at the river side;
- The main use should be residential;
- Development should take account of mitigation required as a result of a Flood Risk Assessment.

Our proposal will aim to respond to the key elements of the allocation as well as delivering our vision for the site.



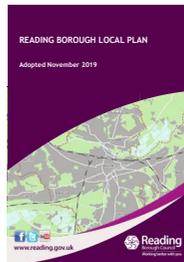
Key

	Sub-area boundary		New area of open space
	Major Opportunity Area		Vehicle access point
	Footprint of existing building in Major Opportunity Area		Key movement corridor (pedestrian and/or cycle)
	Existing building		Location of transport interchange
	Recent building or building under construction		Proposed Mass Rapid Transit route
	Nearby sensitive location—low-rise residential		Retained or new public access along waterways
	Nearby sensitive location—heritage assets		Activation of key routes and spaces with town centre uses

Sub-Areas

A	CR11a: Friar Street and Station Road
B	CR11b: Greyfriars Road Corner
C	CR11c: Station Hill and Friars Walk
D	CR11d: Brunel Arcade and Apex Plaza
E	CR11e: North of the Station
F	CR11f: West of Caversham Road
G	CR11g: Riverside
H	CR11h: Napier Road Corner
I	CR11i: Napier Court

Major Opportunities Diagram extracted from Reading Borough Local Plan



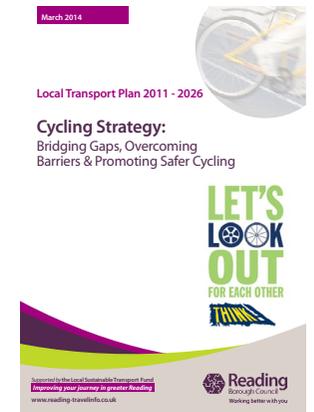
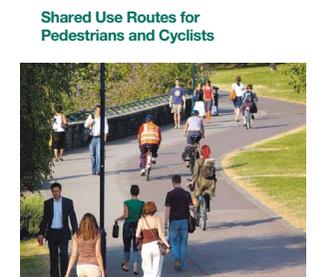
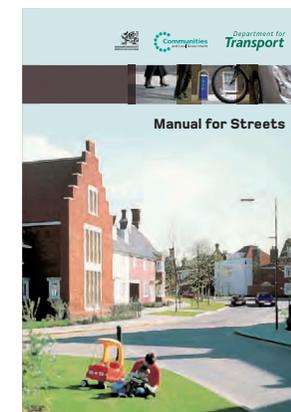
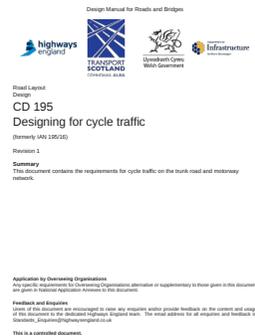
Key Planning Documents
Reading Station Framework
Reading Borough Local Plan

1.3 Technical Design Guidance

The cycle footway required as part of the site allocation is regarded as a key movement corridor. As such, we must seek to achieve the following; not only to make the route functional and safe, but ensure we can integrate it with our design proposals and open space requirements.

- Route width of minimum 3m;
- Activate route through the scheme with active frontage such as front doors and residential entrances;
- Clear wayfinding strategy;
- Ensure the route is accessible to all user groups;
- Provide a shared space route;
- Provide a safe cycle environment through safe geometric design, ensuring the route maintains appropriate widths, minimal street furniture clutter and appropriate gradients (Max 5%);
- Appropriate surface finishes for combined cycle and pedestrian use;
- Cycle and pedestrian priority at vehicular junctions;
- Appropriate landscape treatments; Clear stem trees to remove low branches and compact shrub planting to reduce vegetation en-croaching onto route;
- Good visibility throughout the route, especially at junctions and corners; and
- Appropriate measures to naturally control cycle speeds to ensure a safe environment for all is provided.

We have been advised by Stantec, and their advice can be found within a separate document that should be read in conjunction with this one: *47500-TN003 Proposed Ramp Design Justification*

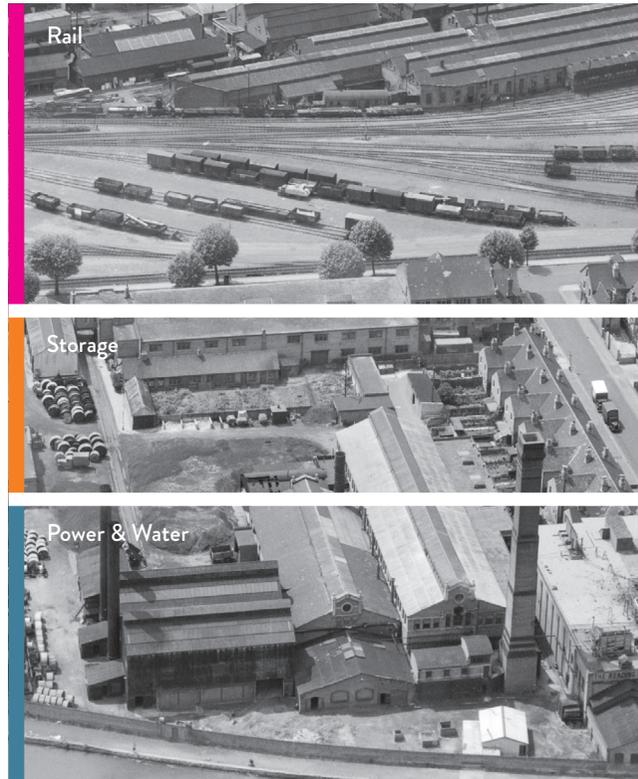


1.4 Design Overview

The scheme takes cues from the history of the site, with the original power station characterised by three differing areas.

The architecture and landscape will take inspiration from each of these zones knitted together with a Victorian theme of architecture, with a Power Station and Water influence to the River Thames frontage; storage and ancillary buildings within the middle; and a rail / sidings inspiration along Vastern Road.

The new cycle foot way that connects from Christchurch Bridge to Vastern Road, passes through each of these character zones and as such is treated slightly differently as it passes through them.



Character Zone Diagram



Illustrative Masterplan

Access and Movement

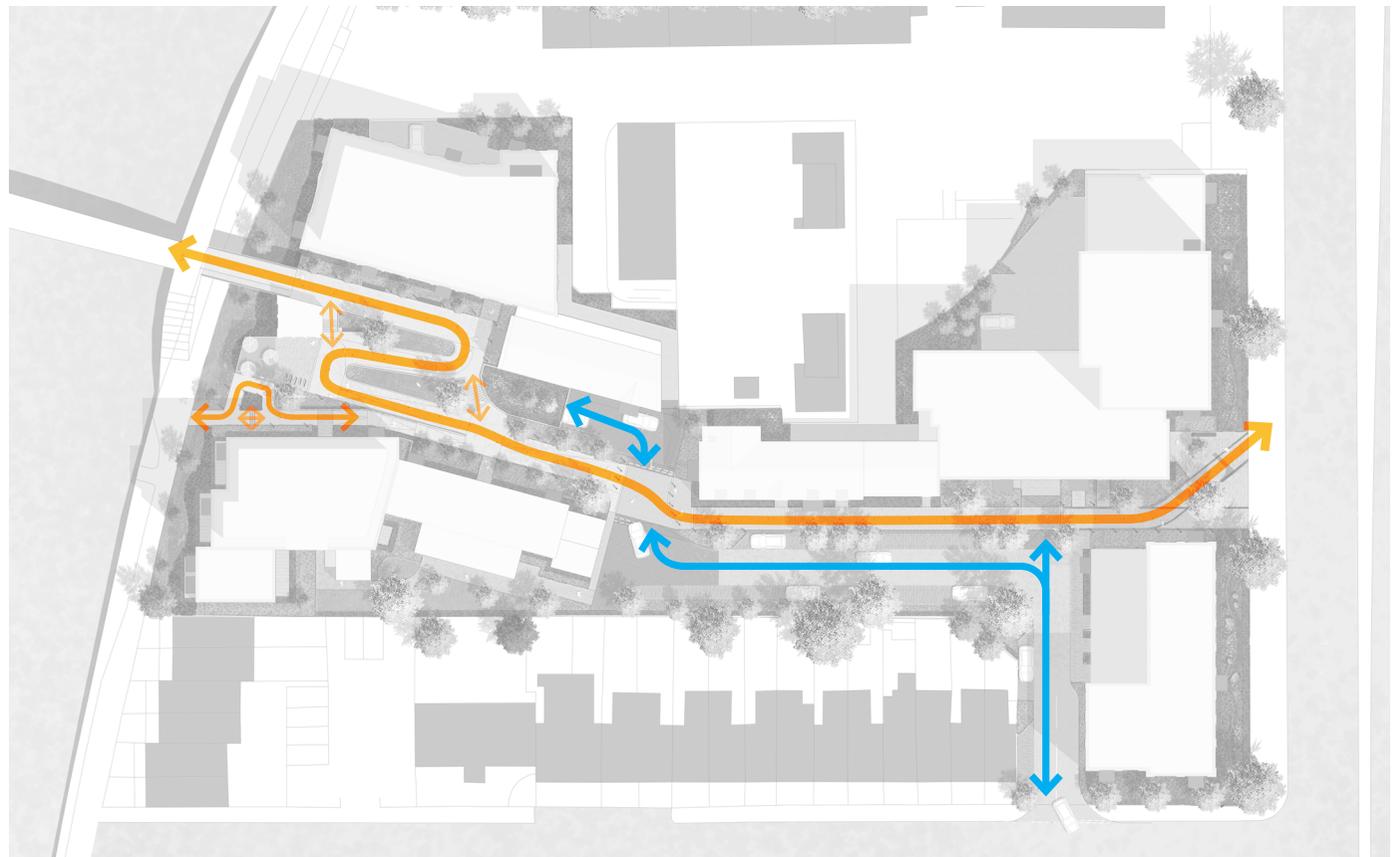
Through the central part of the site sits a dedicated 3m wide cycle footway, flanked by landscaped elements and tree planting. This route connects the town centre from Vastern Road, through to the Thames Towpath and Christchurch Bridge to the north.

With the changes in level between the site, towpath and Christchurch Bridge, gentle deviations are introduced to the routes to maintain a DDA-compliant route at 1:21 or less throughout the site. This is supplemented through the introduction of shorter and more direct, stepped pedestrian routes that provide a more convenient pedestrian journey. These more direct pedestrian routes, should also reduce the number of pedestrians using the cycle footway through the meandering section.

As the dedicated cycle footway runs through the centre of the scheme, we have introduced a switchback as a speed calming measure for cyclists. The switchbacks themselves widen to 4m to provide safe manoeuvring space for all users.

Vehicles access the site through Lynmouth Road.

-  3m wide Foot / Cycleway to / from Christchurch Bridge
-  Foot / Cycleway to / from the Thames Towpath
-  Additional stepped routes
-  Vehicular Route



Wayfinding

A strong wayfinding strategy is about delivering a combination of design moves and signage, to aid navigation through a space or scheme.

As Vastern Road provides a key non vehicular movement route as per the local policy guidance. It is key that this route is clearly defined and provides easy navigation through the scheme, connecting to the wider movement network.

The scheme is proposing to use a combination of wayfinding tools.

Landmark Sculpture

An iconic piece that will be recognised and becomes a landmark for users of the route

Signage

Simple signage that is used to aid users at decision making points.

Route Markers

Opportunity to use inlay studs and paving details to reinforce the key route through the site to aid navigation. The studs would be placed in the centre of the route to aid navigation.

Design Details

These are elements are part of the schemes design composition. For instance, using feature trees along a route; inclusion of details within the paving pattern; and the positing of buildings to frame and deflect views and movement.



Gateway Sculpture
Illustration of potential wayfinding sculpture



Signage Post
Low key posts marking locations and directions



- Landmark Sculpture
- Signage
- ● Route markers

1.5 Character Area Breakdown

Rail

Design Summary

The gateway into the site is located around a proposed feature London Plane tree, that echoes the existing plane trees planted along Vastern Road. The design of an open hard surfaced plaza creates a highly permeable gateway for cyclists and pedestrians. The paving detail picks up on the heritage of the railway sidings, providing a metal inlay detail that is also visualised through the street furniture.

Footway / Cycle Route Breakdown

- 3m width provides adequate space for route to be shared by cyclists, pedestrians and wheelchair users;
- Route is shared to reduce conflicts between user groups and risks of conflicts at front doors and building entrances;
- Raised tables used to give pedestrians and cyclists priority at crossings over vehicles;
- Distinct material change and road signs for vehicle users to signify change in priority and carriageway use;
- Textured paving inlay to provide directional guide to movement route; and
- Gateway sculpture positioned outside of the key 3m movement route.



Herbaceous planting supplemented with bulb planting providing seasonal colour



Soft frontage on to Vastern Road



Clear route legibility into and out of the site



Use of paving details that aid wayfinding and nod to the railway heritage

