Design principles have been developed in this brief that respond pragmatically to development aspirations for the area. They have been developed to reflect ODPM guidance on good design outlined in PPS1 and PPS6 which states that development should:

- normally be orientated so that it fronts the street;
- respect building lines of the existing urban environment and, where appropriate, build up to the edge of the curtilage;
- maximise the amount of active street frontage;
- avoid designs which are inward looking and which present blank frontages;
- provide level access from the public realm; and
- in the case of development in edge-of-centre locations, provide good pedestrian access to the centre.

The design principles for the Station Hill South area, which are discussed in detail below include:

- Establishing a clear character
- Allowing for improved freedom of movement
- Open space and landscape
- Designing for tall buildings
- Determining appropriate scale, height and massing
- Active street frontage
- Achieving mixed-use development
- Incorporating high standards of sustainable design
- Designing in safety and security
- Demonstrating viable and flexible phasing
2.1.1 Principle 1. Establishing a clear character

Key objectives are:
- To provide for quality landmark development, setting the benchmark for an outstanding architectural redevelopment of Reading Station and land to the North whilst respecting the built heritage which surrounds the study area.
- The establishment of an accessible and legible transport interchange with clear links to a new MRT facility.
- Secure a wider choice of safe pedestrian and cycle movement patterns.
- The promotion of a mix of uses synonymous with a vibrant city quarter and an 18 hour economy.
- The provision of streets that double as unrestricted visual corridors through the study area.
- To allow for attractive, useable and accessible public open space.
- To integrate public art into buildings, structures, streets and spaces

Justification:
Station Hill South occupies a key location in Reading City Centre. Defining a distinctive character is essential to achieving a gateway development. High profile, landmark development should deliver a thriving commercial and residential destination. Retail and transport development should be complementary and supportive of the existing and proposed residential and office uses and to other retail provision in Reading. Architecture and public art should create an immediately identifiable place.

Requirements:
Essential – all requirements for this principle are considered to be essential.
- Modern, innovative buildings should be provided with a high degree of transparency at ground floor level reducing the barriers between internal and external space.
- Distinctive, contrasting and architecturally rich facades above ground floor level will be encouraged, to enliven the street scene and provide a strong sense of place.
- New buildings should accommodate retail and/or leisure facilities at all pedestrian accessed levels with residential and commercial uses above.
- New development should facilitate an integrated station interchange that will include Mass Rapid Transport.
- Development should ensure that views to the North will be extended along existing axes such as Merchants Place and
Friar’s Walk and will facilitate further development beyond Station Hill.

- The study area should have several focal points, for example, around the MRT stop and to the north of Merchants Place, to allow for visibility and better orientation. These should form a comprehensive sequence of visual markers around and through the study area.

- Pedestrian level changes should not transcend more than one storey without integrating open spaces and active uses. These level changes should also provide a location for activity and meeting and allow for new and existing uses to spill out of the buildings.

- Any application should demonstrate that it will contribute to the Council’s Public Art Strategy. (see below)

- A comprehensive pedestrian street grid should provide a unique and safe, people-focused environment. Any key pedestrian street should be animated by shops and leisure facilities accommodating cafes, seating areas and integrated art together with the introduction of trees and landscaping.

- A series of tall buildings should form an identifiable cluster in the city centre, acting as landmarks for Reading and that also function at a local level to mark gateways through the study area.

- A network of open spaces should be introduced into the study area. Open spaces should assume different layouts, scales and purposes which, for example, function as key routes, level changes or which form entrance points.

**Public Art**

Reading Borough Council has recently updated its Public Art Strategy to ensure that developments in Reading take full advantage of the influence that artists can bring. The Public Art Strategy recognises that involving artists can result in the following outcomes, all of which are desirable in the context of new development in the study area:

- **Distinctiveness** - artists can contribute to the creation of a unique identity for a place through work that is original and site specific
- **Quality** - artists can enhance the physical quality of an environment and the experience of those using it
- **Sense of place** - artists can create a sense of place by drawing on key local references such as heritage, topography, site uses and demography
- **Engagement** - artists can involve communities and stakeholders both in the process and the outcomes of their work profile - the involvement of artists can raise the profile of a scheme locally, nationally and internationally
2. DEVELOPMENT AND DESIGN PRINCIPLES

2.1.2 Principle 2. Allowing for improved freedom of movement

Key objectives are:
- Facilitating movement through the study area along desire lines, especially from the station towards Chatham Place and to a new MRT stop.
- Re-open and integrate Friars Walk into new development north of Garrard Street.
- Establishment of a high quality walking and cycling environment that is easy to use and understand, that is well designed, is attractive, safe and well integrated into the surrounding area.
- Prioritise for non-car users with the provision of a minimal amount of car parking, consistent with a high density, public transport rich location.

Justification:
The planning brief requires a permeable layout. Proposing new routes that integrate and link into existing routes can improve the accessibility of the study area. The development must take proper account of the Central Area Access Plan contained in the 2nd LTP which provides clear objectives for movement in this area. New and upgraded routes can improve viability through better exposure and visibility of services and destinations. With the study area currently a major blockage to north/south movement in this area of the city centre, good physical and visual links through from Friar Street to the north will improve the retail performance of Friar Street and allow better access to retail areas to the west.

Figure 2.5: Movement

Requirements:

Essential
- Development should provide a key pedestrian street achieved through a strong diagonal route providing direct pedestrian access from the station plaza, through the study area, to Friar Street, Chatham Place and to the south.
- It should have a strong “gateway” entrance and lead to a focal point within the study area. It should also interlink with all other routes running through the area and align with the proposed MRT interchange.
Development should provide a secondary network of streets that provide a north/south route which links Garrard Street to Station Hill.

Development should further facilitate any future crossing above or below the railway tracks through a flexible layout.

Development will be required to contribute towards undertaking improvements to the existing routes and key junctions.

Improvements will be required to existing pedestrian links such as Merchants Place and Friars Walk. Development north of Garrard Street should make provision to link into Friars Walk.

Pedestrian linkages from the MRT stop should be connected to Friars Walk.

Desirable

- Improvement will be sought to existing roads such as Station Road and Greyfriars Road. Both are currently under review as part of the developing transport strategy. Any development would be expected to contribute to that process.

- High level walkways may be required to bridge Garrard Street and strengthen visual links. These could be formed as aerial public art enlivening Garrard Street and the adjacent streetscape.

- Routes such as Friars Walk should be improved in appearance and usage. Links should be more transparent allowing for visual connections that integrate active usage.

- Parking provision and servicing requirements will be commensurate with the high quality expected for the area. However, all detailed issues on parking and service provisions will need to be considered in light of the Central Area Action Plan.

- The Council acknowledges that Garrard Street is currently unattractive for pedestrians and presents a barrier for disabled users. Garrard Street could be redefined as a continuous public street rather than a service route as is currently the case.
2.1.3 Principle 3. Open space and landscape

Key objectives are:

- The requirement for the creation of an integrated network of high quality urban spaces.
- The creation of a lively, safe and attractive public realm comprising routes and spaces with active frontages, high quality landscaping and priority for use by non-car users.

Justification:

The planning brief proposes a hierarchy of linked key routes and spaces. It is acknowledged that the integration and linking of routes and spaces can create permeability. Conversely, potential inactivity, safety and security issues may arise as a result of creating too much permeability.

Requirements:

Essential

- The Council will support development that facilitates the delivery of a public plaza to the front of the station that takes full account of the expected levels of use identified for the redesigned station and interchange areas.

- New development opposite the station must exhibit good enclosure with a strong edge to the space, following the removal of all through traffic movement, and create a gateway into the study area.

- New spaces should be located at each nodal including Friars Walk and the proposed MRT stop.

- Routes and spaces should be visible and have a specific role and function to play within the study area.

Figure 2.11: Open space and (urban) landscape

Figure 2.12: Station Plaza, St. Giles Court, London

Figure 2.13: Brindley Place, Birmingham
• Private open space should not be accessed directly from public space, although private external spaces (such as balconies and terraces) should benefit from views overlooking the public spaces.

• Informal public and private recreational spaces will be required to serve the needs of residents. It should be demonstrated that these are relaxing sunny places, quiet and intimate in character comprising landscaped urban space for sitting and relaxing. They should provide a safe environment well overlooked by residential development.

Desirable
• The Council is looking for development that provides a strong entrance point at each end of Garrard Street that emphasises the importance of the study area to the wider city centre.

• The network of primary and secondary streets should function as open spaces throughout the study area. The scale, quality, design treatment of each of these streets and spaces should reflect their intended function.

• A focal point along Friar Street that acts as a primary entrance to the study area. Existing building structures should be modified to allow for direct physical and visual linkage to the North.
2. DEVELOPMENT AND DESIGN PRINCIPLES

2.1.4 Principle 4. Designing for tall buildings

Key objectives are:

- A cluster of city-scale tall buildings, designed as a ‘family’ with complementary roofscapes, detailing and material selection should emphasise the location of Reading Station and the Station Plaza.
- The tallest buildings in the area covered by the brief should be close to the Station Plaza to provide a landmark. Figure 2.15 indicates a general gradation of building heights, which respect local scale in the south and west part of the brief area.
- A second landmark location is appropriate at the western end of the area covered by the brief, adjacent to the MRT stop. This should rise from a shoulder height set back along Greyfriars Road, to assist with the transition to the lower townscape to the west. This should be lower than the city-scale buildings adjacent to the Station plaza, but visible from Friar Street and Chatham Place.
- Applications for tall buildings within the study area should take account of the CABE/English Heritage guidance relating to tall buildings.

Justification:

The study area has the potential to accommodate high quality landmark buildings close to the Station, in order to identify the entrance to the development from the south-west and the route to the station and MRT stop. As well as reinforcing the importance of the central location, redevelopment would promote the wider regeneration of the Station area and capitalise on the excellent public transport links.

Requirements:

Essential – all requirements for this principle are considered essential.

- City scale landmark buildings should be carefully located to emphasise the importance of the city centre and allow for local legibility in the study area by emphasising routes and entrances.
- Tall buildings will need to demonstrate design excellence and make a positive addition to wider views and the local setting including built-form and topography and contribute to an interesting skyline with well-articulated shoulder heights and roofscapes.
- 360° view analysis should be used to enable assessment of the impacts on the Reading skyline both during the daytime and at night. This analysis should be accompanied by a full visual impact assessment undertaken in accordance with the methodology as set out in the Landscape Institute and Institute of Environmental Assessment’s Guidelines for Landscape and Visual Impact Assessment and using view points approved in discussion with the Council, including photo-realistic renderings.
- Tall buildings should also demonstrate a positive relationship to other buildings, streets, public and private spaces, especially historic buildings.
Ground levels should be largely accessible to the public. Buildings will be expected to interact with the streetscape providing frequent doors and windows, atria and active ground floor uses;

- The shadowing impacts on buildings and spaces within the area covered by the brief and adjacent spaces and buildings should be addressed when formulating proposals. Buildings should be sited and orientated to avoid excessive overshadowing of neighbouring buildings and land as much as possible.
- The position and design of tall buildings in the study area must provide an acceptable microclimate. Wind impact studies should accompany applications for all buildings over 25m.
- Any structures that exceed 90m in height will be reported to the Civil Aviation Authority by the Council and applicants must supply appropriate data to the Council upon request.
- Applications for tall buildings will need to demonstrate they do not constitute an impact on telecommunication networks;
- Public access to the upper floors of the tallest buildings in the area covered by the brief, to include viewing space;
- Tall buildings must accord with the Council’s SPD on Sustainable Design and Construction, illustrate exemplary standards of sustainable construction and resource management and potential for renewable energy generation and recycling, through the inclusion of a sustainability strategy.

- The Design and Access Statement submitted with any planning application should respond to all opportunities or constraints that makes the site(s) suitable for tall buildings. The statement should explain the design principles and concepts that have been applied to the following aspects of the proposal: amount, layout, scale, landscaping and appearance.

**Note:**

A review of Reading skyline (see appendices) shows limited impact on the skyline in the study area of buildings of up to (approx) 25m above street level (approx 70m AOD).

In the context of the study area, with existing structures at 12, 15 (under construction) and 17 (commercial) storeys, the definition of a ‘tall building’ in the study area refers to structures over approx. 11 storeys of commercial (or 13 residential) equating to approximately 39m tall.
2. DEVELOPMENT AND DESIGN PRINCIPLES

2.1.5 Principle 5. Determining appropriate scale, height and massing

Key objectives are:
- Development in the study area should respect the scale of existing development and use setbacks at upper level to reduce the impact of the new development on the street.
- Larger-scale development is to be concentrated to the north of the study area, focused on the station environs.
- Block sizes and depths should relate to the scale of the urban fabric in the study area and in neighbouring areas.
- The generally low/mid-rise character of Friar Street is to be maintained.
- The massing of structures either adjacent to or above open spaces should be designed to allow maximum penetration of natural light to the street.

Justification:

The scale of development, measured in terms of height and massing, must relate to its surroundings. Where streets of fairly uniform character exist, new development should not undermine existing scale. Development to the northern half of the study area is more varied in terms of its mixed height and fragmented massing. A gradual increase of scale and mass towards the station will allow peripheral character to be maintained whilst increasing the impact of a new quarter.

Requirements:

Essential
- Development mass should increase in a north-easterly direction respecting the existing townscape and vertical rhythm on Friar Street and upper Greyfriars Road, adjacent to Greyfriars Vicarage.
- On most block corners, key buildings should be accentuated in accordance with figure 2.17, thereby maintaining local scale but providing additional legibility to development.
2. DEVELOPMENT AND DESIGN PRINCIPLES

- Buildings over open spaces (including the MRT stop and land to the north of Merchants Place) should utilise cantilevered floorplates or unfold several storeys above to allow through views and natural light penetration to the street whilst allowing airspace for development.

- Shoulder height setbacks should be introduced on Greyfriars Road at maximum 7/8 storeys to retain acceptable scale to the street and to acknowledge the scale of surrounding built form.

Desirable:
- At the junction of Greyfriars Road and Garrard Street, setbacks should allow views into Garrard Street by continuing building setbacks up to the MRT stop.

- Building mass should be orientated so as to afford maximum solar gain and southerly aspects, whilst casting minimum shadow onto surrounding properties and spaces.

- Development should establish a height profile that maximises environmental and microclimate benefits.

Development should maximise day lighting and encourage solar penetration to public spaces whilst providing protection from the wind.

Figure 2.18: Accentuated corner, Leeds

Figure 2.19: Narrow distances between buildings with poorly lit open space, Timber Wharf, Manchester.
2. DEVELOPMENT AND DESIGN PRINCIPLES

2.1.6 Principle 6. Active Frontage

Key objectives are:
- The provision of active frontages at street level (and some upper floors) should be created to make the area feel safe and well used.
- Residential and commercial entrances should be located at regular distances within the ground floor façade to enliven the street.
- Public art should be located at building edges and should be designed as an integral part of any scheme or building.
- Development should demonstrate an understanding of the difference between public fronts and private backs.

Justification:

From “By Design” (DETR, 2000):

“Facades can be enlivened by active uses (such as shops and restaurants), entrances, colonnades, and windows (views into the building give interest to passers-by and make the building’s function apparent, while views out of the building facilitate overlooking, which contributes to safety)”.

The planning brief deals specifically with the building frontages because the success of the study area depends on the quality of the public interface.

It is, therefore, important to create edges that are considered, visually interesting and balanced in their design.

Requirements:

Essential – all requirements for this principle are considered essential.
- Tall Buildings must be developed in the round such that all faces of the buildings are considered.
- Blank or inactive facades onto existing active frontages and elevations will not be permitted in any circumstances.
- Where the street or open space is to be designed as a pedestrian space or route, such public frontages should include retail, cafes and restaurants spilling out onto a generously proportioned pedestrianised street.
• Robust streetscape design and good lighting will be important to cater for pedestrian activity throughout the day and into the evening. Street trees, seating and street furniture should be introduced to bring activity.

• Residential and commercial entrances should be integrated into the active frontages.

• Activity on corner sites is essential to retain pedestrian interest to the end of streets and around the pedestrian network, as well as creating an active focus at junctions.

• Vehicular entrances to buildings must be kept to minimum operational widths and frequencies to avoid dead space and pedestrian/vehicular conflict on the footway. The principal service points for land to the north of Garrard Street will be from Greyfriars Road and the covered area of Garrard Street. However access will need to take into account the wider changes in permitted access in the central area as set out in the Central Area Action Plan.

• Residential accommodation (although not entrances) will be resisted on the ground floor.

• In-block and undercroft car parking should be “wrapped” by activities on all levels. Internal spaces should adhere to the Safer Car Parks Scheme.

Note:
“By Design” defines active and dead frontages as follows:

“Active and dead frontages at ground floor level: positive factors such as entrances, shop-fronts and windows; and negative factors such as long blank facades and high boundary walls, solid roller shutters to shop-fronts, and service entrances and yards;

Active and dead frontages at upper floors: positive factors such as windows of habitable rooms overlooking public space; and negative factors such as blank gable walls and unused space over shops”.

Figure 2.22: Sketch, Level change
Figure 2.23: Pedestrian street edges, London
Figure 2.24: Vehicular street edge, London
Figure 2.25: Public art, Chicago
Figure 2.26: Artistic frontage, Salzburg
2. DEVELOPMENT AND DESIGN PRINCIPLES

2.1.7 Principle 7. Achieving mixed use development

Key objectives are:

- Development should seek to provide a viable mix of residential, B1 (office) and community uses as well as retail, restaurants, cafes and high quality recreation, entertainment, and family orientated leisure facilities.
- Residential development shall include a balanced and integrated mix of size and tenure.

Justification:

From “By Design” (DETR, 2000)

“Higher density commercial and mixed-use developments, civic buildings and developments likely to generate large numbers of visitors are best located within close walking distance of public transport interchanges”.

Locating a significant quantum of development adjacent to Reading Station, the MRT system and an upgraded public transport interchange will reduce the need to travel by car. Mixing uses in the development that complement other uses in the city centre will improve choice and further enliven an already vibrant core. Designing for durability and robustness will allow mixes of use to change over time and adapt to the market if conditions change.

Requirements:

Essential – all requirements for this principle are considered essential.

- The development of tall buildings should allow both large and small-scale occupiers.
- Cafes, restaurants, retailing, community and leisure facilities should be encouraged in order to create a viable mix of uses encouraging day and night time activities. Residential development will be expected to mitigate, where possible, against any disturbance arising from this city centre location in accordance with PPG24 (Planning and Noise).
- As well as its primary function as a transport interchange, the MRT stop should act as a focus within the study area that allows for the provision of complementary uses, such as convenience retail or cafes.
- The design of new buildings should allow for the possibility of changes in use over time.
- Community uses should be provided within the study area and allow for a crèche and/or childcare facilities, public conveniences, shopmobility, taxi parking, leisure uses and licensed premises.
### 2. DEVELOPMENT AND DESIGN PRINCIPLES

#### 2.1.8 Principle 8. Incorporating high standards of sustainable design

**Key objectives are:**

- **Tall buildings can help to maximise the use of previously developed land, and alleviate the effects of urban sprawl.**
- **Development should demonstrate positive yield in terms of environmental and ecological benefits.**
- **Methods should be adopted that efficiently produce, deliver and use energy, such as maximising solar gain and implementing insulation.**
- **Further methods should be adopted that are designed to address climate change, such as reducing or regulating CO2 emissions from heating systems.**
- **Site waste management plans should be designed to identify wasteful activities, minimise waste, and encourage recycling.**
- **Development should include a water management scheme addressing flood risk and water usage.**
- **The provision of localised strategies to alleviate vehicular demand and encourage usage of public transport, cycling or walking.**
- **Materials should be selected which have been assessed to have the lower embodied energy and environmental impacts.**
- **Development should meet the requirements of the local Biodiversity Action Plan (BAP).**

**Justification:**

The opportunities to achieve sustainable development through building vertically, and in higher densities can provide both impressive and beneficial results. Embracing this concept will also reduce the potentially adverse impacts of urban sprawl.

**Requirements:**

**Essential:**

**BREEM:**

- **The Council will be seeking compliance with BREEAM and Eco Homes for all uses and buildings in the study area. For development of the quality and profile required at Station Hill South, the Council will require a BREEAM/EcoHomes rating of ‘Excellent’ for all buildings.**

- **Applicants should demonstrate compliance with the adoption of the BRE Green Guide for housing to preclude the use of materials rated within category C (rated as having the most negative effects on the environment).**

**Energy Efficiency**

- **Buildings should be orientated to maximise solar gain.**
- **Applicants should demonstrate how the thermal mass of the building will be used to maintain energy.**
- **Mechanical ventilation and air conditioning should be avoided where possible.**
- **Applicants should specify the quality of all building insulation, including glazing.**

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Figure 2.29: Eco tower, Elephant & Castle, London
2. DEVELOPMENT AND DESIGN PRINCIPLES

Sustainable Transport:

**Development should include** a Green Travel Plan that will be expected to cover:

- Provision of safe, covered and lockable cycle storage for residents and changing facilities for employees;
- Secure by Design standards to promote walking;
- Identified walking and cycle routes, especially to Reading Station; and
- Support of the provision of a local, regular bus service and/or MRT system, which is likely to be particularly feasible due to the high number of residents.

Inclusive Design:

- Measures should be taken to achieve an environment which is accessible and appealing to all regardless of physical ability, age, gender or circumstances.
- Integrated Tenure - It is important that the study centre contains a mixture of different tenures to reflect different needs and requirements of the community and individuals. This helps to meet the objectives of social cohesion and encourage sustainable communities.

Waste Management:

- Site Waste Management Plans must be produced for development schemes during both the demolition and construction phases which are aimed at identifying wasteful activities and areas, minimising the waste produced, and recycling as much material as possible.

- Operational waste management plans will be required to ensure that all residents and occupiers have the opportunity to recycle as much as possible, for example, by providing designated recycling storage and pickup points internally and externally.

- Servicing arrangements for all uses will require full consideration at the scheme design stage.

Water Management:

- A water management scheme will need to address the management of rainfall to avoid flooding and the minimisation of water usage to reasonable levels.

- Applicants should investigate and adopt where appropriate, techniques of sustainable urban drainage (SUDS) to reduce grey water run-off.

Air Quality:

- Reading Borough Council has recently carried out a detailed assessment of Air Quality in accordance with the Environment Act 1995. The study area is potentially in an area where it is indicated that the levels of NO2 are close to or in excess of the National Air Quality Objectives. At present an Air Quality Management Area has not been declared pending a consultation period in the area.

- PPS23 and the NSCA guidance “Development Control - Planning for Air
Quality” recommend that new exposure to poor air quality should be considered as a material planning consideration. It is recommended that applicants contact Reading Borough Council’s Environmental Protection Team to discuss the Air Quality issues.

Ecology:

The ecology of the study area is limited although Black Redstarts are known to nest in the area. Applicants should identify opportunities to improve or maximise the biodiversity of the study area, which should be addressed by a qualified ecologist as part of an Environmental Statement.

Building tall buildings can also yield potential ecological and environmental benefits by integrating vertical landscaping, roof gardens or vegetation within the architecture. Further consideration will be expected as part of any application for taller buildings.

Health and Wellbeing

The feeling that a new development communicates to its users, occupiers and residents is key to its success, such as:

- Acceptable levels of daylight and views available to residents and office workers (avoiding overshadowing);
- Acceptable quality of sound insulation, especially in relation to the railway and non-conforming uses;
- The provision of private, or amenity space to all residents through shared in-block amenity space, balconies, roof terraces or loggias.

2.1.9 Principle 9. Designing in safety and security

Key objectives are:

- Create clearly-defined streets.
- Encourage street surveillance or ‘eyes on the streets’ by visually exposing sides of buildings to passer-bys and providing good lighting. Building design involving windows and entrances which overlook public space can also facilitate surveillance.
- Demarcate between private and public spaces.
- Select and implement security measures that have been properly tested and properly integrate, install and use them.
- Encourage a good level of street activity.
- Proposals should contribute to the existing CCTV network.
- Manage and maintain tidiness and good upkeep to send a message that criminal and anti-behaviour will not be tolerated.
- Ensure ongoing management and maintenance of the public realm.

Justification:

Making places safer is about more than crime prevention. It requires a design response and consultative approach which engages with the community, police and other key stakeholders to promote and define safe, sustainable and attractive environments that meet the full set of planning objectives.

Requirements:

Essential

- All new development should follow the principles as set out by the guidance “Secured by Design” published by the Association of Chief Police Officers (ACPO). Applications should clearly demonstrate how these have been included in proposals.
2.1.10 Principle 10. Phasing

Key objectives are:

- Submission of comprehensive programmes that identify sequence for completions of development sites, timing of permissions and critical path for marketing, delivery, disposal and occupation.
- The delivery of comprehensive planning applications that recognise, resolve and deliver on mutually critical land parcels with adjoining landowners.
- Ensuring that amenity space, parking and public open space as well as other critical infrastructure is programmed for completion before building occupancy.
- Provision for the re-siting and re-routing of services during demolition and construction.
- The provision of considered development options that provide assurance at outline application stage that deliverable contingencies are in place to render structures and spaces habitable and viable in cases that phasing suffers delay or cancellation (Force majeure etc).

Justification:

With a study area of this complexity, and the potential, for a number of major sites to be built out simultaneously, disruption in the study area to residents, and other users can be considerable. There is also the possibility of scheme elements coming forward that are dependent on later stages of infrastructure than may or may not be delivered. The Council will, therefore, require very detailed phasing information for all major applications in the study area whose success, however partial, is dependent on the co-operation of delivery of neighbouring schemes and ownerships.

Requirements:

Essential

- A full building phasing strategy should be developed as a central resource for all major, independent development in the study area, and particularly for applications involving land to the north of Garrard Street.
- Proposed access and movement strategies will be required for all movement modes at the key stages in construction for individual sites.
- Major infrastructure works, such as the possible relocation of the major sewer, will need to be identified and scheduled at the design stage.
- Building operation information, in terms of occupier access, amenity, parking etc. should be provided for all structures that interface with other application sites.