

DESIGN AND ACCESS STATEMENT



**PREPARED IN SUPPORT OF A DETAILED PLANNING APPLICATION FOR COMMERCIAL DEVELOPMENT
AT BENNETT ROAD, READING.**



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INTRODUCTION

This Design and Access Statement has been prepared to set out the design process which has taken place in relation to the submission of a detailed application By DV5 Coltham (Reading) Limited for the demolition of two existing buildings and the redevelopment for employment purposes of designated employment land at Bennet Court, Bennet Road, Reading. The application that has been submitted is in detail and has taken into consideration the site constraints and opportunities in and around it for the purposes of delivering 4,308 sq.m (46,375 sq.ft) GIA of development falling within Use Classes E(g)(iii), B2 and B8 with ancillary offices - this will provide office space of 646 sq.m (6,954 sq.ft) at first floor level.

The statement considers firstly the characteristics of the existing site and explains the site analysis and design constraints. It then explains how the constraints have influenced the site layout in the first instance before considering the more detailed issues relating to appearance and scale. The design process takes into account the constraints analysis which has been carried out in relation to matters such as arboriculture, drainage; landscape; biodiversity and transportation.

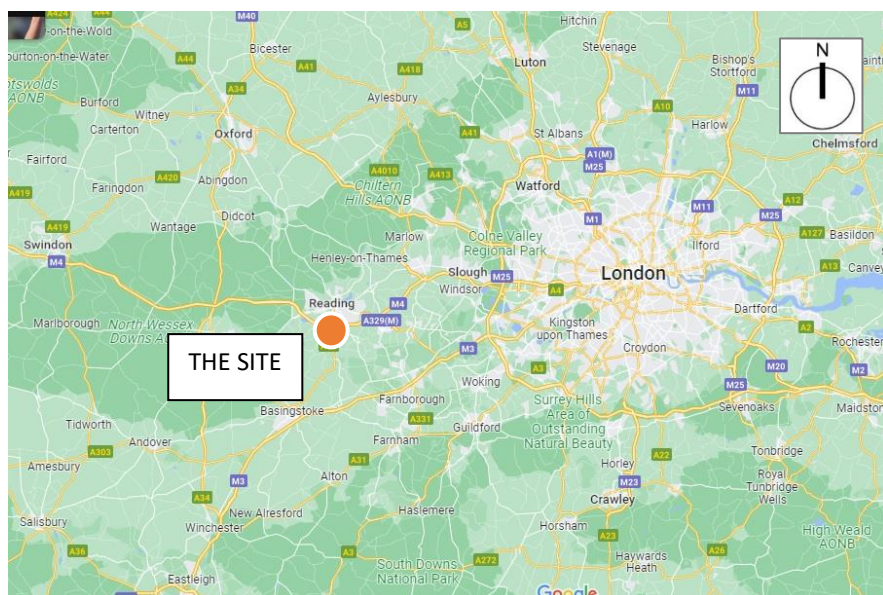
The purpose of this document is to set out how the physical characteristics of that scheme have been informed by a process which includes assessment, involvement and evaluation and explain:

“....the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with.....” (Par.80 DCLG Circular 01/2006).

SITE LOCATION

The application site, known as Bennet Court, is situated within an industrial area located off Bennet Road, Reading which meets The B3031 to the east and the A33 to the west. Reading, a town in Berkshire, England, is situated 30 miles south-east of Oxford and 40 miles west of Central London.

Junction 11 of the M4 Motorway is within 1.5 miles and Junction 15 of the M25 is within 26 miles of the application site. Reading Railway Station is three miles to the north and Heathrow Airport is 30 miles to the east via the M4 & M25 motorways.



(WIDER CONTEXT)



(NEAR CONTEXT)

SITE DESCRIPTION/CONTEXT.

The application site shown opposite sits within the Core Employment Area, has a gross area of 0.76 Hectares, is roughly rectangular in shape, generally flat and predominantly hardscaped. The site is bounded on all sides by commercial development with the only significant landscaping features on the eastern and southern boundaries. The site frontage with Bennet Road is defined by a low level brick wall with railing inserts and this style of boundary treatment continues a short distance along Benett Road. The site is secured by double metal gates together with a dedicated pedestrian access gate.

There are two existing red brick 'L' shaped buildings dating back to the 1980's separated by a centrally located parking court which has sporadic minimal landscaping. A smaller parking area sits between the southern boundary and its closest building. Although there is limited information available for these existing buildings we estimate the GIA to be approximately 3,900 sq.m.





View from south of application site showing existing access from Bennet Road, and existing environment.



Existing site entrance served from Bennet Road.



Looking left along Bennet Road from site entrance.



Looking right along Bennet Road from site entrance.



View towards site access from within the site.



Site frontage from Bennet Road.



View into site from site entrance, Block 2 in background.



Rear of Block 1 facing inner courtyard.



Front of Block 2 facing inner courtyard.



Looking north from south east corner of site.



View of eastern boundary from inner courtyard.



Looking south east from inner courtyard.



Looking north-east from inner courtyard.



View looking east from south-west corner of site.



Looking west along southern boundary.

SITE HISTORY

The site is currently occupied by 2 partially vacant commercial office buildings constructed in 1980's with a total estimated GIA of circa 3,900 sq.m. The full planning history is outlined below;

890477 - Use of Buildings for Business Purposes - Approved 20 March 1989.

890916 – Illuminated Sign box - Approved 12th May 1989.

940534 – Provision of Free-Standing Triangular GRP Sign – Approved 16th November 1994.

992335 – Erection of Front Boundary Fence with Access Gates – Approved 13th January 2000

991283 – Installation of One Illuminated Sign & One Non-Illuminated Sign on Either Side of Entrance Gates - Approved 29th August 2000.

06/01194/ADV/WL1 – Various Advertisement Signs for Motorcycle Retailer (Honda UK) - Approved 12th December 2006.

07/00182/FUL/ACL – Removal of Existing Roller Shutter Doors & Replacement with Glazed Doors and Window Units - Approved 30th April 2007.

141804 - Change of Use of ground floor from B1 and A1 to D1A for offices consulting and treatment rooms to provide services entailing counselling to clients in relation to reproductive health matters, etc.

170236 – Replacement of Roller Shutter Door and Access Door with Windows - Approved 7th April 2017

991283 – Installation of One Illuminated Sign & One Non-Illuminated Sign on Either Side of Entrance Gates - Approved 29th August 2000.

200598 – Recladding of Existing Commercial Buildings, Erection of Storey Building to contain an 'Amenity Pod', Re-arrangement of Car Parking Layout – Approved 24th September 2020

210320 – Application for Prior Approval - Change of use of building (Plot 1) from Class B1(a) (offices) to C3 (dwelling houses) to comprise 27 flats – Approved 21 April 2021

210306 – Application for Prior Approval - Change of use of building (Plot 2) from Class B1(a) (offices) to C3 (dwelling houses) to comprise 22 flats – Approved 19 April 2021



SITE CONSTRAINTS

As is the case with all developments the constraints form the starting point for establishing design parameters and opportunities and on this site the following apply;

- Scheme to respect its location within the existing street scene.
- Retention of existing brick wall and infill railings along Bennet Road frontage.
- Retention of existing vehicular and pedestrian access points.

DESIGN APPROACH

Design Framework Objectives

Following our appraisal of the constraints the design objectives and considerations were set out as laid out below;

- Existing access point from Bennet Road to be modified to serve new development.
- Minimisation of the visual impact of the development
- Proposals to relate to, and sit comfortably within, the surrounding environment.
- Utilise the existing topography to benefit the design.
- Design to fulfil market led opportunities with provision of contemporary standards of access parking, dock and loading door provision.
- Ancillary offices at 15% of total floor area at first floor level in accordance with the latest commercial design standards for this type of facility.
- Proposed building to provide a confident contemporary solution appropriate to facilities of this form and function. Elements of use to be clearly defined by design and materials with emphasis on high quality materials with offices set on a key elevation of the building to provide translucency.
- The office element of the building to have a reduced overall height of 11.3m to soften the impact / massing along the Bennet Road frontage
- Site to be secured generally by 2.4m high plastic-coated metal paladin fencing.
- Design proposals to be carefully produced to provide a wholly appropriate market led proposal commensurate with the location within the current commercial climate.
- Achieve minimum BREEAM Rating of 'Excellent' but to strive for 'Outstanding' if feasible.

Key Design Considerations

- Roof pitch to be 6° to help reduce building height.
- The building to be clad in high quality panels and built-up profiled cladding to achieve an energy efficient envelope.
- Modern pallet of materials, using colour and texture, to provide/give the emphasis to the entrance with areas of glazing to the frontage to optimise activity and light.
- Implementation of developers proposed colour standards to produce a clean contemporary feel to the development.
- Building plan proportions and service area to be specific to the operational needs of the facility and current market trends.
- Full consideration of DDA compliance, alternative transport modes, bicycle and motorcycle parking to be fully considered within the demise of the building.
- Office location to be positioned to provide important visual interest with reduced overall height to soften impact on Bennet Road street scene.
- Ensure the proposed development of the site, both architecturally and in landscape terms, will be of benefit to the localised townscape character, giving rise to a negligible beneficial magnitude of change.
- Achieve minimum BREEAM Rating of 'Excellent' but to strive for 'Outstanding' if feasible.

USE & PLANNING POLICY

DV5 Coltham (Reading) Limited are seeking detailed planning consent for a commercial unit within Planning Use Classes E(g)(iii), B2 and B8 – combining manufacturing/assembly with associated ancillary office-based functionality. Such employment and distribution-based activity is considered wholly appropriate for this locality, being directly adjacent to the wider road network and major transport routes. The plans and proposals contained within this document reflect these uses. Refer to Planning Statement produced by Barton Willmore now Stantec for details and planning policy context.

The proposals have been arrived at after consideration of, amongst others, the following policies;

Local Plan

The relevant Development Plan for Reading consist of the Reading Borough Local Plan, which was adopted in November 2019 and covers the Plan Period up to 2036.

The Local Plan contains policies that shape how Reading will develop, including where development is expected to be accommodated and how planning applications will be decided. Of particular note in this instance is:

- ✚ Policy CC1 ‘Presumption in Favour of Sustainable Development’ requires all applications to be determined in accordance with the development plan unless material considerations indicate otherwise. In accordance with the requirements set out within the NPPF, heavy weight will be given towards the presumption in favour of sustainable development.
- ✚ Policy EM1 ‘Provision of Employment’ sets out the councils target for employment floorspace. The council proposes to provide a net increase of 148,000 sqm of industrial and/ or warehouse space by the year 2036.
- ✚ Policy EM2 ‘Location of New Employment Development’ states that other major employment uses, including industrial and storage and distribution will be located in the A33 corridor or in the Core Employment Areas, Core Employment Area EM2d identifies the Site as part of the Bennet Road employment area.
- ✚ Policy CC7 ‘Design and the Public Realm’ emphasises the importance of high design quality through the influence of layout, landscape, density and mix, scale and architectural detail and materials. These components would be assessed to ensure that the design would act as a positive contribution towards the character, quality of the public realm, ease of movement, legibility, adaptability and diversity of an area.

Material Considerations

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Its focus is primarily on achieving sustainable development and the matters to be considered.

Paragraph 10 identifies that at the heart of the Framework is a 'presumption in favour of sustainable development'. Paragraph 11 confirms that for decision-taking this means approving development proposals that accord with an up-to-date development plan without delay.

Section 11 (Paragraphs 119-125) of the NPPF relates to 'making effective use of land'. With regard to previously developed land, paragraph 119 identifies that planning decisions should promote an effective use of land in meeting the need for homes and other uses. In addition, paragraph 120 states that planning decisions should give substantial weight to the value of using suitable brownfield land.

Section 12 (Paragraphs 126-136) relates to 'achieving well designed spaces'. Developments should be high quality and good design is a key aspect of sustainable development. Developments should function well and add to the overall quality of the area for the lifetime of the development. They should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In addition, the Council's Supplementary Planning Documents (SPDs) are also material considerations, and add additional detail to the Local Plan. The relevant SPDs are:

- ✚ Revised Car Parking Standards and Design (2011)
- ✚ Employment, Skills and Training (2013)
- ✚ Sustainable Design and Construction (2019)
- ✚ Planning Obligations (2019)

AMOUNT

The scheme has been laid out to cater for the delivery of up to 4,308 sq.m (46,375 sq. ft) GIA of Classes E(g)(iii), B2 and B8 with development including ancillary office space at a provision of 15% of total floor area.

The resulting level of development can be seen to be making the best use of the available land once consideration has been taken for the site infrastructure including levels, access, drainage strategy and landscaping.

In terms of the general principles of development the logistic-style building is typical of this type of development, will be designed to meet current institutional standards for commercial operations and allow for flexibility in terms of tenant/end user and protect investment value and future proofing.

The unit will be provided with a dedicated 30-35m deep service yard which will have appropriate vehicular circulation and maneuvering.

SCHEDULE OF APPROXIMATE ACCOMMODATION				
UNIT	GIA (SQFT)	GEA (SQFT)	GIA (SQM)	GEA (SQM)
UNIT (& GF CORE)	39,420 SQFT	-	3,662 SQM	-
OFFICE (15% OF TOTAL)	6,955 SQFT	-	646 SQM	-
TOTAL	46,375 SQFT	48,694 SQFT	4,308 SQM	4,523 SQM

LAYOUT

The site layout plan illustrates the position of the proposed warehouse/production unit and its dedicated service yard which will be served via a slightly repositioned access point from Bennet Road to the north of the application site. This access will be used for all vehicular and pedestrian traffic and be controlled by way of an automated barrier.

Site security will generally be achieved by way of 2.4m high metal paladin fencing to the perimeter of the site with a pair of security gates to the service yard to the rear.

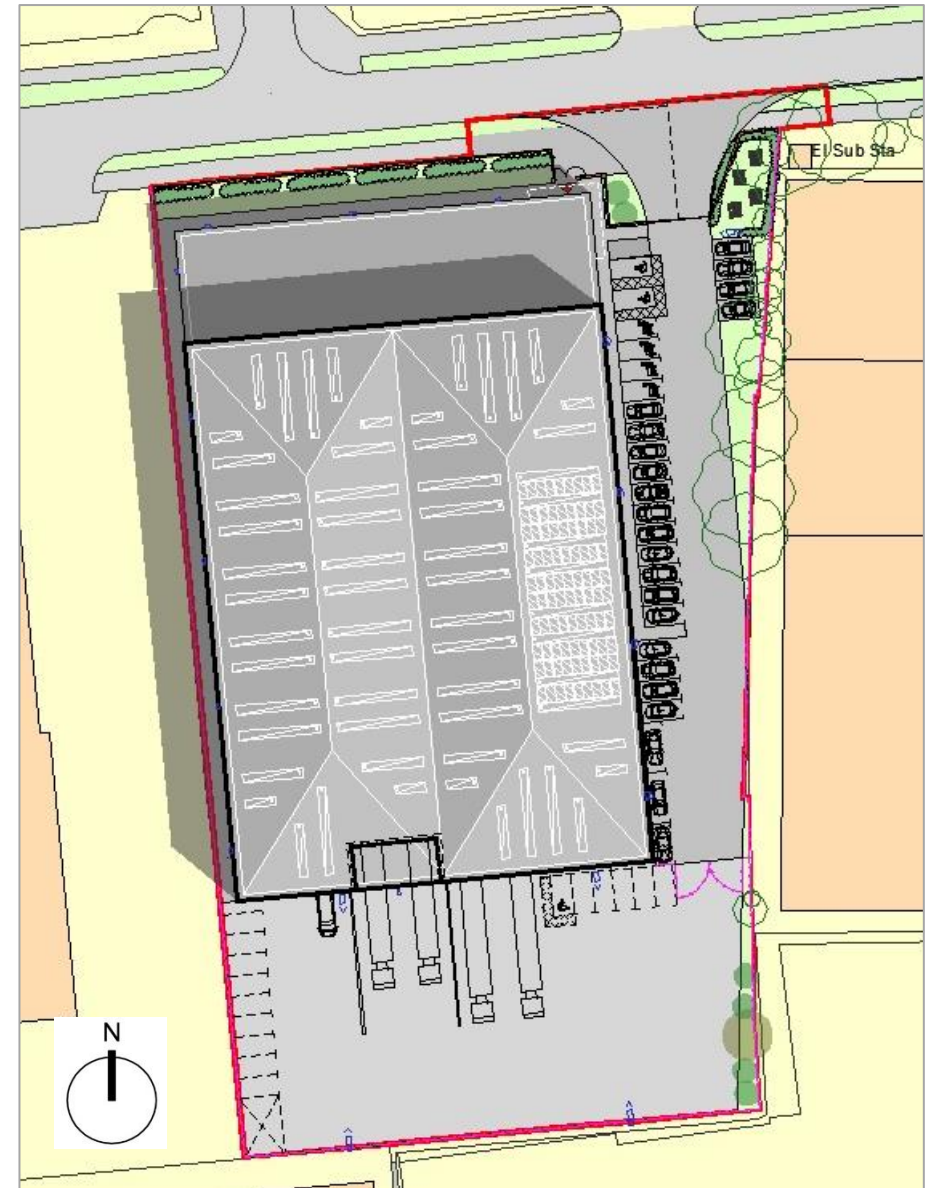
The internal configuration has been informed by the process of providing a realistic solution to achieving the required quantum of development for uses that remain in conformity with current market conditions.

The proposals for the application site have evolved from the consideration of parameters that detail the constraints of the site in order to provide a development that is cohesive, attractive and functional.

The parameters have been set following an evaluation exercise to identify the constraints to development, in particular its relationship with Bennet Road and its immediate surroundings.

The proposals have been designed to deliver an attractive but functional commercial unit incorporating office accommodation and welfare facilities located in a designated area within the main building envelope. A wellbeing area has been incorporated, again close to the building entrance, to enhance the health and wellbeing of all those who will be working and visiting the new development.

The building will have a dedicated service yard providing a single point of access / egress allowing greater security control for the flow of incoming and outgoing vehicles with sufficient space to allow for vehicle waiting off the main site access road avoiding queuing traffic and, ultimately, congestion issues on the wider local vehicular network. The unit will also be provided with 3 no. level access doors and 2 no. dock access doors, vehicle parking for full HG Vehicles within the service yard depth as deemed necessary by market requirements.

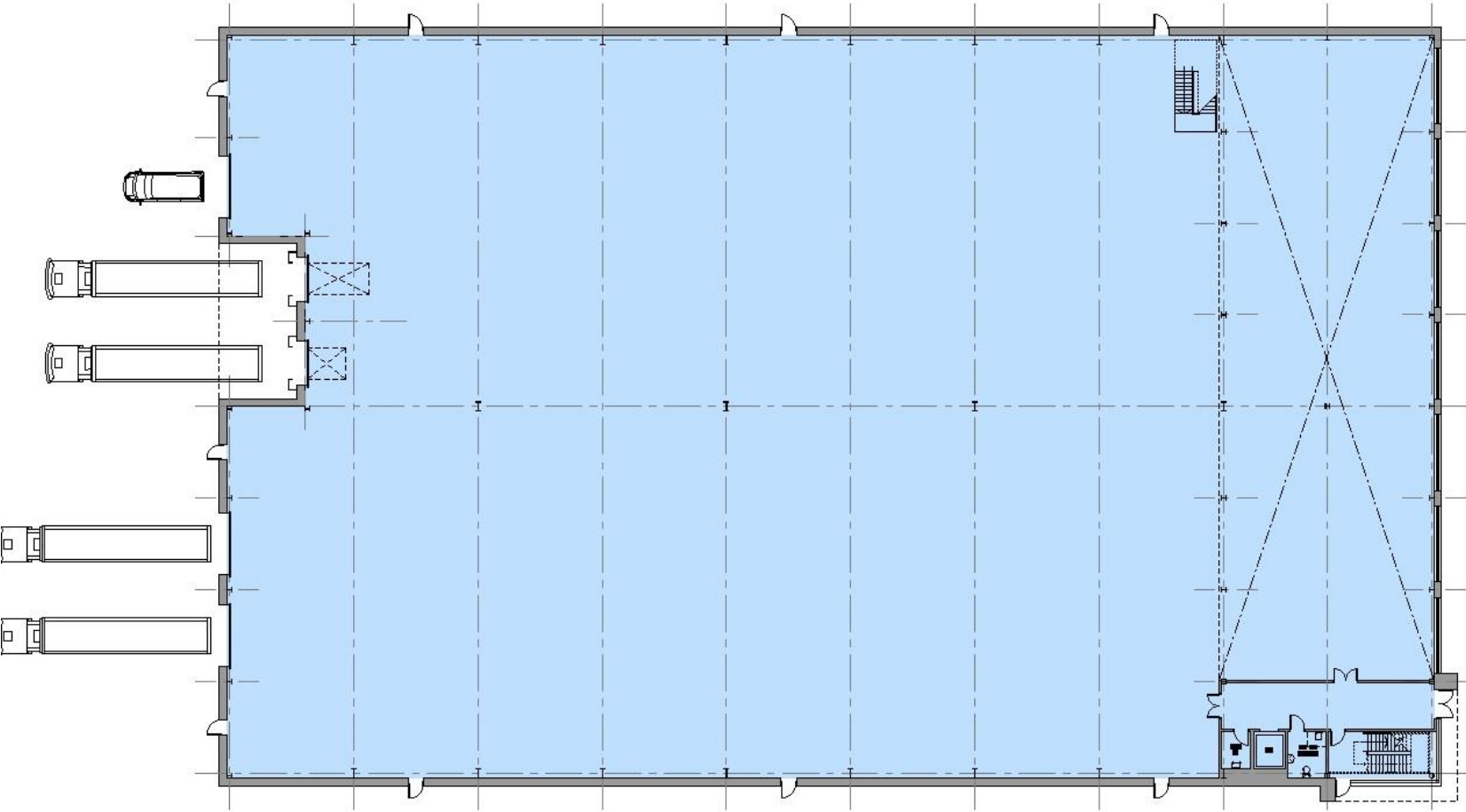


PROPOSED SITE LAYOUT

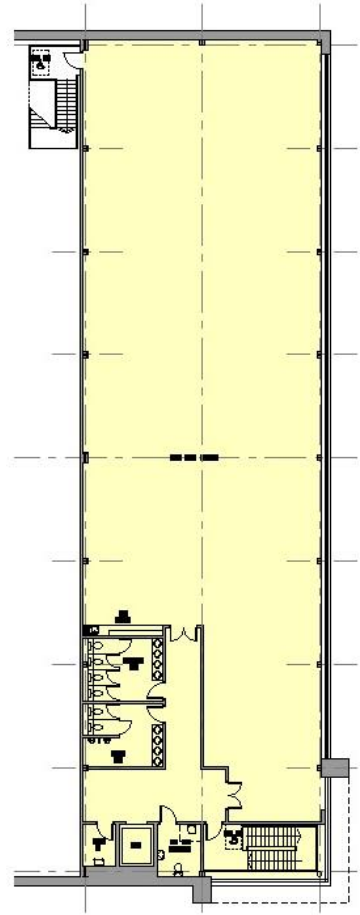
The position of the proposed building has been carefully considered to ensure that the service yard and its operations are suitably screened from Bennet Road thus keeping the impact of noise and light to the public realm to a minimum.

The layout has been designed to incorporate 3 no. disabled parking spaces, 4no. electric vehicle charging spaces and a dedicated secure store to accommodate a maximum of 20 cycles to encourage sustainable travel and these will be located close to the main entrance. The development will have level access doors throughout in order to assist with DDA compliance.

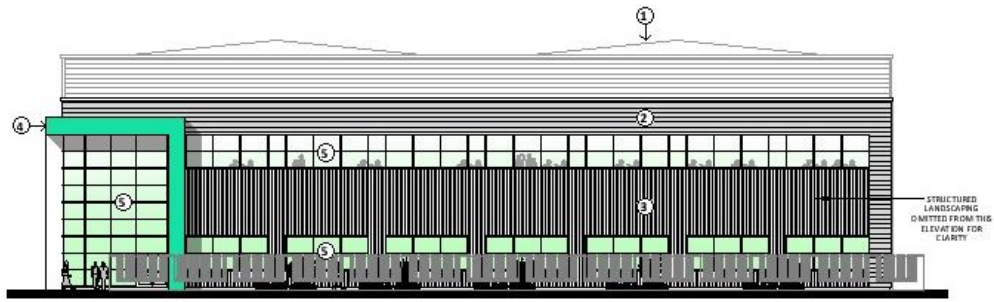
In summary, the site is primarily located to take advantage of its excellent road network and connectivity, which is essential for modern commercial operations whilst also ensuring that traffic movements by large goods vehicles are focused on the main road links.



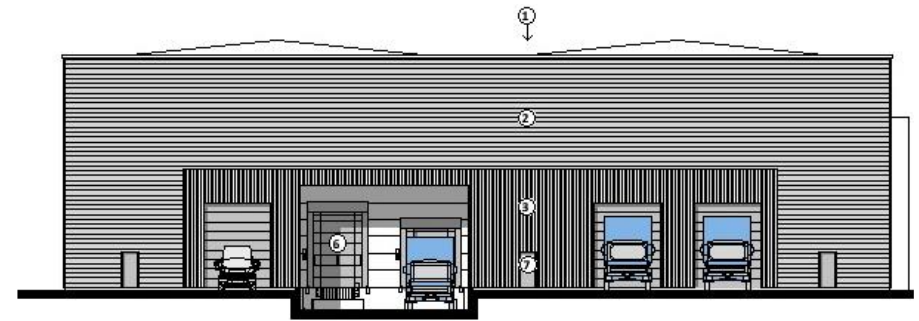
Ground Floor Plan



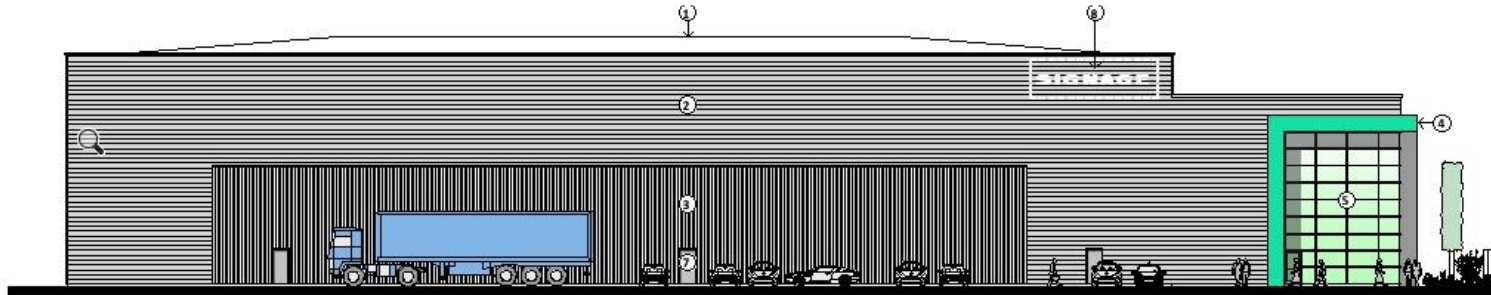
First Floor Plan



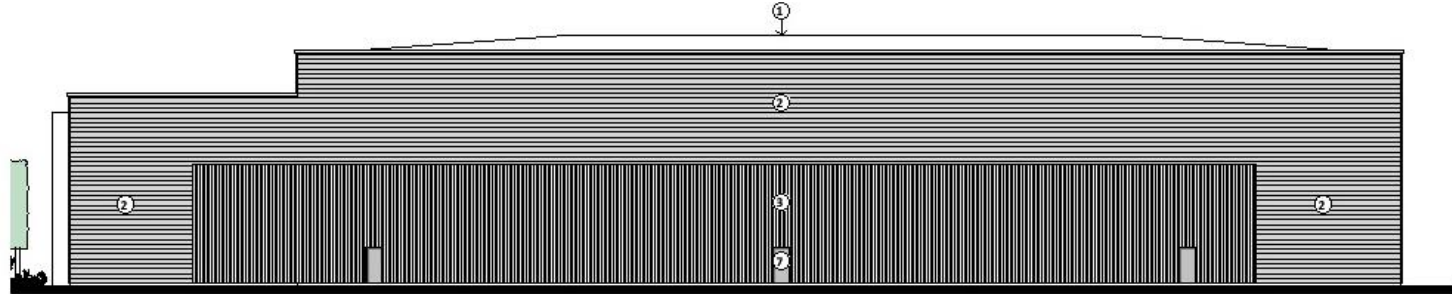
Main Elevation (North)



Rear Elevation (South)



Side Elevation (West)



Side Elevation (East)

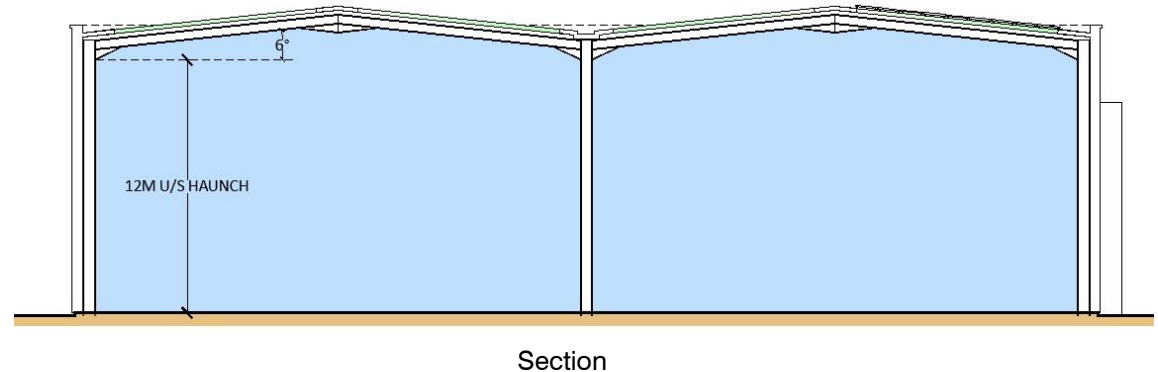
SCHEDULE OF EXTERNAL BUILDING MATERIALS:

- | | |
|---|---|
| <p>① PPC BUILT UP PROFILED STEEL CLADDING SYSTEM
COLOUR - LIGHT GREY</p> <p>② PPC BUILT UP PROFILED STEEL CLADDING SYSTEM
(WIDE PITCH) HORIZONTALLY LAID
COLOUR - MID GREY</p> <p>③ PPC BUILT UP PROFILED STEEL CLADDING SYSTEM
(NARROW PITCH) VERTICALLY LAID
COLOUR - LIGHT GREY</p> <p>④ FEATURE PRESSED METAL ENTRANCE BAND
COATED IN PROPRIETARY SURFACE FINISH
COLOUR - GREEN</p> | <p>⑤ PPC ALUMINIUM FRAMED GLAZED
DOORS & WINDOWS
COLOUR - DARK GREY</p> <p>⑥ PPC STEEL SECTIONAL OVERHEAD DOORS
COLOUR - DARK GREY</p> <p>⑦ PAINTED STEEL DOORS
COLOUR - DARK GREY</p> <p>⑧ SIGNAGE ZONE
(INDICATIVE SUBJECT TO A SEPARATE APPLICATION)</p> |
|---|---|

SCALE

The scale of the building is primarily defined by the sensitivity to the wider surrounding context in which it sits together with the operational requirements and flexibility to accommodate the use classes applied for. The proposed unit, a logistic-style building will have a ridge height of 14.715m and a haunch height of 12m.

The height of the building meets current institutional standards for commercial operations and allow for flexibility in terms of tenant/end user and protect investment value and future proofing. The building will be of steel framed construction with a 6-degree roof pitch to minimise the height of the overall structure. The office element will have a reduced overall height of 11.3m in order to lessen the impact and massing on the Bennet Road street scene.



The unit will be provided with a dedicated service area to give sufficient vehicular circulation and maneuvering. It is intended that the landscaping once matured will be of a suitable massing to give an attractive frontage and screening to both the unit and the external site boundaries.

The development will deliver a single volume unit with a total gross internal floor area of 4,308m² (29,420 sq. ft). It will accommodate a disabled toilet/shower and cleaners store at ground floor level together with office accommodation (15% of the total floor space) and male and female toilets at first floor level.

A 30-35m deep service area provides access to 3 level and 2 dock type sectional overhead doors. There are 43 staff and visitor parking spaces of which 3no. are allocated for use by disabled persons and 4 no. electric vehicle charging spaces together with a secure shelter for accommodating up to 20 cycles.

APPEARANCE

It is considered that the building will be designed to a high standard to ensure that the finished scheme is of good quality and will add character and distinctiveness to the area.

The overall design objective is to provide a building which sits comfortably in its environment with architectural language appropriate to the aspirations of modern business. Detailing on the whole will be robust though intentionally simplistic; experience demonstrates that clean sharp lines, crisp functional detailing, a limited range of surface materials and a restricted palette of neutral colours combine most effectively to reduce the perceived mass of this type of building and ensure that it does not quickly date.

Simple design details such as shadow recesses and subtle changes in surface texture will be incorporated where necessary to improve proportion and give variety and rhythm to elevations. Quality composite metal cladding will be incorporated to provide a modern energy-efficient envelope.

Please note that all images included in this section are indicative only.



Simplistic detailing & neutral materials



Cladding variance



Feature fenestration

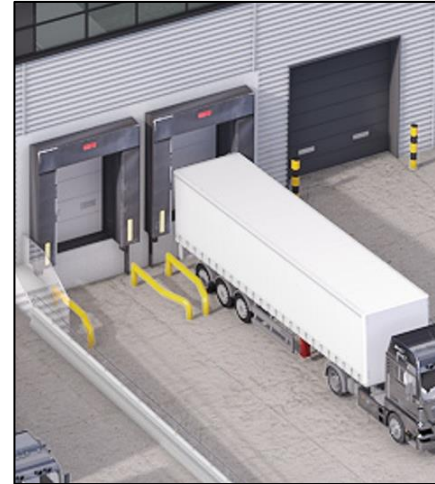
Powder coated Aluminium section curtain wall/window/door screens with tinted glazing and spandrel panels will provide light and accessibility to the office area. The offices will be designed internally to maintain the linear sharpness of the building and give an opportunity to integrate high quality glazing at the entry point and located in a prominent position clearly visible from the Bennet Road frontage. Dock Access and Level Access Doors will be provided at market driven requirements and will be built up around steel cladding laid horizontally.



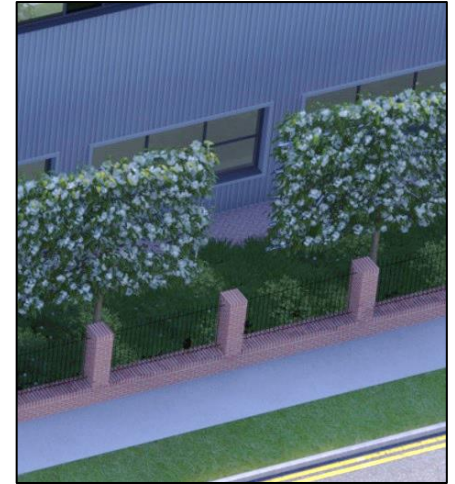
Curtain walling (External)



Curtain walling (Internal)



Dock & level access doors



Landscaping to frontage

Please note that all images included in this section are indicative only.

LANDSCAPE STRATEGY

Landscaping within the site will be appropriate to the size of the building helping define areas, separate uses, and generally articulate exterior space. It will assist in establishing comprehensive and easy to use pedestrian and vehicular circulation and a 'feel safe' environment for site users.

The landscape design principles have been formulated to reflect the local design character and help provide a high-quality development appropriate to its built setting as well as tying in with the existing vegetation boundary structure around the site boundaries.

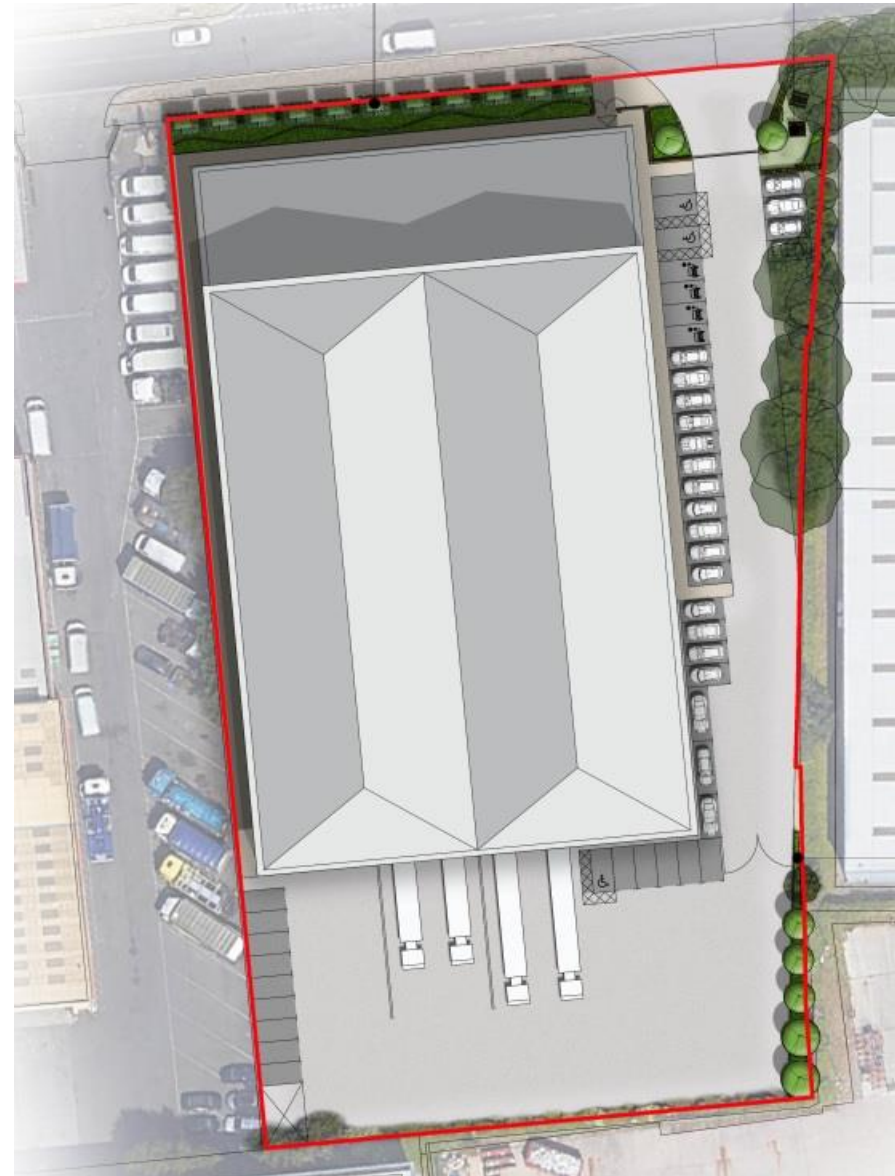
The proposed planting strategy will predominantly consist of native species to assist with biodiversity value. These landscape enhancements will provide both enhanced links between the existing vegetation structure that defines the site boundary and the local setting ensuring the proposals can be successfully integrated into the landscape setting.

New tree planting is proposed along the northern and eastern boundaries to allow the built elements to be successfully integrated within the suburban setting. In particular pleached trees and substantial planting have been introduced to the northern boundary to create an attractive frontage to Bennet Road.

A wellbeing area is proposed adjacent to the building which provides a high quality and useable space to encourage building users to utilise it. Picnic bench seating and areas of ornamental shrub planting and flowering tree species create a pleasant environment.

Overall, the proposals seek to incorporate a robust landscape strategy that will provide structure to the proposed development and tie in with the existing vegetation structure to the site's boundaries within the immediate context and wider setting. This green strategy will not only contribute to the sustainability of the site, but also assists in creating a high-quality development which sits well within its landscaped context.

It is proposed that a suitable contribution will be made towards off-site mitigation to ensure that the site does not result in a net loss in biodiversity.



TRANSPORTATION & ACCESS

The site benefits from an extant use of c.38,865sqft of E(g)(i) use class accessed from Bennet Road. The proposals include demolition of the existing buildings and the construction of new commercial unit of 46,375sqft (E(g)(iii) / B2 / B8, with ancillary offices) along with associated parking and service yard. This application would seek 'flexible use' for Class E (g) (iii) / B2 and/or B8 use, to provide a greater degree of flexibility of site usage and occupation in the future.

The current level of accessibility associated with the existing site is considered acceptable given its currently in use as an office and within a wider industrial area. However, a review has taken place and has demonstrated that the site is well linked to both pedestrian/cycle infrastructure and public transport and considered suitable to serve the proposed site.

A review of highway safety on the local road network has demonstrated that there are no existing highway safety issues which would likely be exacerbated by the development proposals. As part of the proposals, the access from Bennet Road will be amended and widened to accommodate HGV turning movements to reflect the revised use. The submitted tracking within the Transport Assessment demonstrates that the revised access will accommodate all types of vehicles. The servicing requirements of the development have been considered to ensure that the site can successfully be serviced by refuse vehicles. It is envisaged that waste will be collected from a designated refuse collection point in its service yard, with a refuse vehicle entering the site, manoeuvring within and exiting in forward gear. Access for emergency vehicles is provided in accordance with the requirements of the Building Regulations where solid surfaces capable of supporting firefighting tenders are available.

The channel radii, gradients and visibility characteristics will be appropriate for all types of vehicles likely to use the different parts of the site. The entire development has been designed to provide flexibility of access for all users of the site and wholly encompasses the access provisions of the Disability Discrimination Act and The Building Regulations Part M.

Parking has been provided in line with local standards based on the proposed land uses and a subsequent accumulation exercise indicates that the provision is considered suitable to serve the site. 39 no. car parking spaces, comprising 3 no.disabled parking bays,4 electric vehicle charging spaces and up to 20 cycle spaces are accommodated within the scheme and it is intended that shower facilities will be provided to further encourage sustainable travel to and from the site and the unit has been designed to allow for this provision. It is the intention of the applicant to provide ducting for 100% future EV provision. The proposals result in a net reduction of 21 and 30 two-way vehicle trips in the AM and PM peak hour periods respectively and therefore represents a less intensive scheme than the extant use.



A Framework Travel Plan accompanies this submission showing how transportation impacts will be mitigated, associated with employees and visitors travelling to the proposed development. The objectives, measures, initiatives and targets are set out to indicate the individual occupiers commitment to operating the Travel Plan and work with the Council's Travel Plan officers to provide the relevant data on modal share targets and to make the Travel Plan work successfully via the individual travel plan coordinators.

On the basis of the information presented in the accompanying Transport Assessment produced by Mode Transport Planning, it is considered that the proposed redevelopment would not result in a severe impact on the local highway network in terms of safety or capacity and as such, there should be no reason the application cannot be recommended in terms of highways and transportation.

BREEAM

A BREEAM pre-assessment has been produced to demonstrate the applicant's commitment to implement a sustainable development and comply with Policy CC2 'Sustainable Design & Construction' in the Reading Borough Local Plan.

A pre-assessment methodology has been carried out to establish the feasible BREEAM strategy and identify the credits and rating level considered to be achievable for the proposed development.

Both the scheme developer and entire consultant team have a positive and proactive approach to sustainability in construction and operation and it is their committed intention to procure a scheme which responds to the UK Governments initiatives for sustainable development. Indeed, it is worth noting that both Delancey and Coltham are members of The UK Green Building Council.

As detailed design evolves and through relevant consultation with all parties including building operators, the team will strive to promote a common ethos and manage an integrated approach to environmental responsibility which will ensure that the highest of credentials are achieved.

In summary the development, as described above, shall achieve BREEAM ' ' certification and shall achieve a minimum rating of Excellent but strive to achieve 'Outstanding' if feasible, the equivalent to a score of 70% - 85%. BREEAM shall be used as the main tool to demonstrate how the development will incorporate sustainable design practices and sustainable construction methods, whilst providing buildings which are efficient to operate and manage.

The categories to be considered as part of BREEAM are;

- **MANAGEMENT**
- **HEALTH AND WELLBEING**
- **ENERGY**
- **TRANSPORT**
- **WATER**
- **MATERIALS**
- **WASTE**
- **LAND USE AND ECOLOGY**
- **POLLUTION**
- **INNOVATION**



BREEAM®
OUTSTANDING

SUSTAINABILITY

The proposed development aims to mitigate any negative impacts it might have on the environment, economy and society and minimise and consequential risks whilst maximising efficiencies and opportunities to deliver an intrinsically sustainable building.

The development has established the following aims:

- Meet the challenges of climate change and extreme weather conditions;
- Conserve and enhance the natural environment;
- Promote sustainable transport and reduce reliance on cars;
- Prevent and minimise pollution;
- Reduce waste and encourage reuse and recycling;
- Reduce energy use and greenhouse gas emissions;
- Incorporate low and zero carbon technology
- Reduce water consumption;
- Manage flood risk and promote sustainable drainage measures.
- Achieve minimum BREEAM Rating of 'Excellent' but to strive for 'Outstanding' if feasible.

Sustainability objectives have been established to meet the long term aims and include actions throughout the planning, design, construction and operation phases of the development. These include actions relating to:

- Energy;
- Water;
- Flooding and drainage;
- Pollution;
- Waste;
- Transport;
- Ecology;
- Sustainable design;
- Management.

The objectives will be delivered through the implementation of:

- Sustainable Design and Construction SPD (2019)
- The policies established in CC2 of the Reading Borough Local Plan
- Approved Document Part L2a of the Building Regulations (2013)
- A BREEAM NC 2018 assessment

Sustainable development aims to meet the needs of the present without compromising the ability of future generations to meet their own needs. The Proposed Development aims to mitigate negative impacts and target opportunities relating to the environment, economy and society. The development has been designed to incorporate several sustainability measures to address the aims and objectives established so that an intrinsically sustainable building is delivered.

CONCLUSION

This Design and Access Statement has demonstrated that the application has been well considered and has taken into the various site constraints and respect for the environment it sits within. It is felt that this site is wholly appropriate for development within the planning use classes sought.

Both the developer and his consultant team are absolutely committed to providing buildings of the highest quality in terms of design, material selection, robust detailing, environmental credentials and inclusivity of access, which will be a sensitive solution that takes full account of the sites specific characteristics.

BREEAM

The development will be constructed to achieve a minimum BREEAM rating of Excellent but strive to achieve 'Outstanding' if feasible.

Use

This detailed application seeks consent for a commercial building falling in to Planning Uses E(g)(iii), B2 and B8 with ancillary office accommodation.

Amount

The application is for the creation of 4,308 sq.m (46,375 sq.ft) GIA of development which includes 646 sq.m (6,955 sq.ft) of ancillary office accommodation, within the uses specified above together with access, strategic landscaping and drainage proposals.

Scale

The main building will have a haunch height of 12m and a ridge height of 14.715m. The office element will have a reduced overall height of 11.3m to soften the impact on the Bennet Road street scene.



The scale of the building has been arrived at by its relationship with the wider local vernacular together with the operational requirements of a market lead unit size to meet current institutional standards for logistic and industrial operations.

Landscape & Biodiversity Strategy

New landscaping and relevant species will be introduced to assist with biodiversity value. This will provide for an attractive setting which will soften the proposed development and its impact on the surrounding area as well as encourage the protection and increase of wildlife activity within and around the application site. It is proposed that a suitable contribution will be made towards off-site mitigation to ensure that the site does not result in a net loss in biodiversity.

Appearance

The scheme has been designed to be fully inclusive to give the tenants and their visitors a well-connected and integrated environment with a unit incorporating clean sharp lines, crisp functional detailing, a limited range of surface materials and a restricted palette of neutral colours to give a contemporary appearance.

Simple design details such as shadow recesses and subtle changes in surface texture are incorporated where necessary to improve proportion and give variety and rhythm to elevations. The office area is located along the site frontage in a prominent position clearly visible from Bennet Road.

Access

The vehicular access point to the new development is to be provided from Bennet Road. The entire development is designed to provide flexibility of access for all users of the site and wholly encompasses the access provisions of the Disability Discrimination Act and The Building Regulations Part M.