



Montpelier
estates

idp PARTNERSHIP

Dellwood Hospital Site, Reading

Design and Access Statement

March 2022

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Section I

Introduction

I.I Introduction

This Design and Access Statement has been prepared by IDPartnership on behalf of Montpelier Estates Ltd to accompany an Outline Planning Application for a site on Liebenrood Road, Reading.

A Design and Access Statement (DAS) is a document that explains the design thinking behind a planning application. Statements should include a written description and justification of the planning application.

The format of this DAS follows the guidance set out in the CABE Report titled 'Design and Access Statement: How to Write, Read and Use them': 2006.

Proposals

The proposed design integrates the historic portion of the existing former hospital building with new development to provide a new care home of 56 beds.

The development comprises:

Partial demolition and retention of existing building and proposed erection of a care home (Use Class C2) and ancillary facilities, amended access arrangements, car parking, and associated works.

Design Team

The project team includes:

- **Developer:** Montpelier Estates Ltd
- **Architect:** IDPartnership Northern

Planning Context

A previous application submitted in 2020 by Montpelier Estates Ltd which proposed demolition of all existing buildings was withdrawn due to the objections to the loss of the building of local interest. This fresh application retains the original part of the hospital.

Section 2

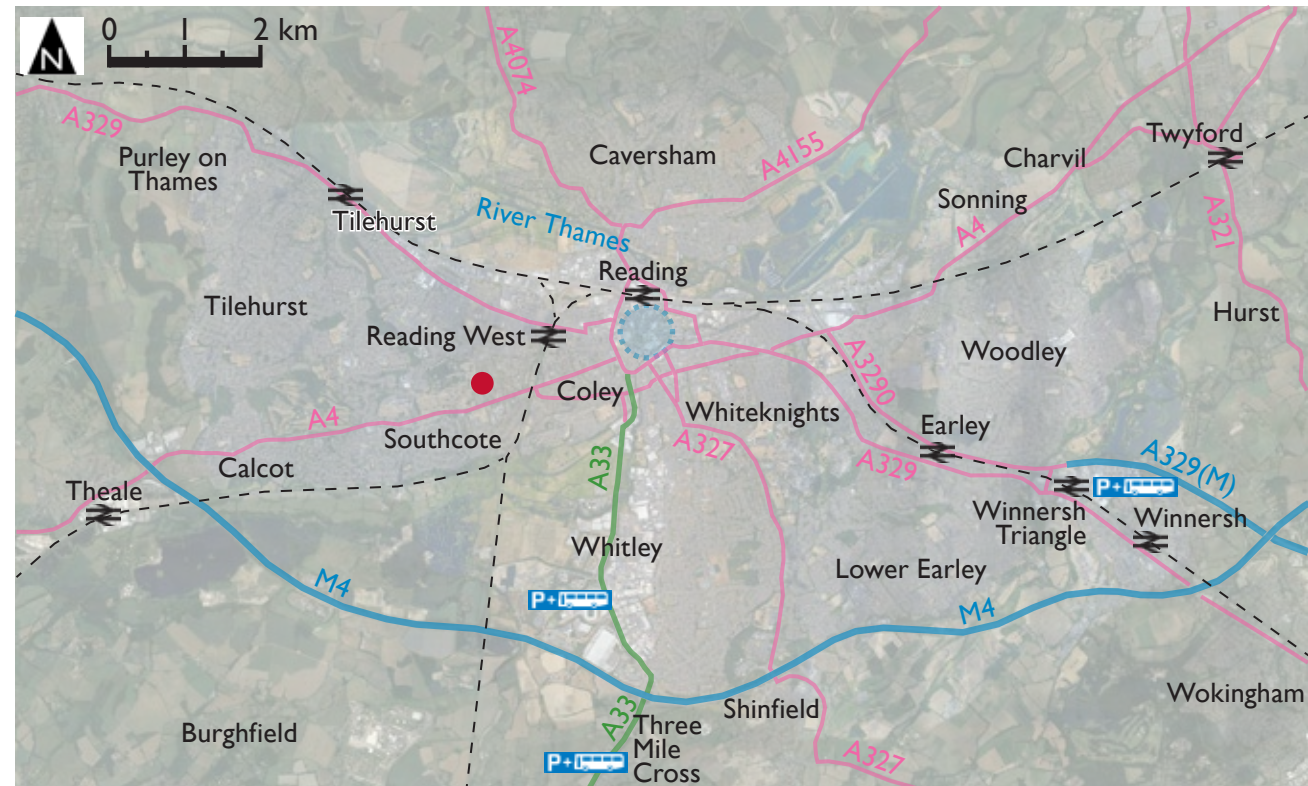
The Site

2.1 Site Location

The site is located within Reading, a strategic regional town in the Thames Valley, which is located approximately 60 kilometres west of London.

The site occupies part of a former hospital site off Liebenrood Road within the residential suburb of Southcote, approximately 2 kilometres south-west of Reading town centre.

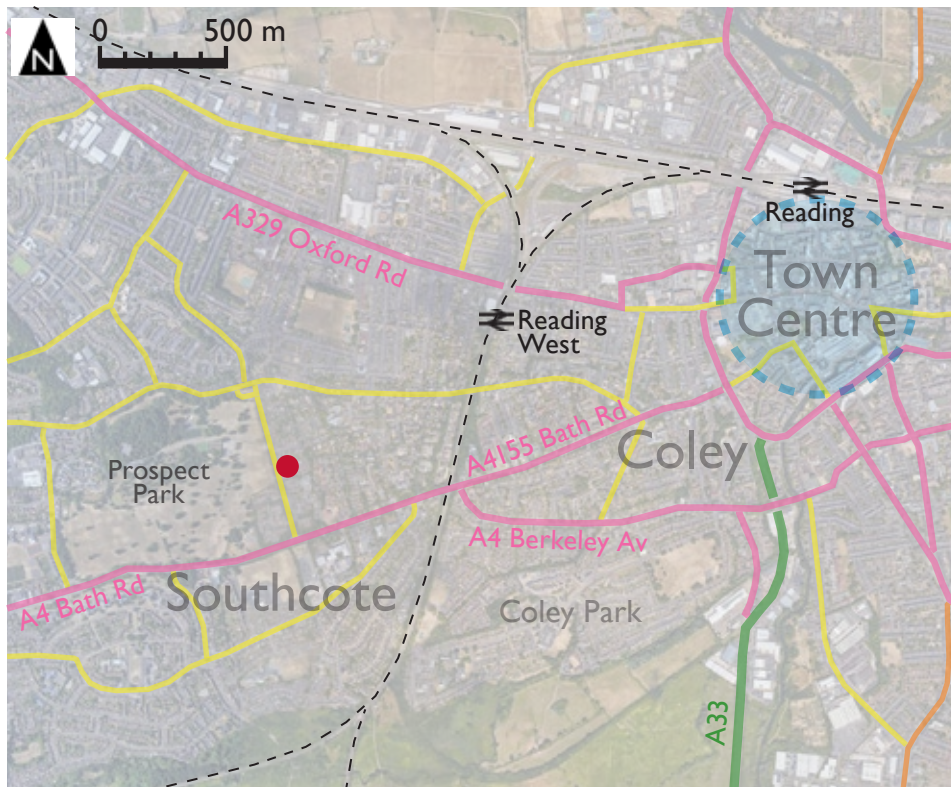
The Grade II listed Prospect Park lies directly opposite from the site.



Map showing location of the site within Reading

Key:

- | | |
|----------------------|-------------------|
| ● Site location | --- Railway line |
| — Motorway | ⚓ Railway station |
| — Primary A road | P+R Park and Ride |
| — Non-primary A road | ⊙ Town Centre |



Map showing location of the site in relation to Reading Town Centre

Key:

- Site location
- Primary A road
- Non-primary A road
- B road
- Other main road
- - - Railway line
- ⚡ Railway station
- ⊙ Town Centre



Map showing location of the site in relation to Prospect Park and Bath Road

Key:

- Application site boundary
- Non-primary A road
- Other main road
- ▤ Grade II listed park
- ▲ Grade II listed structure
- 🚌 Bus stops (in both directions) in regular use
- 🚌 Bus stops served by special services only

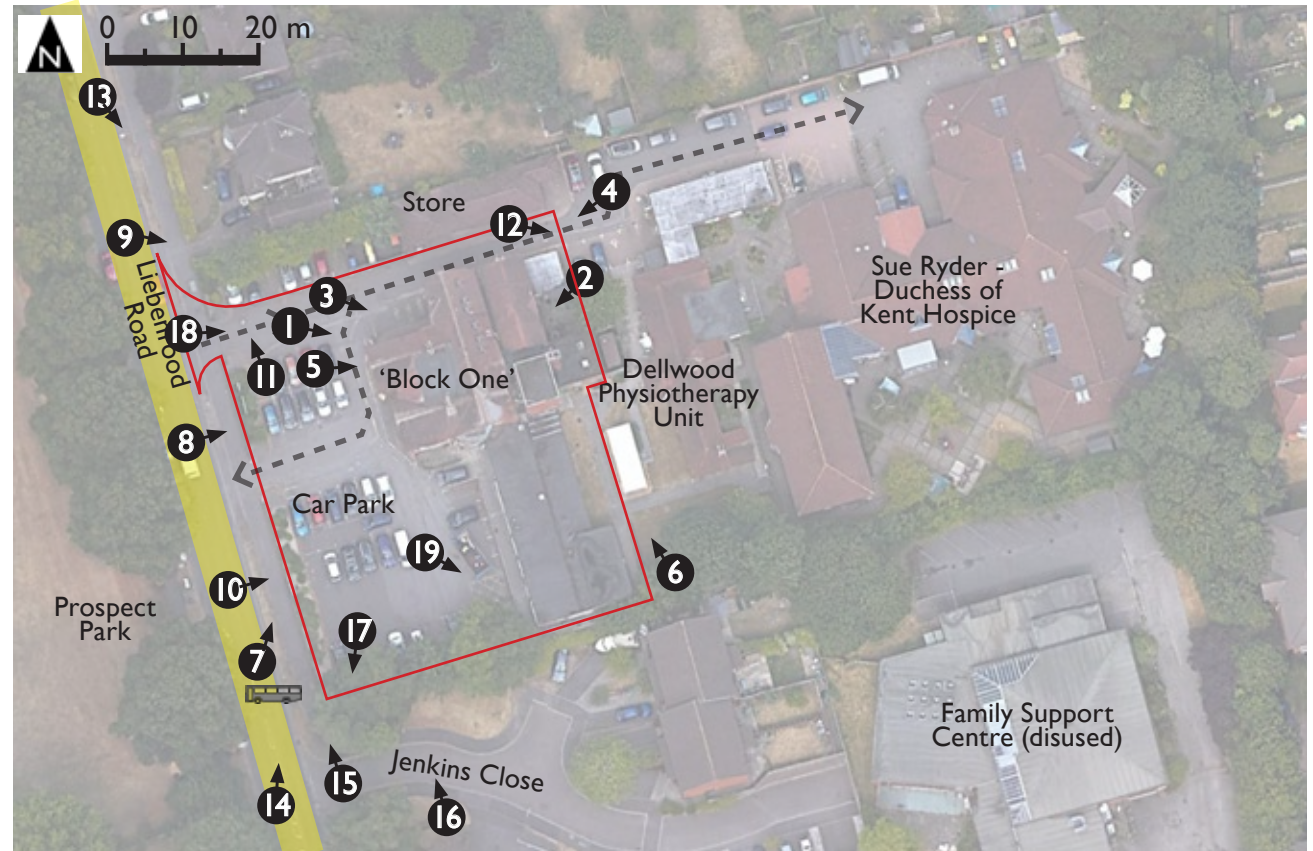
2.2 Site Description and Photographs

The site is an approximate rectangle shape with an area of 0.25 hectares. It is part of the Dellwood Hospital site located on Liebenrood Road. The site includes an existing building referred to as Block One, a car park, and an access road serving the remainder of the hospital site. This access road connects to separate vehicular entry and exit points on Liebenrood Road.

The site is bounded to the west by Liebenrood Road, with the Grade II listed Prospect Park beyond. To the south, the site is bounded by residential properties on Jenkins Close. To the east, the site is bounded by the Sue Ryder Duchess of Kent Hospice (which includes a Physiotherapy Unit). The site is bounded to the north by car parking spaces and a store, with residential properties beyond.

Block One is a two and a half storey brick Victorian building with a 20th century single storey extension to the south. The building is now surplus to the NHS requirements. The Hospice and physiotherapy unit are unaffected by the proposal.

The adjacent aerial view of the site shows the locations of the site photographs displayed on the following pages.



Aerial view of the site and its immediate context

Key:

- Application site boundary
- Main road
- - - Access road

-  Bus stops served by special services only
-  Location of photographs



View of extension to historic building



Condition of extensions to rear



View of service entrance



View of extensions adjacent access road



Main elevation for historic building



Rear of flat roofed extension



View north-east from Liebenrood Road, showing Block One and the car park



View from Liebenrood Road, showing the access road and Block One



View from Liebenrood Road at the entrance to the access road



View from Liebenrood Road looking towards the later extension to Block One



View of parking spaces at the entrance to the access road



View of the Physiotherapy Unit east of the site



View south along Liebenrood Road towards the site



View north along Liebenrood Road towards the site



Looking north at Liebenrood Road of Jenkins Close



Looking north towards the site from Jenkins Close



Gas valve at the south-west corner of the site



View east along access road adjacent to Block One



Southern end of later extension to Block One

2.3 Historic Context

Prior to its development, the site was part of Prospect Hill Park - a nineteenth century landscaped park, to the north of Bath Road, surrounding a late eighteenth century country house. This house is shown on early maps as Prospect Hill Park and later became known as Prospect House. It is Grade II Listed and is now known as Mansion House. The parkland, which became a public park in 1902 and later became known as Prospect Park, is also Grade II Listed.

Prior to the twentieth century Liebenrood Road was built on the eastern side of the park, redefining the park's boundary. Thereafter, and throughout the twentieth century, residential developments were built along Liebenrood Road. One of the first houses to be constructed was named Dellwood.

In 1920, Dellwood became Dellwood Maternity Home. In 1954 a fire at the hospital resulted in serious loss of life. Freda Holland, a nurse at the hospital, was later awarded the George Cross for her efforts to save newborn babies from the fire.

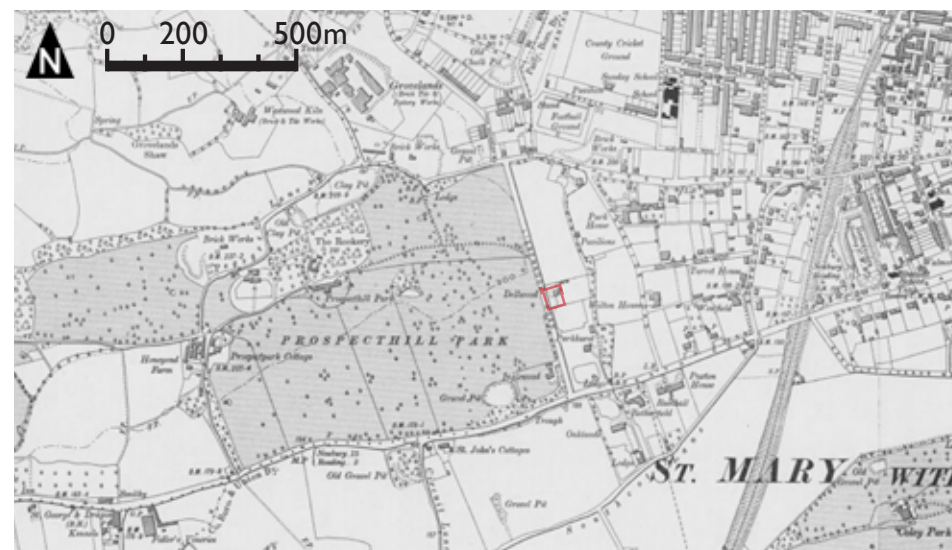
The original building was extended in the mid twentieth century with additional buildings at the rear. Renamed as Block One, Dellwood continued as a Maternity Hospital until 2005, since which it has remained empty and unused.



Freda Holland



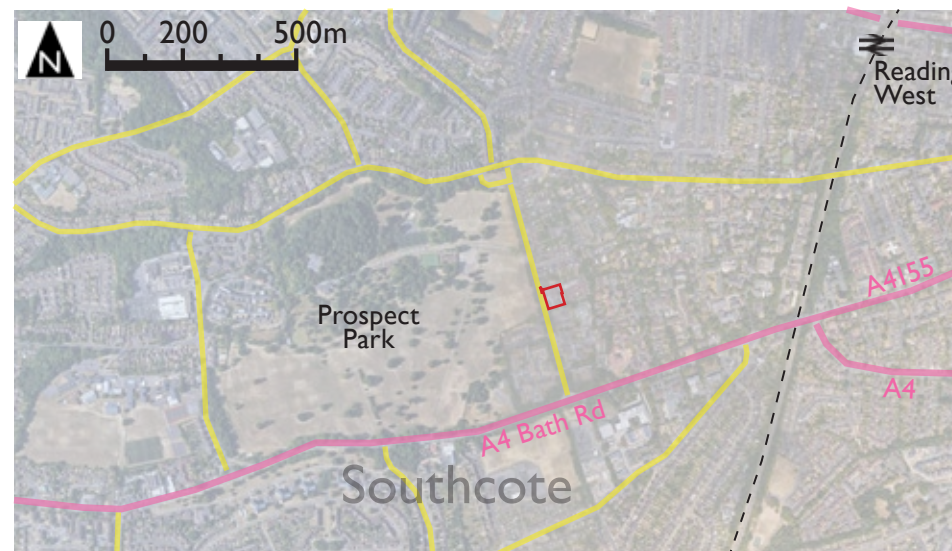
1883 Map (with the site indicated in red)



1900 Map (with the site indicated in red)



1961 Map (with the site indicated in red)



Current aerial map (with the site indicated in red)

2.4 Local Facilities and Public Transport

Nearest Facilities

The nearest GP surgery to the site is located on Circuit Lane at Southcote - A walking distance of approximately 1.1 kilometres from the site.

The nearest post office and pharmacy to the site are located at Coronation Square at Southcote - A walking distance of approximately 1.3 kilometres west of the site.

The nearest dentist and supermarket to the site is located at the Meadway Precinct at the opposite end of Prospect Park- A walking distance of approximately 1.7 kilometres from the site.

The local facilities that are available within the vicinity of the site are mapped on the diagram on the following page.

Rail

The nearest railway station is Reading West located 1.1 kilometres north-east from the site and accessible by bus.

Reading station is located 2.4 kilometres north-east from the site and can be reached by bus. It is a major transport hub on the Great Western Main Line, offering direct services to London Paddington, Bristol, Cardiff, Southampton, Oxford and also Birmingham. Reading station will be served by the Elizabeth Line (Crossrail).

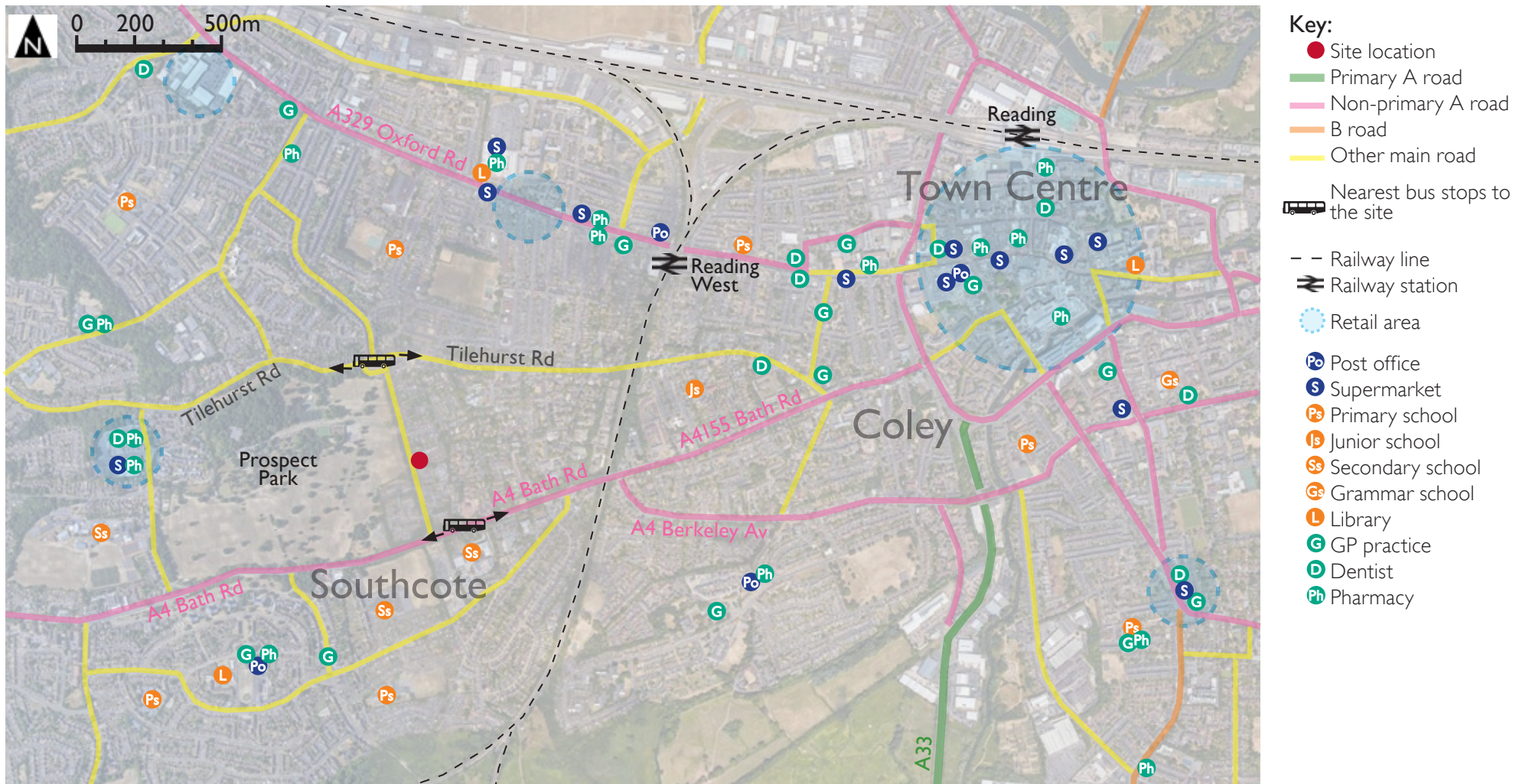
Buses

Bus stops	Service	Westbound destination	Eastbound destination	Frequency	
				Mon-Sat	Sun
Bus stops on Bath Road (A4)	1 (jetblack)	Newbury via Calcot, Theale, Aldermaston Wharf and Thatcham	Reading Town Centre (including Reading station )	30 mins	60 mins
	2 / 2a (lime)	Mortimer via Burghfield (Some buses continue to Tadley)	Reading Town Centre (including Reading station )	30 mins	60 mins
Bus stops on Tilehurst Road	33 (royal blue)	Turnham's Farm via Tilehurst	Reading Town Centre via Reading West station 	15 mins	30 mins

Table showing details of bus services which stop near to the site

There are bus stops immediately adjacent to the site. These are served by special services only.

The nearest regular bus stops are on Bath Road (A4) approximately 350 metres from the site. Other bus stops are on Tilehurst Road approximately 400 metres from the site. The services which serve these stops are summarised in the table below.



Local Facilities Diagram

2.5 Constraints and Opportunities

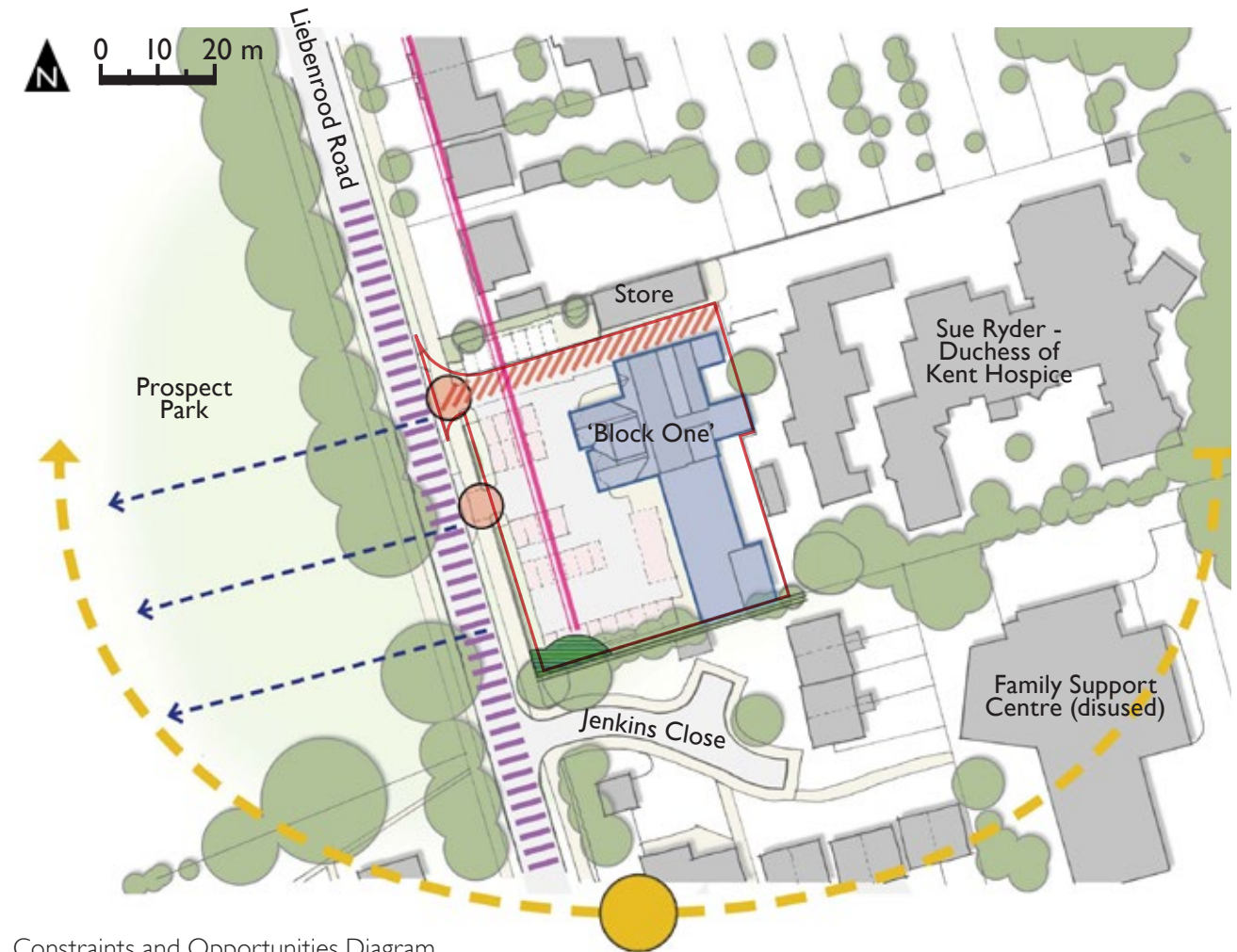
The site constraints and opportunities are summarised below and on the constraints diagram. These factors have been used to inform the design of the revised proposed development.

Constraints

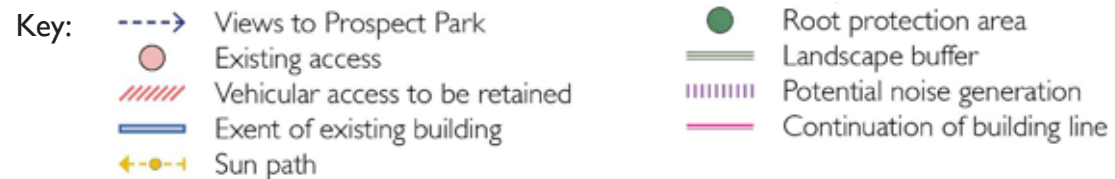
- Access road to be retained along northern edge of site shared with continuing services to east of site.
- Root protection areas of existing trees to site boundary
- Potential noise from traffic on Liebenrood Road
- Existing buildings on the site
- Retention of original 'Dellwood'.

Opportunities

- Existing trees to south of site provide a landscape buffer to residential area worthy of reinforcement
- Utilise existing access into site
- Views over Grade II listed Prospect Park
- Bring building line forward for continuity with rest of street
- Integrate the element of the existing building with community corrections into the new design.



Constraints and Opportunities Diagram



Section 3

Design Development

3.1 Assessment of the Existing Building Stock

The single storey piecemeal extensions have no architectural merit or functional benefit. Their condition, quality and fabric performance are significantly below current standards and retention cannot be justified.

The original three storey Dellwood has both architectural merit and community connections. The bay windows with segmental arched windows, protruding pitched roofs with hanging tiles are characteristics of Edwardian architecture that contribute positively to the local area.



Sketch plan of the existing site layout with a large carpark alongside Leibenrood Road and low level flat roof extension.



View of the existing building and low level flat roof extension from Leibenrood Road



View of the front facade of the existing building

3.2 Previously Submitted Scheme 2020

The scheme illustrated with the adjacent images was submitted in 2020. The architecture was designed to directly relate to the existing Dellwood building. However it was felt that the existing building deserved to be retained and the massing was too prominent along Leibenrood Road so a new scheme was developed in its place.



Concept plan for previously submitted scheme (2020). This is an entirely new build scheme with a communal garden in the south east corner and a small carpark in the north east corner.

3.3. Previously Submitted Scheme 2021

A new scheme was designed around the existing building in a more contemporary architectural style that complemented rather than copied the architecture of the existing building.

An L-shaped building form was designed to semi enclose a communal garden in the heart of the site and the building form stepped down to a more residential scale along Liebenrood Road.

The main access point into the building was designed to sit alongside the existing building where the communal heart of the building was to be situated.



Initial concept plan for proposed scheme showing the existing building retained in orange and the L-shaped new building arcing around a communal garden in the centre of the site.



3.4 Development of the Entrance

The main entrance space alongside the existing building has been designed to appear as a contemporary addition with glass facing towards Liebenrood Road. The design has evolved from a double height pitched roof structure (1), then a timber clad stepped glass structure (2) to a simplified flat roof form (3).



1.



2.



3.



Location of the entrance element into the building.

3.5 Description of the Chosen Solution

Having originally been built as a house at the turn of the twentieth century, Dellwood does not meet current healthcare requirements. The evolution of healthcare delivery and patient care sidelined such inadequate accommodation and integrate the service into modern hospital premises. The proposal will retain the historic portion of Block One and erect an 'L' shaped wing that joins to the rear of Block One.

The attractive windows and generous spaces in the existing Victorian building lend themselves to use as communal facilities and day spaces with all residents rooms and care facilities within the newly built element.

The existing access road will be retained and will continue to be used by the continuing healthcare facilities to the east of the site.

There is an opportunity for the new building to take advantage of views over the Grade II Prospect Park, directly opposite from the site. To maximise this opportunity communal and day spaces have been positioned along the western elevation, terraces at first and second floors would enhance the relationship. Residents rooms look into private gardens contained by the building's footprint, ground floor rooms will have direct access to the gardens.

The sketches below illustrate this concept and show how the project team began to consider the implications of this layout design on the elevations.



Initial concept plan for proposed scheme showing the existing building retained in orange and the L-shaped new building arcing a communal garden in the centre of the site.



Sketch elevations showing the chosen solution.

3.6 Height Comparison between scheme submitted in 2021 and Chosen Scheme

Other than the small flat roofed lobby area the roof will be pitched around the perimeter; flat areas will be used to reduce overall height of the proposal but will not be obvious from ground level. The service lift tower will be concealed from Liebenrood Road behind a pitched element.

The new build element of the care home is designed to be complimentary to Dellwood. The gable end of the new build element has the same proportions as the existing Dellwood building but managed in a manner that reflects rather than copies directly the original.



Proposed elevations of the preferred scheme with the previously submitted scheme shown with a red line.

Section 4

Design Proposals

4.1 Proposed Site Layout

The Proposed Site Layout follows from the design principles outlined in section 3.1.1.



Proposed site plan showing ground floor plan

4.2 Internal Layout and Accommodation

The proposed care home development will provide 56 bedrooms across three floors of accommodation.

The internal layout follows from the design concepts outlined in section 3.1.1. Accommodation is arranged along the 'L' shaped plan with nurses' station, wheelchair store, assisted bathroom, and assisted shower room at the corner. Each floor of accommodation also provides communal day spaces with key views out.

Stairwells serving all accommodation floors are positioned at either end of the 'L'. Close to the foyer and northern stairwell a lift will connect the ground, first and second floors. A second service lift will be provided close to the northern stairs and will serve all floors, including the basement. In addition a feature staircase will provide further connection between ground and first floor facilities in the existing structure.



Proposed Ground Floor Plan

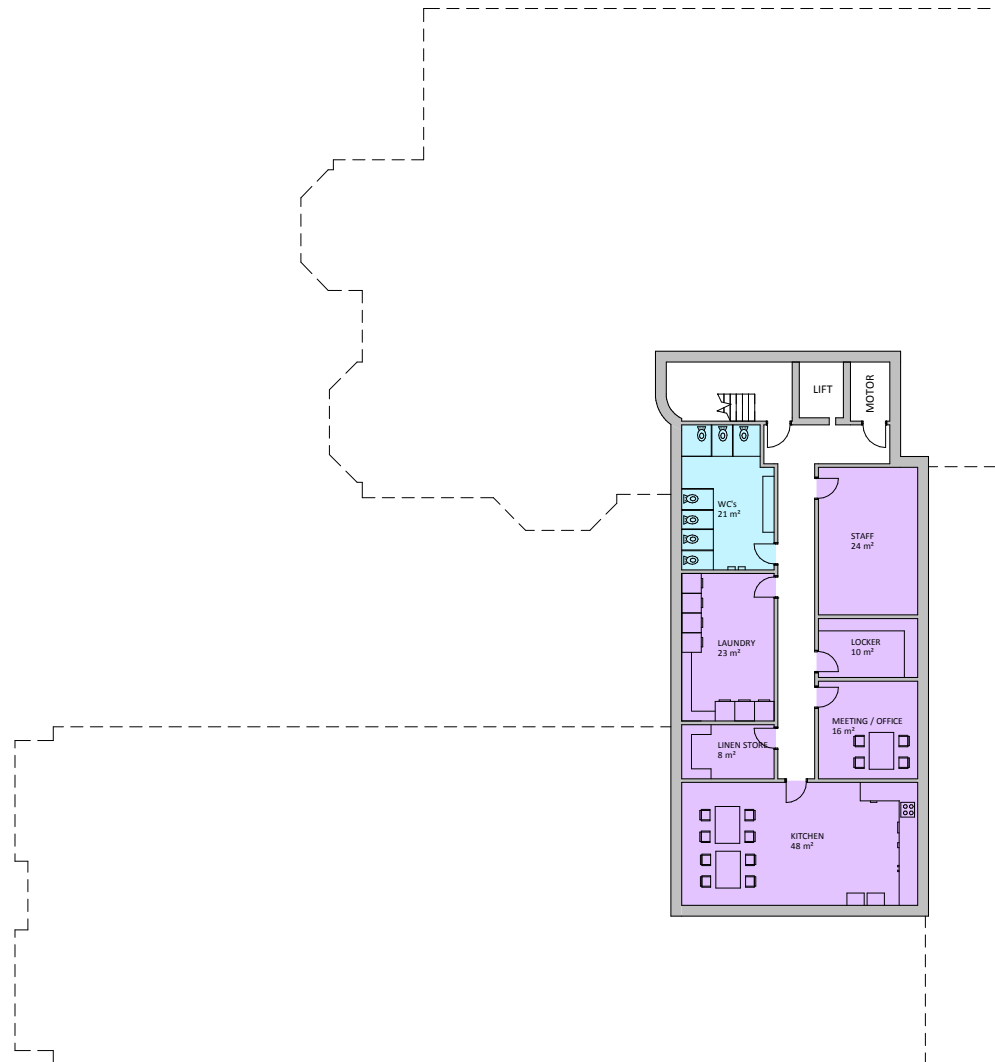
Communal facilities including a cinema and private dancing space, as well as spa and fitness spaces, are using the enhanced character of the original Dellwood.



Proposed First Floor Plan

Basement location for:

- Staff room
- Laundry
- Kitchen
- Office
- Ancillary Spaces

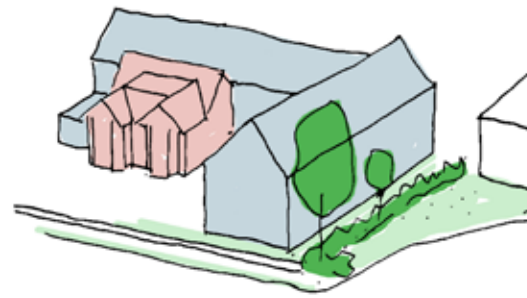


Proposed Basement Plan

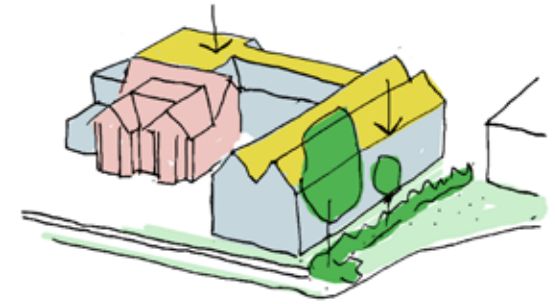
4.3 Scale and Massing

Dellwood is a 2.5 storey building with large floor-to-ceiling heights. Its overall height, from the existing ground level adjacent to its west facade to its roof ridge is 11.7 metres.

The proposed building comprises three floors plus a basement. The proposed roof will meet with the existing eaves level and will not be significantly higher than the existing roof.



1. Basic building volume to floor area requirement



2. Double pitched roof referencing roof line of the existing building. Reducing roof line behind the existing building.



3. Push back double pitched roof from the front of the building to reduce visual impact along Liebenrood Road. Break up south, east and north elevations with pitched roof elements.



4. Break up elevations further with small insets and dormer windows.

Diagrammatic series to demonstrating key massing decisions

4.4 Appearance

4.4.1 Materials and Details

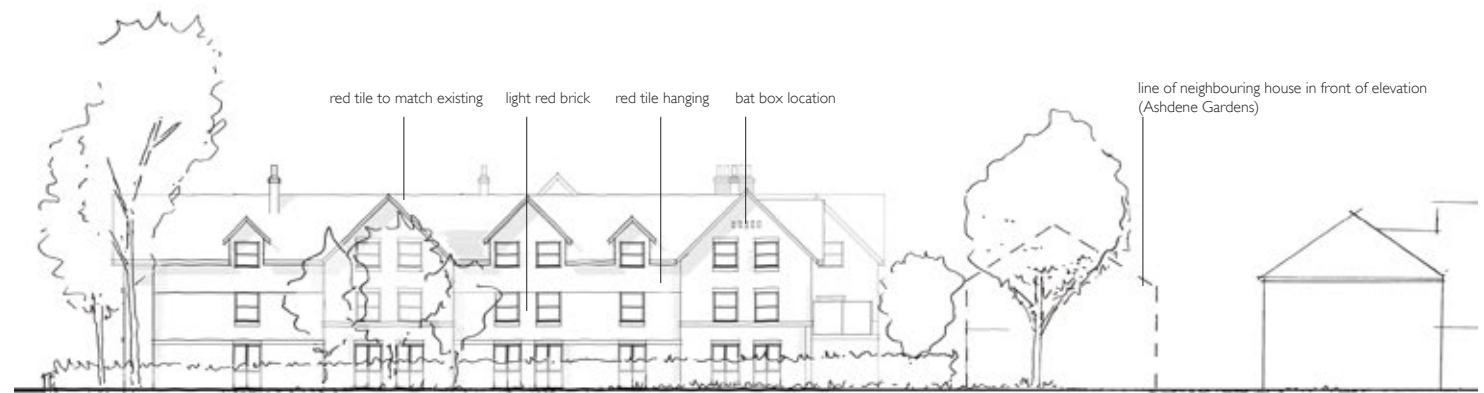
The architectural features of Dellwood have provided the design lead for the new gables which compose the new view from Liebenrood Road. Tile hanging, sash windows, chimneys and red tile roofing together with red brick which make Dellwood are all reflected in the proposed elevation and are translated to all new elevations.



West elevation to Liebenrood Road.

4.4.2 Proposed Elevations

The design of the proposed elevations follows from the scale and massing principles set out in section 3.2 and 3.3.1.



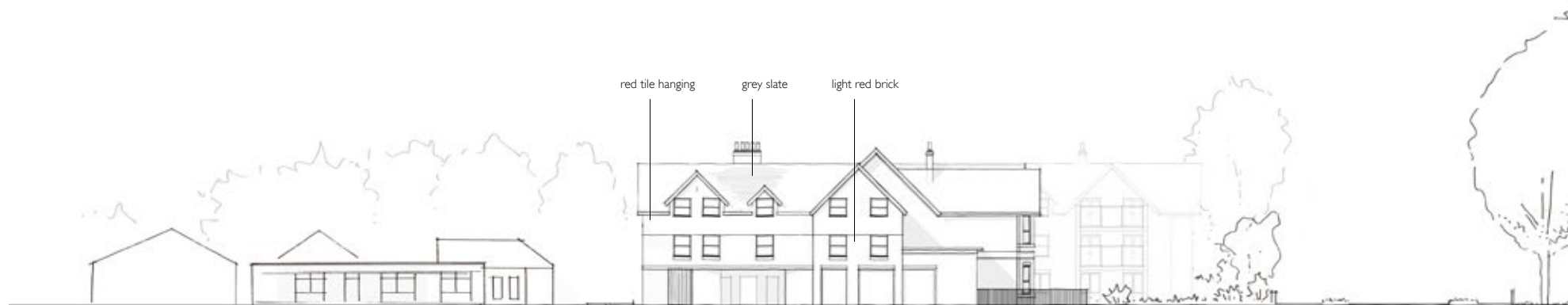
Proposed South Elevation



Proposed West Elevation



Proposed East Elevation



Proposed North Elevation

Section 5

Access, Sustainability and Secure by Design

5.1 Access Proposals

The access to the buildings will comply fully with Part M of the building regulations by providing a level threshold and ensuring that the site will be available for all users.

The development proposals will address and meet the requirements of the Disability Discrimination Act 1995 (DDA) as employers (part II) and service providers (part III).

5.1.1 Proposed Site Access

The site currently has separate vehicular entry and exit points on Liebenrood Road. The access road will be retained and shared with the hospital facilities to the east of the site. The existing access will be improved and the existing exit road stopped off.

5.1.2 Access Within The Building

Stairwells serving all accommodation floors are positioned at either end. Close to the foyer and northern stairwell a lift will connect ground, first and second floors. A second service lift will be provided close to the northern stairs and will serve all floors. In addition a feature staircase will provide further connection between ground and first floors.

The issue of access for wheelchairs and people with mobility aids has been considered throughout the design of the development. Design measures which have been incorporated within the development include:

- Level access at all external entrances and exits
- Level access gardens with suitable external finishes
- Internal corridors of sufficient width to enable two wheelchairs to pass
- Bedrooms designed to be fully wheelchair accessible with level access en suite showers, etc.
- Lift access to upper floors
- Public areas designed in accordance with Part M of the Building Regulations

- Assisted bathrooms arranged for wheelchair access.

There will be a level threshold at the main entrance to the building.

All parking spaces will have flush kerbs throughout to ensure that there is inclusive access for all residents regardless of physical disability, and there will be a number of dedicated wheelchair spaces.

5.1.3 Management and Servicing of the Building

The building will be staffed 24 hours a day, 365 days a year. Staff rest and changing facilities are proposed in the basement.

The refuse stores are located adjacent to the car park for private refuse collection. Large wheeled containers will be used for general refuse and recycling. Refuse within the Care Home will be collected by staff. Medical waste will be collected and stored separately in sealed, colour coded containers. Recycling will be sorted from general waste by staff.

5.1.4 Access to Public Transport

Staff will be employed from the local area and all will be encouraged to, and supported by the operator, to travel to and from work either by cycle or by public transport. The transport issues related to the site are set out in more detail in the Transport Statement which has been submitted with this application.

5.1.5 Parking

A total of 18 car parking spaces will be provided for staff and visitors to the development including 2no. dedicated disabled bays located adjacent to the main entrance. Secure cycle storage is also provided.

5.2 Sustainability

Green building is the practice of creating structures and using processes that are environmentally responsible and resource efficient throughout a building life-cycle. With this in mind we have introduced a variety of measures to reduce the carbon footprint of the building throughout its life-cycle.

5.2.1 Carbon emission requirements

Calculations are to be undertaken prior to construction to establish the achievement of the requisite carbon emissions to comply with Part L 2012 building regulations using criteria related to elemental U values, all boiler plant and equipment and other ventilation and air conditioning plant and anticipated air tightness values. As this calculation is required prior to construction the Contractor will appoint his Energy Consultant and preferred M & E sub-contractor/designer at an early stage to ensure this obligation is met. Design is required to achieve an Air Tightness rating of 7 by using good design, close supervision of construction and sealing of all air pathways as the work proceeds.

5.2.2 Positioning and structure design efficiencies

- We have introduced large, well orientated windows to reduce the reliance on artificial light during daylight.
- We have reviewed the orientation of rooms and windows to reduce overheating issues and therefore the unnecessary introduction of air conditioning.
- Reduction in energy embedded in transport when operational.
- The design incorporates its own laundry thus eliminating the transport energy and travel miles of outsourcing the laundry over the lifetime of the building.
- The design incorporates a fully operational commercial kitchen where all food is prepared and cooked on site.

5.2.3 Energy efficiencies

- Construction details will be improved, to provide an air tightness target of 7m³/hr/m² more onerous than current 2010 Part L2 building regulation requirements which are set at 10m³/hr/m².
- The building will be where possible designed to be naturally ventilated.

5.2.4 Materials

- Two of the main constituents of the build are concrete blocks and aggregates.
- Both of these will be sourced locally to reduce road travel miles.
- The concrete blocks will be sourced from Masterblocks manufacturing facility.
- Wherever possible, recycled concrete will be used for aggregates.

5.2.5 Water efficiencies

- Water use in construction will be minimised by the use of dry construction methods. Waste recycling on site will be carried out by a specialist contractor to sift and re-use discarded materials.
- The design utilizes ultra-low flush toilets.
- Commercial laundry rinse water will be used several times over in the building. Consideration will be given to using harvested rainwater for the laundry. Subsequently this water can be used for toilet flushing.

5.3 Secure by Design

5.3.1 Concept

Secured by Design is a police initiative to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. Secured by Design is owned by the Association of Chief Police Officers (ACPO) and has the support of the Home Office Crime Reduction and Community Safety Group and the Planning Section of The Office of the Deputy Prime Minister (ODPM).

Good design must be the aim of all those involved in the development process and should be encouraged everywhere. Current government planning policy strongly supports this principle and makes clear that community safety is an integral part of the design agenda.

In addition to the requirements of planning legislation and guidance, local authorities (and the other bodies within each local Community Safety Partnership) have a wider responsibility under Section 17 of the Crime and Disorder Act 1998 to consider the crime and disorder implications of all their activities, and to do all that they can to reduce opportunities for crime and fear of crime in the exercise of their functions. Developers and their designers and advisers need to be aware of this.

Safe communities are stable communities. If the overall direction given by government planning policy and the ODPM guidance is combined with the principles of Secured by Design and put into practice by developers, this will be a major advance towards the government's goal of sustainable communities.

The core principles of Secured by Design are also applicable to non-residential developments and facilities, and specific requirements and recommendations for a variety of other contexts are set out under their own individual topic headings.

Incorporating sensible security measures during the construction of a new development has been shown to reduce levels of crime, fear of crime and disorder. This works best if balanced with the need to achieve desirable places to live.

The aim of the police service is to assist in the design process to achieve a safe and secure environment for residents and users of public space, without creating a "fortress mentality" which would be counterproductive, not only in terms of the government's objectives for the creation of attractive living environments and sustainable communities, but also ultimately in terms of security.

By providing quality environments and ensuring that they are properly managed and maintained, communities can more readily be encouraged to exercise a sense of ownership and responsibility.

By bringing the crime prevention experience of the police more fully into the planning and design process, a balance can be achieved, and the government's desire to create 'better places to live' can be fulfilled. Probably the single most important aspect of new development is ensuring that all significant components of its design, planning and layout are considered together at an early stage, so that potential conflicts between security and other major objectives can be resolved. Good design and early co-ordination can avoid the conflicts that may be expensive or impossible to resolve once the construction is complete.