



Town Planning Bureau

Planning, Design & Access Statement

RE: PLANNING APPLICATION FOR A DROPPED KERB / VEHICLE CROSSING FOR A TEMPORARY PERIOD.

SITE: KERB TO FRONT OF 146 FRIAR STREET, READING, RG1 1SY.

The Barn
43 Oakdene Road
Redhill
Surrey
RH1 6BT

Tel. 01737 390169

This letter forms the Planning, Design & Access Statement for the above proposed works at the above identified property.

The application comprises:

1. Completed application forms.
2. Red edged site location plan.
3. Existing and Proposed drawings.

Date: 11th May 2023

1. Planning Application

Our ref: TPB-483b-ST4

Temporary planning permission is sought for the following development:

‘A dropped kerb / vehicle crossing for a temporary period’.

e-mail
info@tpbureau.co.uk

The dropped kerb / vehicle crossing would be from August 2023 to July 2024. For avoidance of doubt, the pedestrian will still be available for pedestrian use.

web
www.tpbureau.co.uk

The dropped kerb/ vehicle crossing is required to allow vehicles to access the land in association with 1-15 Queen Victoria Street / 145-148 Friar Street following the demolition of 146 Friar Street and to facilitate works in connection with planning permission ref: 221232 that was resolved to be approved by Reading BC Planning Committee on 07.12.23 for:

Demolition of No. 146 Friar St and structures to rear and partial demolition of No. 145 Friar St and various external works to other existing buildings, as part of redevelopment to provide: reconfigured basement and ground floor uses (Class E(a) or (b)) on Friar St and Queen Victoria St frontages and proposed apart-hotel (Class C1) at part-basement, part-ground and on all upper floors; part-two, part- three storey rear extension to No's 5-15 (odd) Queen Victoria St; replacement basement and five storey building at No. 145 Friar St and two-storey roof extension to No. 146 Friar St; proposed public courtyard accessed via Queen Victoria St walkway; roof level plant; and various other associated works.

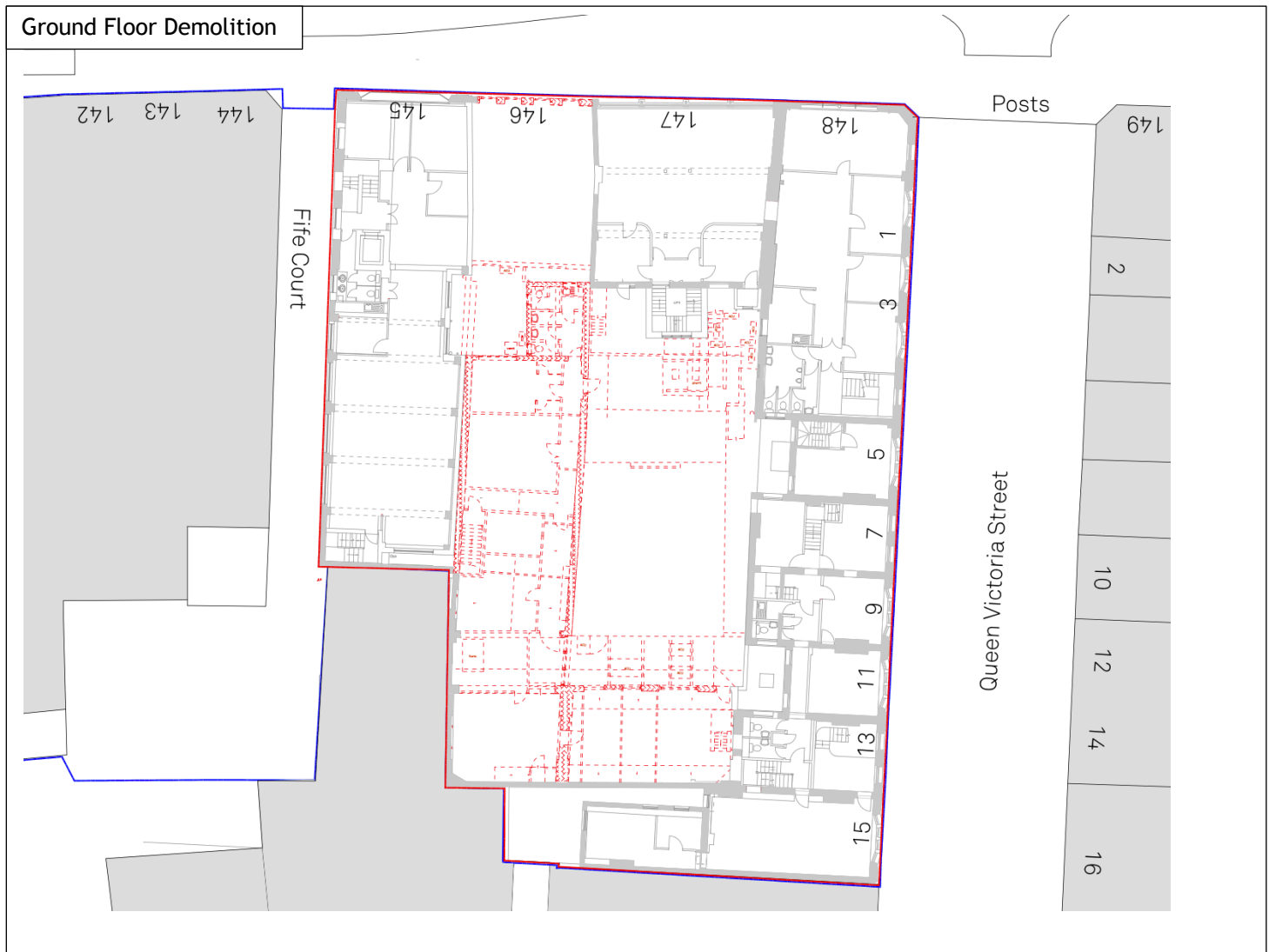
As advised, the scheme seeks the comprehensive redevelopment of the site for a mixed-use scheme, however, there is a significant amount of demolition to the central part of the site, including No.146 - see drawing over the page. This will require demolition and carting away of materials to be recycled.

The site is in the Town Centre with Queen Victoria Street (pedestrianised) to the east and Friar Street (restricted access) to the north. In consultation and agreement with the Reading BC's Highways Team, it was agreed it was preferable to demolish and load on site than via Queen Victoria Street or Friar Street - this is the method proposed and therefore to facilitate access to the site, planning permission is sought to drop the kerb and create a vehicle cross over.



RTPI

mediation of space · making of place
members of the Royal Town Planning Institute

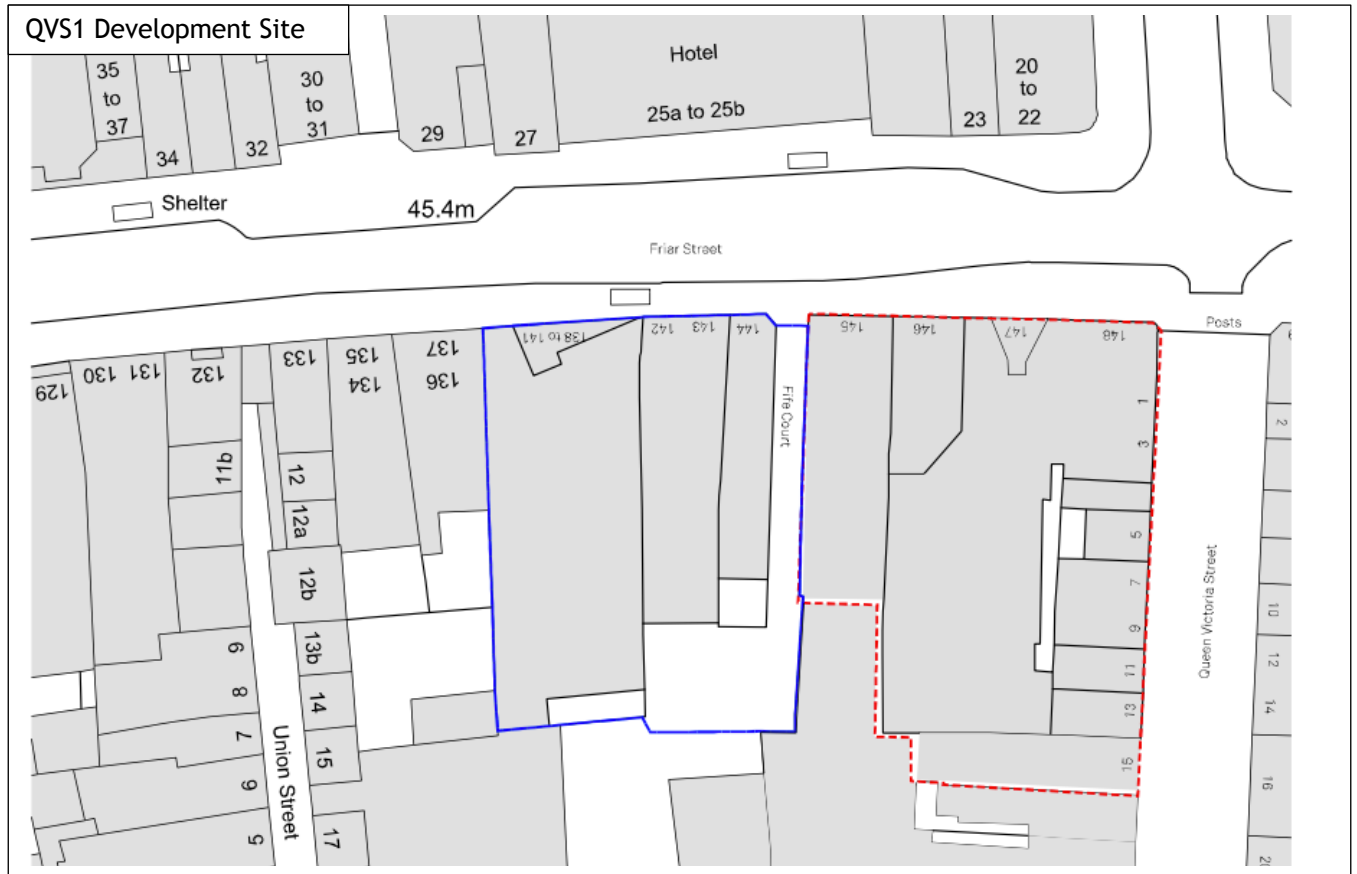


2. The Site, Surrounding Area & Context

The kerb/ vehicle crossing is to the front of 146 Friar Street site and will serve the site which is a prominent plot located on the corner of Queen Victoria Street and buildings along Friar Street, with significant frontage to both. Queen Victoria Street is the principle pedestrianised access point to the town centre from Reading Railway Station and Friar Street is traffic controlled with access to busses and taxis only.

The Site comprises a number of premises with retail uses at ground floor level with other secondary uses (although vacant) at first floor level and above. Both QVS and Friar Street are key primary retail streets within the town centre and are in a highly accessible location, approximately 250m from Reading Railway Station to the north.

Photographs and a plan of the development site and kerb to be dropped are shown over the page.



146 Friar Street



3. Site & Planning History

221232: Demolition of No. 146 Friar St and structures to rear and partial demolition of No. 145 Friar St and various external works to other existing buildings, as part of redevelopment to provide: reconfigured basement and ground floor uses (Class E(a) or (b)) on Friar St and Queen Victoria St frontages and proposed apart-hotel (Class C1) at part-basement, part-ground and on all upper floors; part-two, part- three storey rear extension to No's 5-15 (odd) Queen Victoria St; replacement basement and five storey building at No. 145 Friar St and two-storey roof extension to No. 146 Friar St; proposed public courtyard accessed via Queen Victoria St walkway; roof level plant.

- Decision to be issued.

221233: Various internal and external works associated with No's 147 and 148 Friar St and No's 1 - 15 (odd) Queen Victoria St, including part-two, part-three storey rear extension to No's 5-15 (odd) Queen Victoria St, as part of redevelopment to provide reconfigured basement and ground floor uses (Class E(a) or (b)) on Friar St and Queen Victoria St frontages and proposed apart-hotel (Class C1) and on all upper floors.

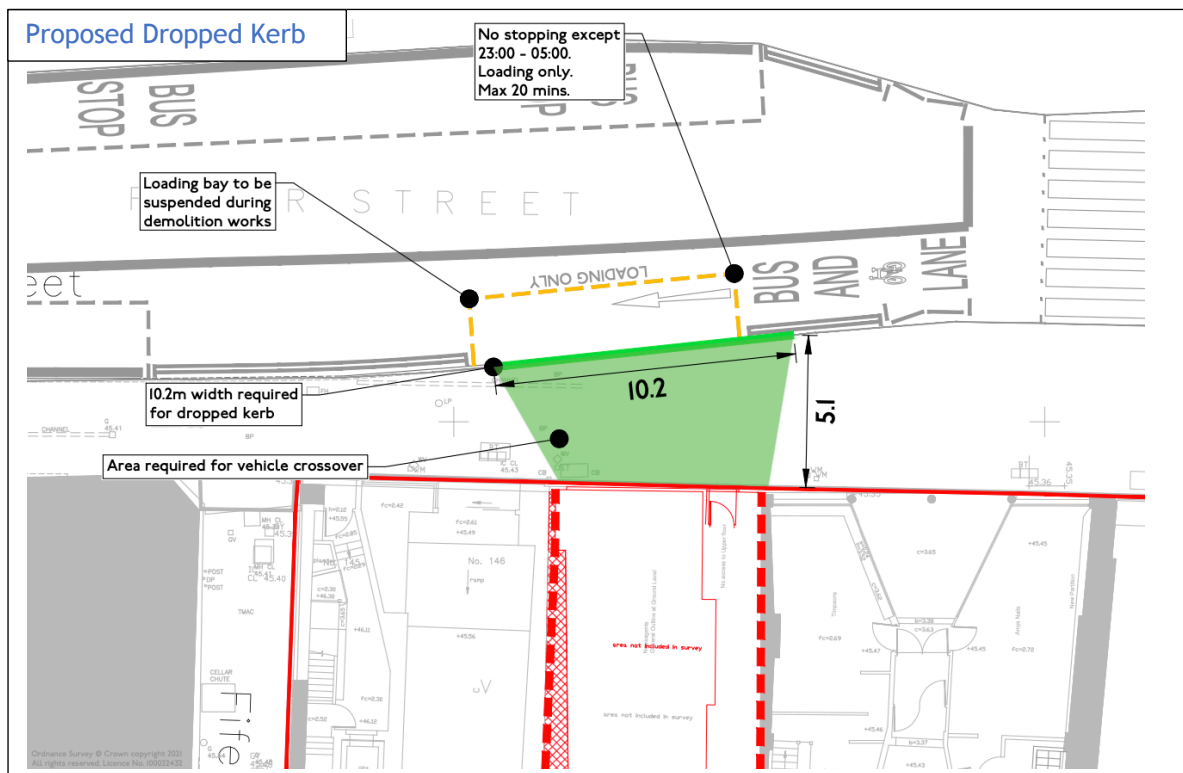
- Decision to be issued.

4. The Proposal - Design & Layout

Dropped Kerb - Works

As advised, the works are modest in that they are for a temporary period from August 2023 and then works will pause. Grounds works will progress from February 2024 for 4 to 5 months until it is returned to pedestrian pavement only.

There the works simply comprise the dropping of the kerb, strengthening of the pavement.



4. Access

Access

- The dropped kerb will create a new access for a temporary period to the land to the rear of 146 Friar Street until the demolition works, the ground works have been completed and 146 Friar Street is rebuilt.

Car Parking

- There is no car parking on site at present and the dropped kerb will not result in car parking.

Cycle Parking

- Cycle parking will be provided for workers on site but the dropped kerb creates no cycle parking demand.

Servicing

- The routing of vehicles to the site is set out below.

Figure 4.3 Local Routeing Plan – Inbound

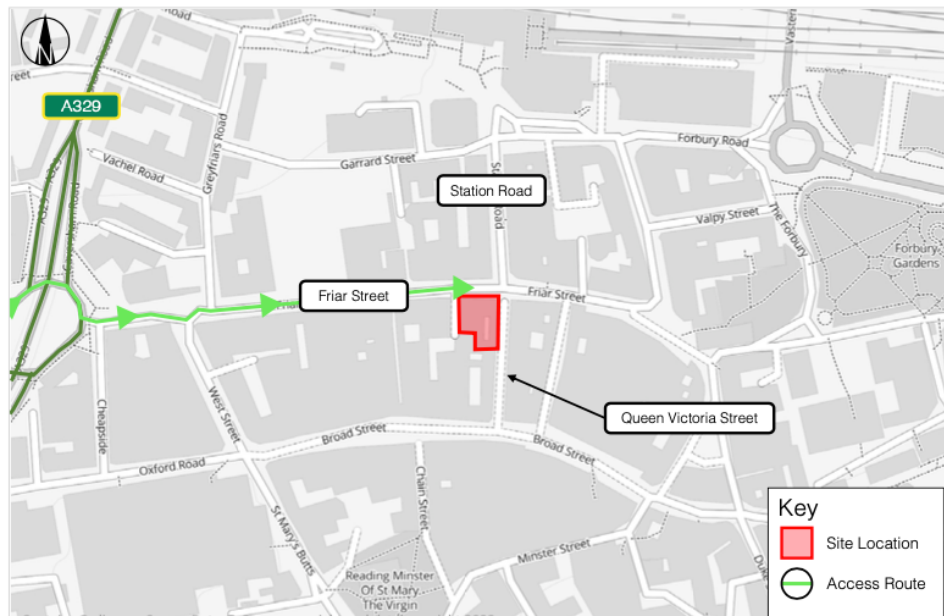
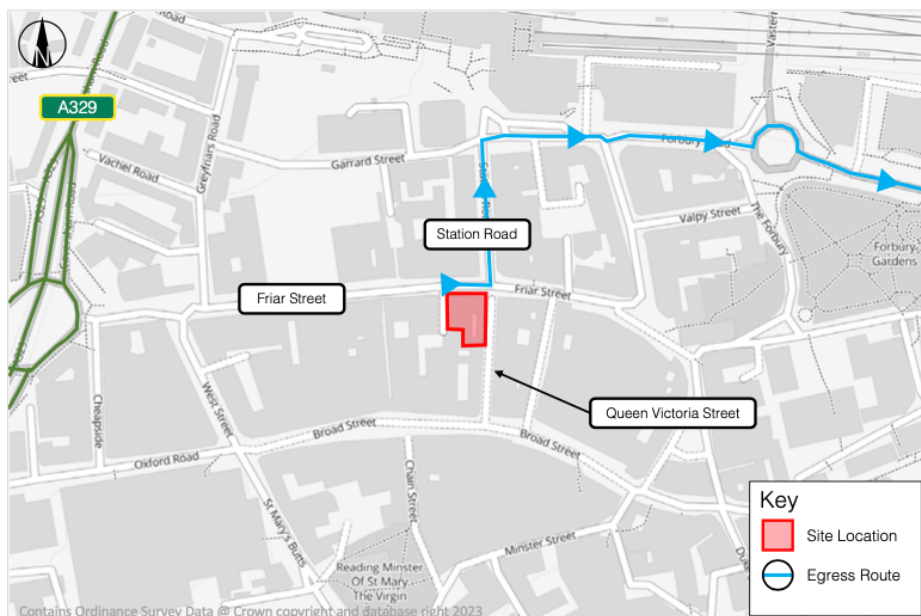


Figure 4.4 Local Routing Plan – Outbound

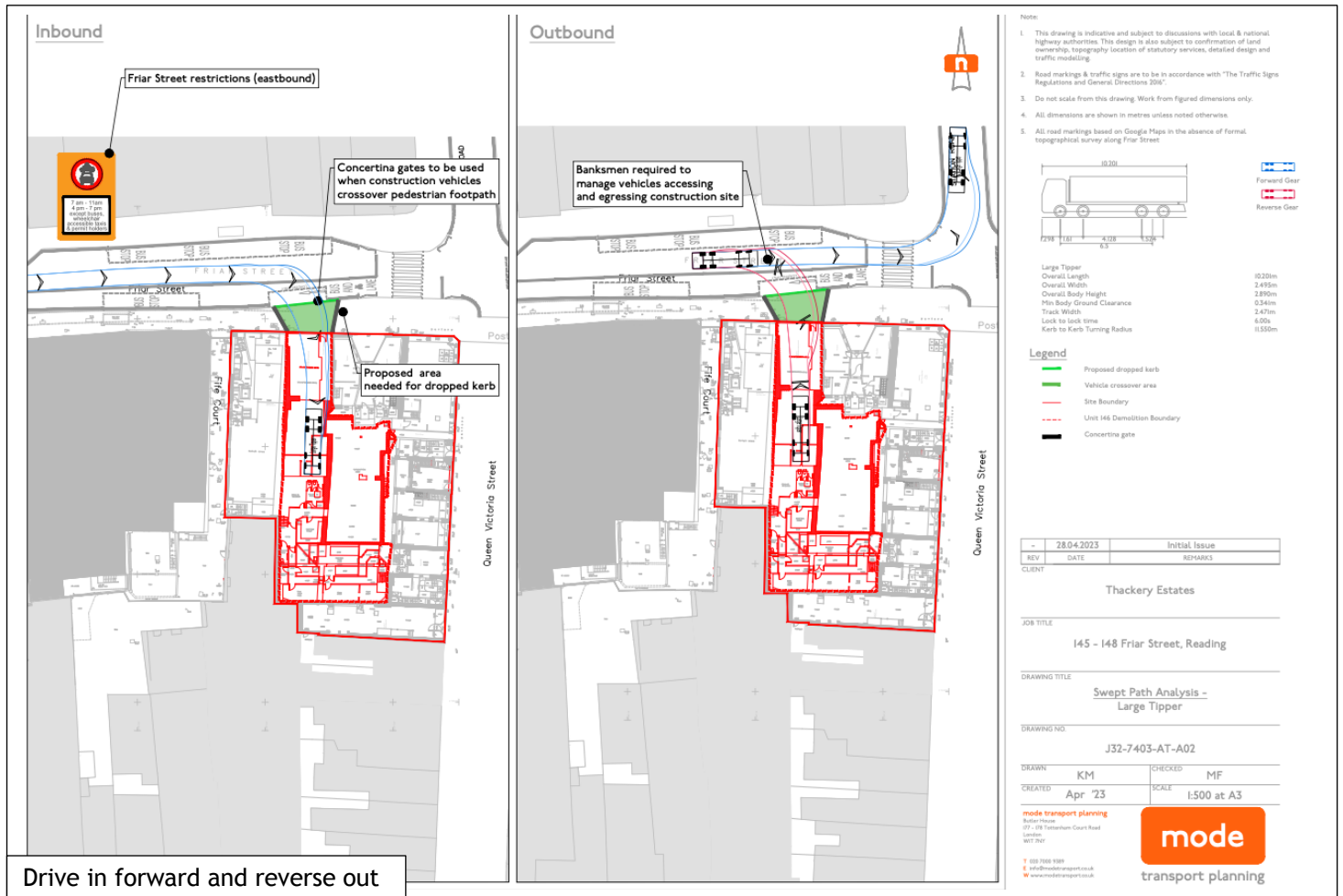


Estimated Vehicle Movements

- The vehicle movements during the demolition works, ground works and initial works will be modest and detailed in the DCMS.

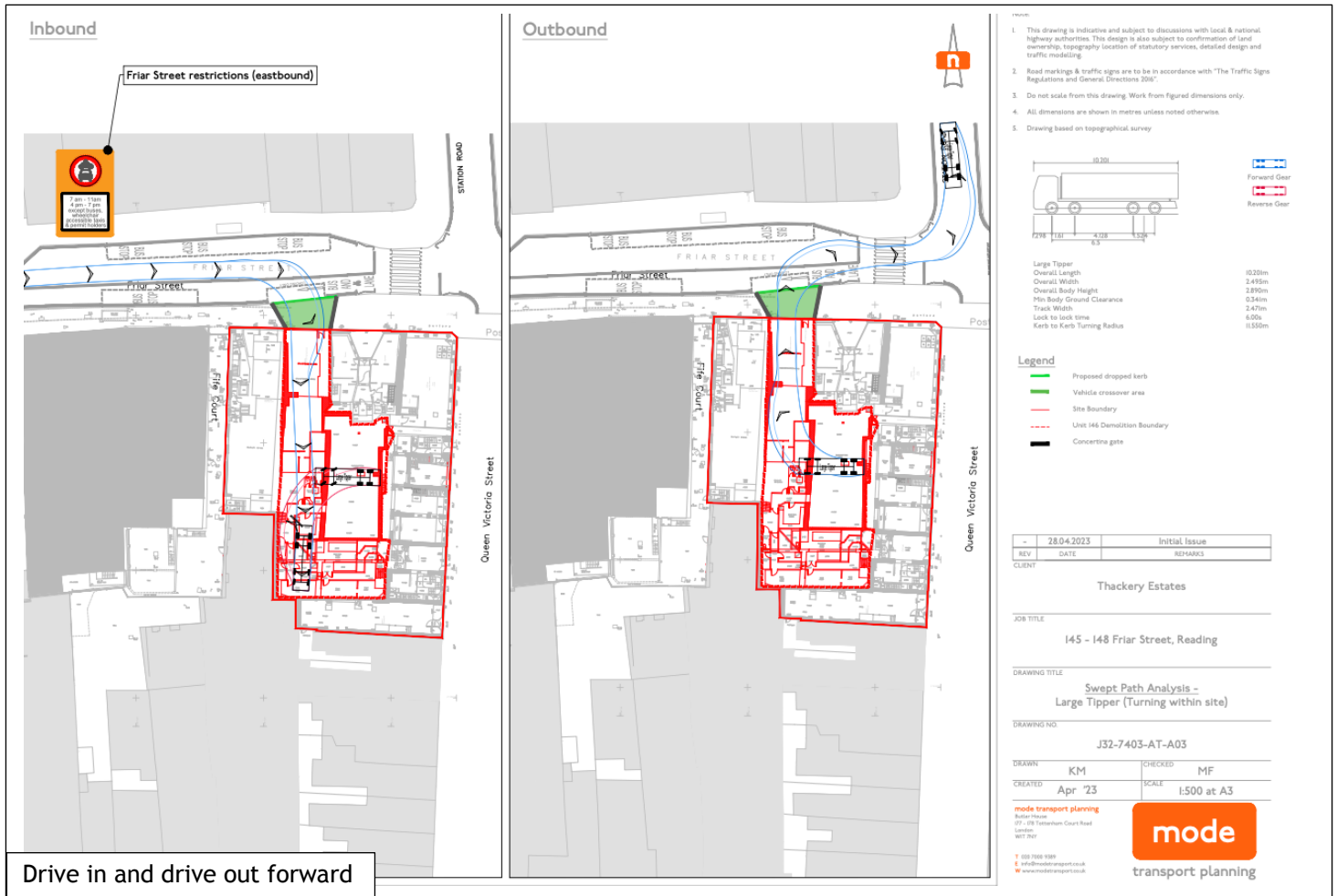
Accessing Vehicle Movements

- The vehicle ingress and egress has two options:
A) Drive in forward and reverse out.
B) Drive in and drive out forward.



Pavement

- For avoidance of doubt, the pedestrian will still be available for pedestrian use.



Banksman Management of Vehicle Movements

- Banksmen will be available to direct construction traffic to / from Friar Street where required. Banksmen will also be expected to aid other road users on Friar Street to enable them to pass safely, including the operating of the concertina gates.

5. Relevant Planning Policy

5.1 Planning Policy Framework

In preparing the application proposals, consideration has been given to the relevant development plan for the Site and proposed development, which comprises the key documents and sources set out below.

5.2 National Planning Policy Framework (NPPF) (2019)

The NPPF establishes overarching national policies for plan making and decision taking. At the heart of the NPPF is a presumption in favour of sustainable development where permission should be granted for development that accords with an up-to-date development plan, or where material considerations indicate otherwise.

5.3 Reading Borough Local Plan (RBLP) (2019)

The RBLP provides local policy and guidance, which accords with that set out at national level in the NPPF, providing a greater level of detail. The key policies of relevance to this application are listed below:

5.4 Policy Considerations

The RBLP 2019 forms part of the adopted Development Plan, the principal policies relevant to this application include:

Sustainability, Design and Amenity:

- Policy CC1 - Presumption in favour of sustainable development;
- Policy CL2 - Sustainable Design and Construction;
- Policy CC7: Design and the public realm;

Central Reading:

- Policy CR1: Definition of Central Reading;
- Policy CR2: Design in Central Reading;
- Policy CR7: Primary frontages in Central Reading; and

Planning Policy Designations

The site is subject to the following planning policy designations from the RBC Proposals Map 2019:

- Adjacent Classified Highway Network (Friar Street);
- Adjacent identified Cycle Route (QVS and Friar Street);
- Primary Shopping Area;
- Office Core;
- Central Core;
- Air Quality Management Area;
- Station River Major Opportunity Area

6. Planning Considerations

6.1 Principle of Development and Proposed Uses

The proposal is for a temporary period to permit allow the speedy, efficient and safe demolition of land associated with 1-15 Queen Victoria Street / 145-148 Friar Street following the demolition of 146 Friar Street and to facilitate works in connection with planning permission ref: 221232 that was resolved to be approved by Reading BC Planning Committee on 07.12.23 for:

Demolition of No. 146 Friar St and structures to rear and partial demolition of No. 145 Friar St and various external works to other existing buildings, as part of redevelopment to provide: reconfigured basement and ground floor uses (Class E(a) or (b)) on Friar St and Queen Victoria St frontages and proposed apart-hotel (Class C1) at part-basement, part-ground and on all upper floors; part-two, part- three storey rear extension to No's 5-15 (odd) Queen Victoria St; replacement basement and five storey building at No. 145 Friar St and two-storey roof extension to No. 146 Friar St; proposed public courtyard accessed via Queen Victoria St walkway; roof level plant; and various other associated works.

The dropping of the kerb and use of the pavement as a vehicle cross over with banksman management (use of concertina gates) in a manner agreed with Reading BC's Highway Team.

This application simply seeks the dropping of the kerb and vehicle crossover.

The management of the development site is subject to the submission and agreement of a 'Demolition & Construction Method Statement' via Condition 6 of planning permission (to be issued) ref: 221232.

6.2 Design Considerations

As the kerb will be dropped and then reinstated in the future, we submit the design / appearance will not be harmed. The method of dropping the kerb is set out in the accompanying drawings and the works will be undertaken by Council Certified Company to meet appropriate highway standards. The proposals will be in keeping with, and respectful to, the existing buildings and setting.

6.3 Public Benefit

The NPPF requires an assessment of the balance of harm against other public benefits arising from development proposals.

The proposal will deliver the following public benefits:

- The operation of Friar Street and Queen Victoria Street will not be materially disturbed during the demolition and ground works phase. This will negate the need to load demolition waste to the highway.

6.4 Amenities

There would be no loss of amenities associated with the dropped kerb.

7. Summary and Conclusions

This application is for full a temporary planning permission for a dropped kerb and vehicle cross over = from August 2023 and then works will pause. Grounds works will progress form February 2024 for 4 to 5 months until it is returned to pedestrian pavement only. For avoidance of doubt, the pedestrian will still be available for pedestrian use.

- The proposal will aid the redevelopment of the site and negate the need to load waste vehicles on the highway.
- The works have been discussed and reviewed with the Council's Highway Team and principles agreed.
- The proposed temporary dropped kerb would be managed by banksman in accordance with the DCMS to be submitted to discharge planning condition No.6 of planning permission 221232.
- There will be no loss of amenities as a result of the works.
- Once the demolition, ground works and 146 Friar Street is reinstated the kerb/ cross over can be returned to pedestrian pavement.
- The proposals are therefore considered to comply with relevant planning policy and should be granted planning permission accordingly.

Should you wish to discuss this application, please do not hesitate to contact the Town Planning Bureau.

Yours faithfully

Paul S Bottomley BA (Hons) MA MRTPI
Town Planning Bureau