

**RBC List of discrepancies between the Design Code (May 2022 - ID25) and
Parameter Plans and other matters not agreed within the Design Code
13/7/22**

Paragraph 2.2 - We do not agree the Design Code (DC) and Parameter Plans (PP) follow policy.

Fig 5 - Spine alignment has changed with the 55 Vastern Road decision.

Paragraph 3.3 - *“Development adjacent to the railway station is expected to create a Local Landmark, marking the station as a focal point within Reading.”* This does not form policy. Reading Station Area Framework (RSAF) proposes landmark buildings on plots C,D and E. PP show landmarks on all plots.

Paragraph 3.4 - *“The site should be accessed through a single point on Caversham Road.”* Secondary access via Trooper Potts Way indicated in phasing plan and referenced in the Design Code.

Paragraph 3.4 - *“Making use of the existing access location should be considered first.”* Access 'zones' are specifically defined in PP101.

Paragraph 4.0 - *“Following the guiding principles described in the previous chapter, the proposal site has been divided into four building plots: A, B, C, and D. These plots refer back to the four plots described in Reading Station Area Framework: N3, N4, N5, N6.”* The Plots only very broadly accord with RSAF Plots.

Paragraph 4.1 - *“A landscaped buffer zone should be left to the West of the plot fronting Caversham Road”* This is outside the PP1—development footprint.

Paragraph 4.1 - *“Taller buildings should be placed along The Avenue and Vastern Road.”* PP103 shows taller building on all parts of plot A with the tallest element in the south west.

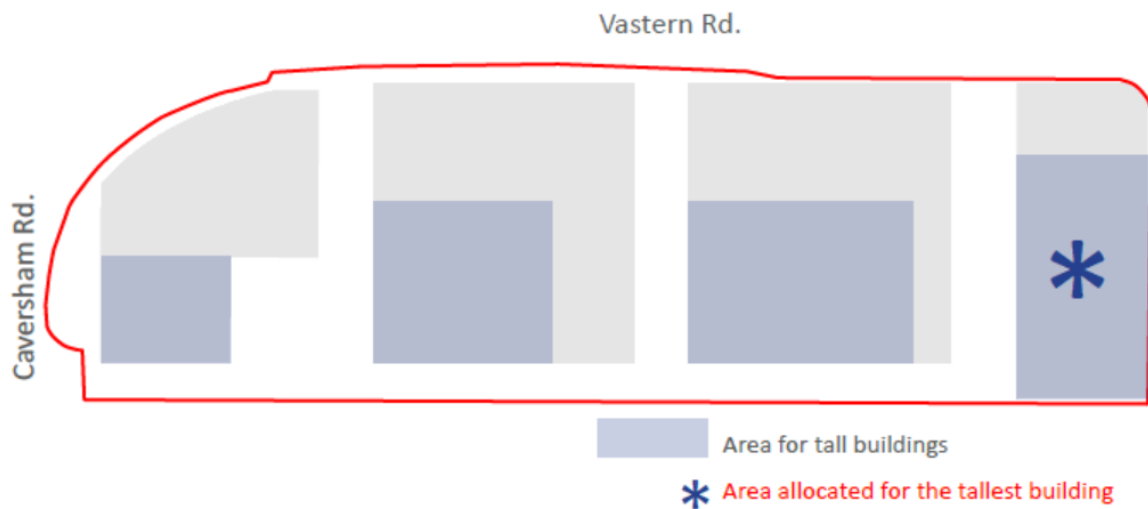
Paragraph 4.4 - *“Servicing should be accommodated from Trooper Potts Way on the east boundary of Plot D”*. This contradicts the PPs.

Paragraph 4.4 - *“The main access for residential and/ or office uses should be placed on the west boundary, which faces the Kennet-Thames Spine connection.”* Not shown on the PPs.

Paragraph 5.1.2 - *“Where buildings within the Building Plots are relocated, the boundaries of adjacent development must move in parallel to preserve the minimum requested by use (see Development Schedule, Table 2).”* Needs to be PP minimum widths.

Paragraph 5.1.4 - *“The main vehicular route could deviate anywhere within the blue hatched Zone, which is determined by PP-102_P2 - Parameter Plan - Building Plots and access points shown on PP-101_P1 - Parameter Plan - Site Access & Egress. After the main route has been provided, additional public routes could be introduced.”* These PP do not show the main vehicular route.

Fig next to 5.4 - The blue boxes do not coincide with PP heights (MD).



Paragraph 5.9.7 - “A landmark tower residential building is expected to be provided on the southwest corners of each perimeter block. This measure will improve visibility and orientation through the scheme.” This contradicts 5.4 and PP does show 4 landmark buildings.

Paragraph 5.10 - “Residential buildings should have a minimum floor to floor height of 3.15m. ...” “Building ground floor heights should be a minimum of 4m floor to floor.” The Design Code recommends a minimum floor to floor height of 4m on the ground floor and 3.15m on upper floors, resulting in an overall height of 19.75m even before the pitched roof is taken into account. With even a modest pitched roof it would end up over 22m high (60.1m AOD). This does not accord with PP for Block D which shows the eastern half of the building with a maximum height of 55.1m, which equates to 17m above ground.

Paragraph 6.1.1 (Kennet-Thames Spine) states that as a mandatory requirement, “A minimum 5m wide of hard surfacing running north to south to provide a wide and welcoming route with ample capacity for future pedestrian numbers passing through” and as a discretionary requirement “Could provide a 10m wide ‘place’ zone to accommodate lawns, planting, trees and open space for people enjoying a pause”. The accompanying drawing shows a 10m landscape zone plus two 5m pedestrian zones (totalling 20m). This is not consistent with the parameter plans which, rightly, show this import north-south link to be minimum of 23m in width (building to building; plot C-Plot D) hence this minimum width should be stated as a mandatory requirement.

Paragraph 6.1.2 - (The Avenue / main street) states within the mandatory requirements that “The junction with Caversham Road must consider the possibility of retention of existing trees to create a green and inviting entrance to the development to encourage pedestrian and cycle through route”. This should be an absolute requirement as established, high amenity Council and TPO trees should be considered as a constraint.

Paragraph 6.1.3 - (Secondary Street) includes as a mandatory requirement “The eastern street must incorporate a minimum 2m wide pedestrian route to encourage easy

pedestrian movements”, the accompanying drawing indicating a total width of 14m for West street and total of 19m for East Street. Neither is consistent with the Parameter plans which show both as a minimum 20m width hence this minimum width should be stated as the mandatory requirement. (Figure on P96 states “*Illustrative only. See Parameter Plan PP-102 P2 for minimum distances between plots*”).

Paragraph 6.1.4 - (Urban Edge / Vastern Rd frontage) includes the following as a mandatory requirement:

- *“The development will seek to retain existing trees along Caversham Road of high value where reasonably practicable taking into account the need to accommodate a vehicular access from Caversham Road and the permitted building lines.”*
- *Street tree planting must be considered where this is possible to provide*

And as discretionary requirements includes:

- *Mature tree specimens could be provided to mitigate any losses from site enabling development. Large species where possible.*
- *Areas of planting to provided where the width of the footway permits without hindering pedestrian and cycle movement*

In relation to the mandatory requirements, there is no evidence in submissions to indicate that existing, protected trees have been considered at all and the terminology ‘will seek to’ does not commit. Similarly, Street tree planting is an absolute requirement hence the use of the term ‘where possible’ is very non-committal.

Paragraph 6.1.5 - (Pocket Squares and Podiums) includes only as a discretionary requirement: ‘*Appropriate tree planting to add a sense of scale to the podium garden where possible*’. This offers no commitment to tree planting, which should be seen as a mandatory requirement. (SH)

Section 6.1 does not mention the integration of landscaping and SUDs as is a consideration requirement of Policy EN18, as detailed above.

Other comments:

There is nothing in the Design Code to indicate that heritage sensitivities should be considered as part of the detailed design process.

A Design Code should include a section highlighting the heritage sensitivities of the site and the need to ensure through the scale and massing of any scheme that it does not harm the significance of heritage assets in the vicinity.

Issues to consider will include (although not exhaustive):

- Ensuring that the prominence of the historic Station Building on the station square is not reduced.
- Ensuring that the development does not impinge in sensitive views within the Market Place - London Street Conservation area
- Ensuring that the prominence of the Town Hall building will not be reduced in views, particularly from the South.