

projecting frontage.

Observation 9) The rationale for lack of a pedestrian link is noted however as a policy requirement this will be considered within the overall planning balance.

Given the change of level across the site and the retention of the existing structure, there is no way to create a conducive environment for an external link between Abbey Square and Market Place. There is however an internal link for the residents of the building that creates this connection although it is appreciated that this is not a public route

Observation 10) Whilst proposals are considered to be a significant improvement on the existing context any planning application would be required to demonstrate high levels of compliance to other adopted policies in order to attract officer support in what would likely be a very finely balanced application in terms of its acceptability.

Aside from the improvements to the design of the building there are considerable environmental and social benefits to creating new homes in the centre of Reading that can contribute positively to the vitality of the City Centre

- The retention of the existing frame creates a considerable contribution to the reduction in Carbon footprint, and the upgrades to system and fabrics so along way to reducing the
- The creation of a zero emissions scheme
- The creation a new accessible community within the centre of Reading that helps meet the councils housing demand targets
- Improvements to biodiversity and external amenity

Observation 11) The building is located within the Council's High Street Heritage Action Zone (HSHAZ). Therefore, the proposed development would be expected to contribute towards improvements to the high street through repair or restoration of original features or improvements to shared spaces. Officers would strongly encourage that the pre-application proposals consider how the existing commercial shopfronts could be upgraded to reflect the historic character and appearance of shopfronts within the square.

The base of the building is to be improved by the addition of the stone surround to the windows surrounding the dentist and the stone colonnade. There are lighting improvements to be made to the underside of the soffit to make the space more attractive both for shoppers and people waiting for buses and the colonnade will form part of the rich variety in the square

Observation 12) Comments made by the DRP are reiterated including use of the blue cladding and lack of detailing on the rear Market Place façade.

These have been noted under point (7)

Observation 13) Additional landscaping to the rear of the site welcomed.

We are increasing permeability and biodiversity at the back of the building to animate the facade. We have also reclad the base of the carpark ramp so that it provides a better environment for the pedestrian route



Diagram illustrating Observations 9: Section through building showing the route between Market Square and Abbey Square

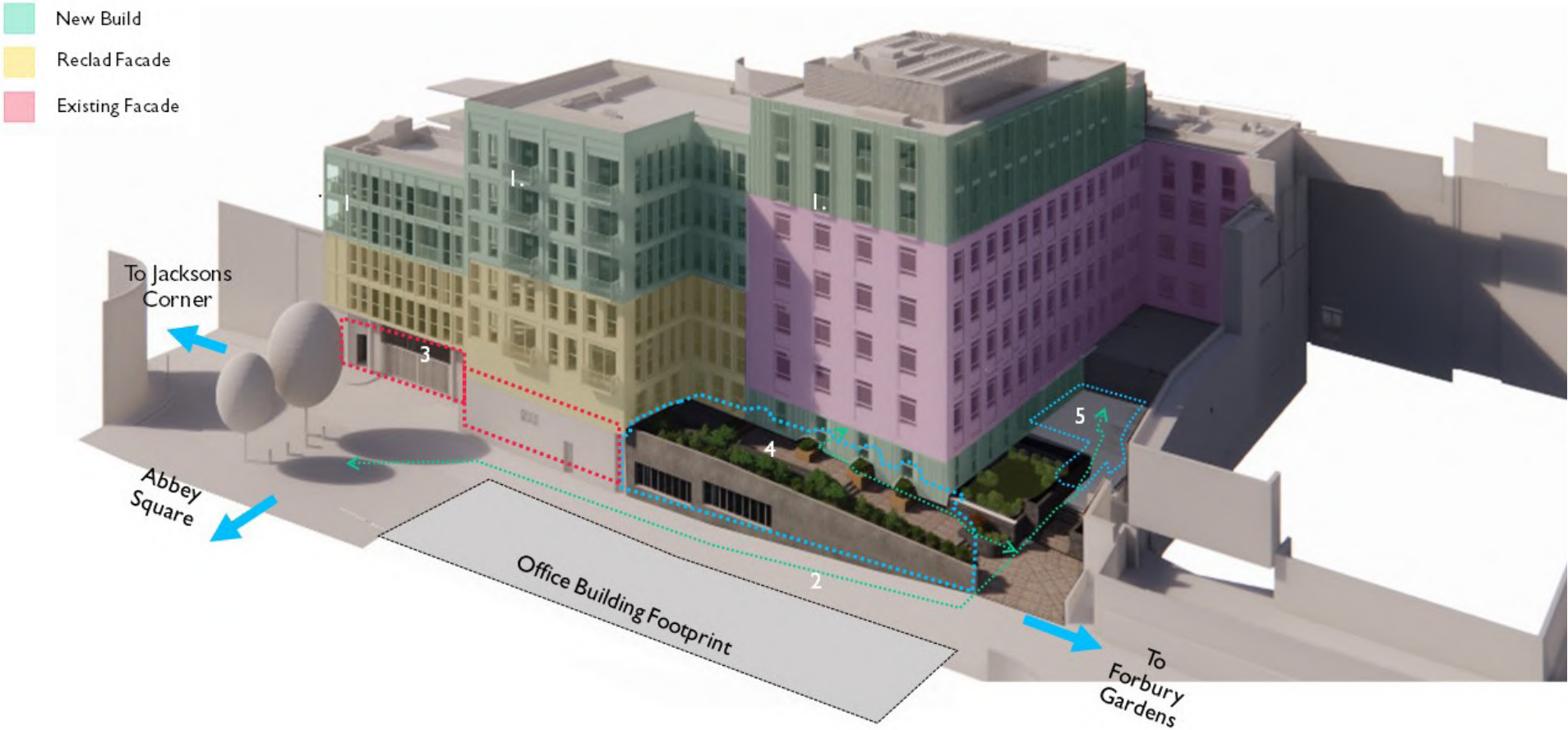


Diagram illustrating Observations 10 and 13: This illustrate the extent of building retention and the improvements to biodiversity, to improve the buildings carbon footprint

connecting Forbury Gardens with Abbey Square

Observation 14) Officers retain concerns regarding treatment of the street-level facades at part lower ground and part ground floor to Abbey Square which are currently shown as concrete facades, similar to existing. Whilst acknowledging that these parts of the building would serve the car park, it is strongly considered that more needs to be done to enliven and add interest to the street-level part of this area of the site.

The new entrance to the affordable accommodation will vastly improve the attractiveness of this facade.

It is now proposed to commission art work gates both at the entrance to the loading bay and the new upper level entrance that may have some correlation with the history of the site as part of the Sutton Seeds site.

It is also proposed to clad the base of the building with brickwork to match the above to improve the setting and supply new louvres within the opening vents of the carpark

Observation 15) Notwithstanding this, officers still have concerns regarding potential loss of daylight and sunlight to occupiers of the Jacksons Corner new build block and as set out in the submitted design pack, a daylight/sunlight assessment must be submitted within any application.

The massing has been stepped back at roof level and a sunlight daylight assessment has been completed. In addition to this the apartment oriented towards the views across abbey square to avoid overloo



Illustration of improvements to base of building along Abbey Square elevation

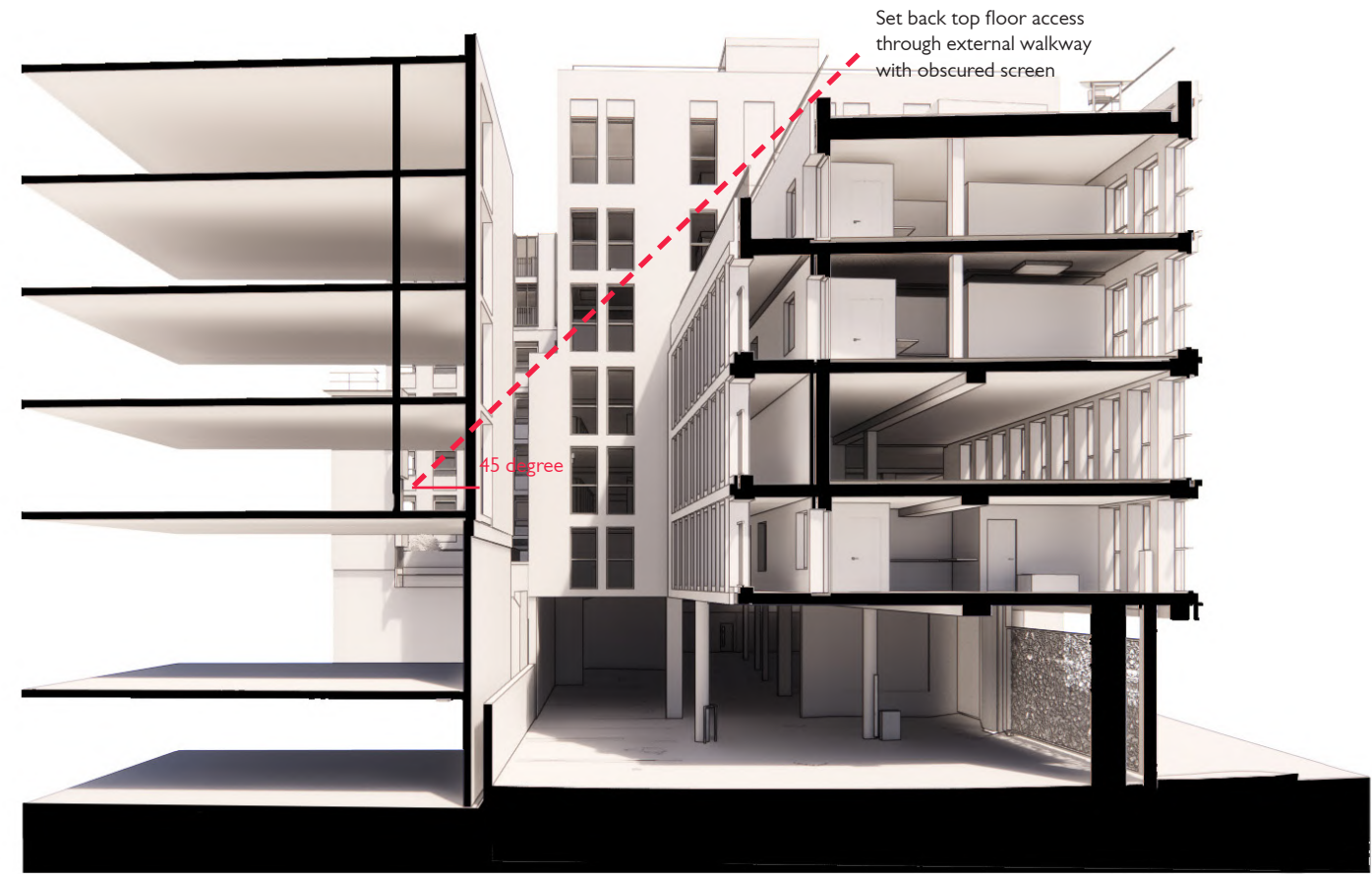


Illustration of effect of mass on Jacksons Corner

3.10 Sustainability

Utilities

The existing building is currently connected to the network of existing utilities in the town and will remain connected.

Sustainability targets

Although this project is designed to exceed the statutory targets on energy use, this project is designed with the spirit of the ESG of Tene Living with an interest in creating a socially sustainable development that creates and promotes, community Biodiversity.

Exploring green energies / low carbon equipment

The following elements have been reviewed and proposed as applicable:

- Solar energy - PV rooftop array is proposed
- Air Source Hot water cylinders for each apartment with electric radiators
- Lighting - all LED lighting solution

This list is not exhaustive and further technologies will be considered at later design stages.

Other sustainability benefits

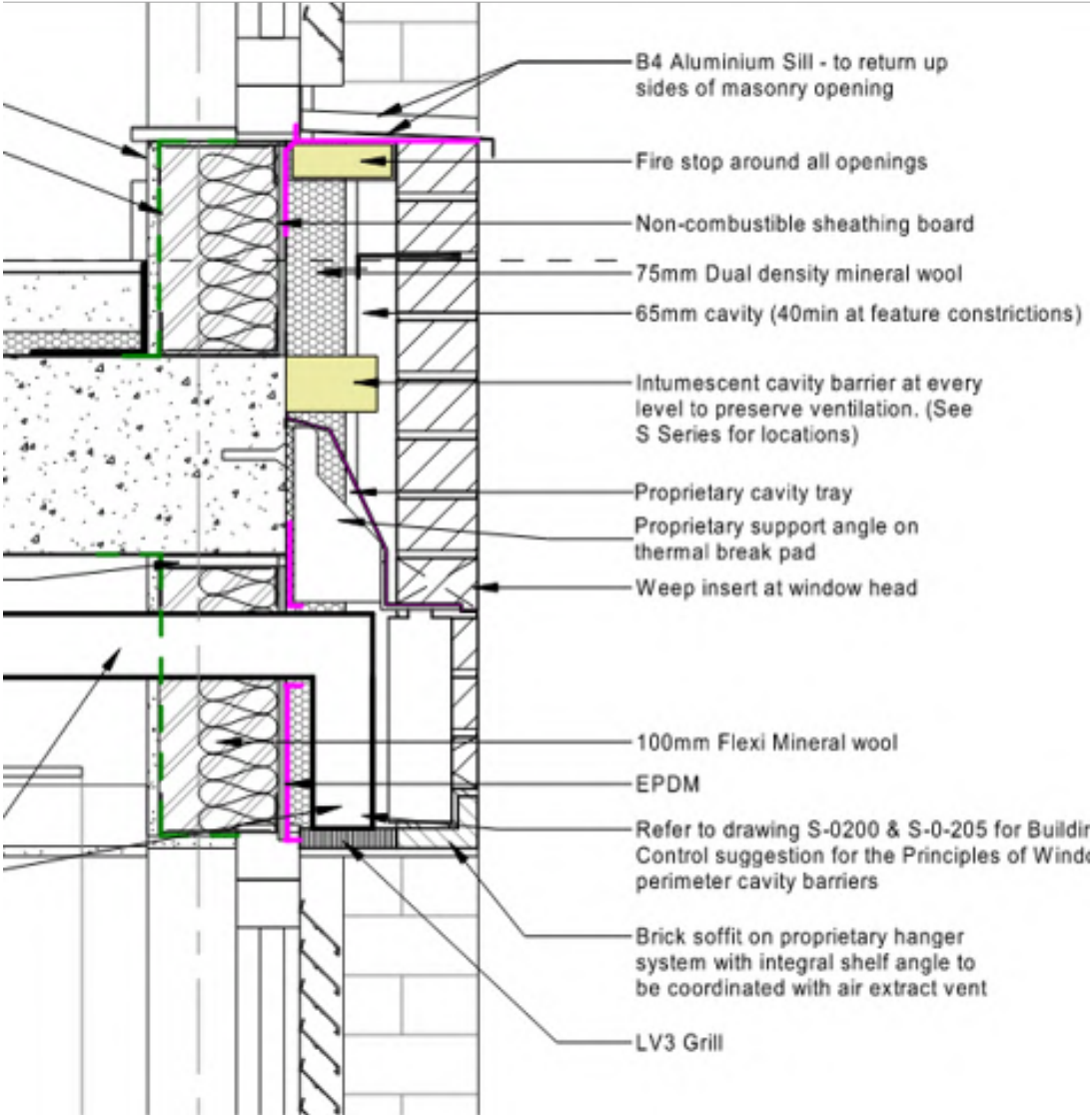
The proposals have been conceived of as supporting a socially and economically sustainable new business community in a highly accessible location.

The landscaping strategy contains within it the potential for net gain in biodiversity value compared with the existing situation.

With biodiverse roofs comes potential energy savings (in terms of heating) and also attenuation for surface water run-off. The site currently discharges all run-off to the local drainage network.



Biodiversity increase for residents well being



MVHR systems for delivery of fresh air during the heating season

Re Use Strategy

The main fabric of the building has been carefully retained in order for the re use and improvement of the existing structure. Selected, non structural areas of the building are proposed to be removed in order to allow the existing building to be improved as proposed.

Elements to be removed:

- Existing windows and concrete fins to Western facade between levels 1 and 4
- Existing windows and concrete fins to Eastern facade above car park entrance
- Existing roofs to make way for additional massing
- Existing interior partitions and raised floors

Elements to be retained and refurbished:

- All structural or load bearing columns and walls
- Ground floor shopfront entrances
- Main entrance to office building
- Existing windows to retained facades

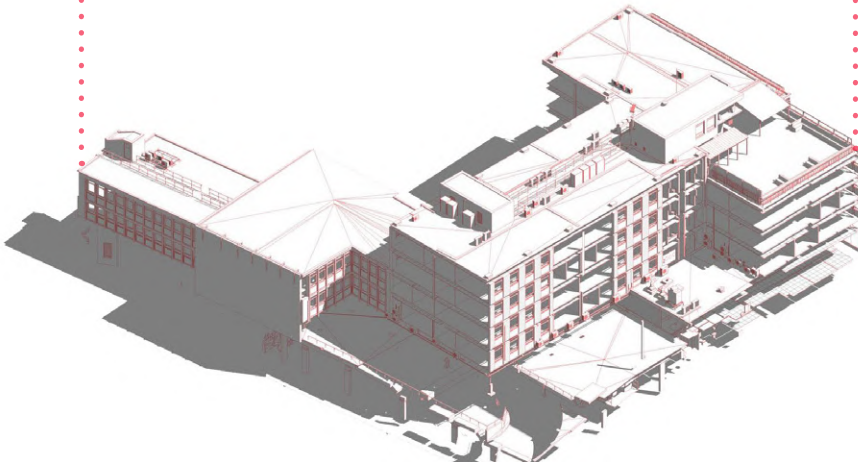
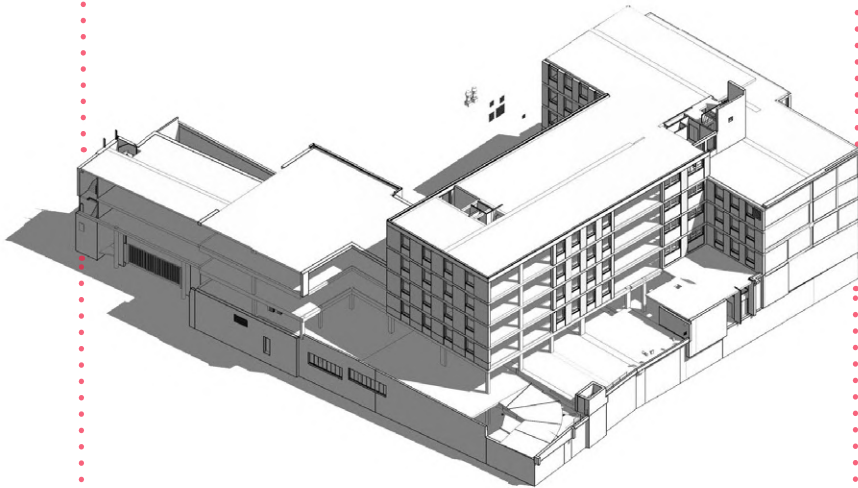
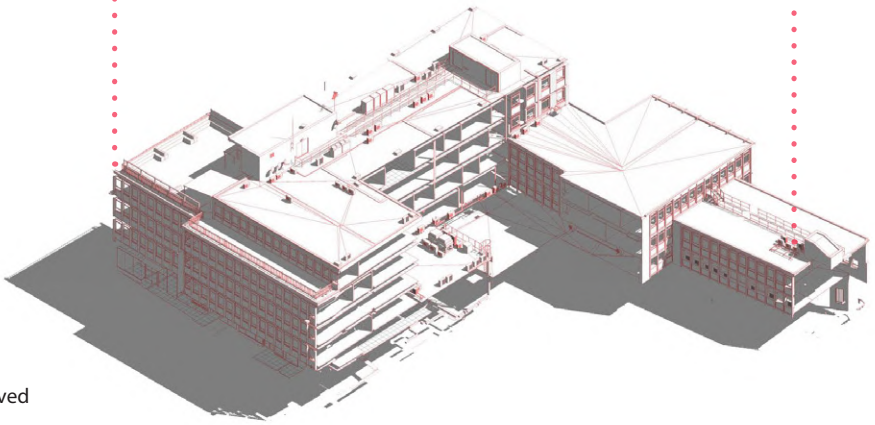
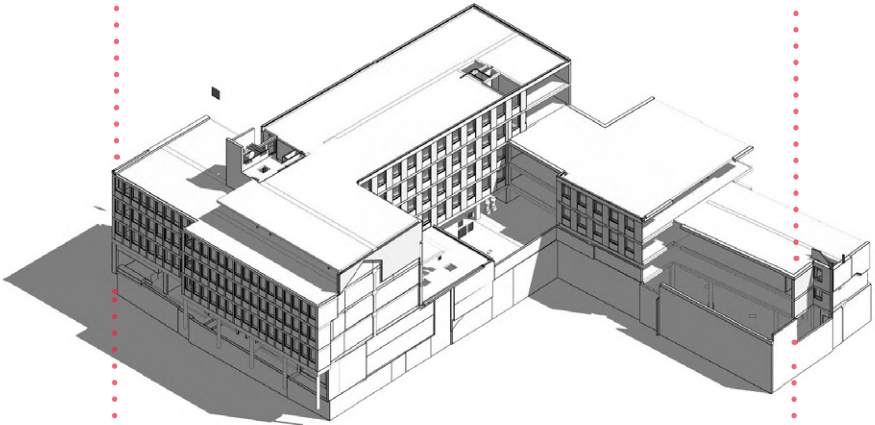
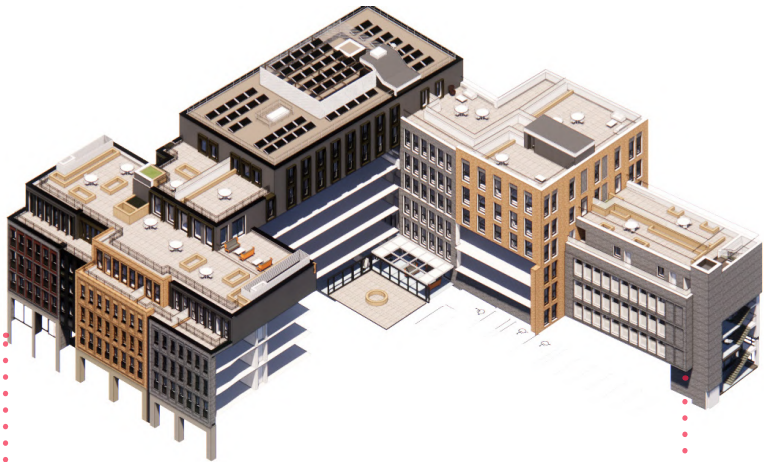
Elements of new build:

- New facades to west and east of building, utilising existing structure
- New massing and facade treatment above existing

Proposed

Retained

Removed



Renewable Energy Strategy

As part of the overall sustainable approach to design, the proposed project will be incorporating a series of Photo-Voltaic arrays on the roof.

These will be situated within the enclosed plant space on top of the 6th floor roof, along with the necessary mechanical equipment for handling the servicing.

Facade design

All the new window openings to the 5th & 6th floor feature a projecting surround to allow solar shading particularly for the curtain wall facade treatment to floors 5 & 6.

This curtain walling features a deep mullion section to minimise the impact of solar gain to the upper floors. As the majority of this facade is comprised of glazing, a deeper mullion allows for the glass to be inset from the existing face of the building, providing extra shading throughout the day. This in turn will mitigate the usage and reliance of the powered air cooling units.



04 Access proposals

4.1 Access strategy

This statement is intended to meet the requirements of the Government’s Planning Practice Guidance. It is necessarily confined to the strategic design principles, working within the limitations of the site topography and existing building’s layout pertinent at the planning application stage.

This statement identifies ways in which the process of optimising accessibility and inclusion can be achieved within the scope of the project. It will be the intention to develop the statement as the detailed design undergoes specification leading toward submission of any necessary Building Regulations applications.

The site is within an area of excellent public transport accessibility.

Within five minutes walk from the site is Reading railway station, a busy interchange with fast connections to London, the south west, the Midlands and the North and local services to outlying towns and villages across Berkshire, Hampshire and Surrey.

Over 30 bus routes pass immediately outside the site, connecting it to the town’s outlying suburbs and local towns and villages. Depending on direction of travel, further stops are located a few minutes walk from the site giving visitors and commuters to the site an extensive choice of sustainable modes of travel.

Streets surrounding the site are cycling friendly and there are a number of Readybike cycle hire stations within a few minutes walk as well as on-street cycle stands available to the public.

The proposals involve providing secure, weather-proof cycle storage, lockers and showers.

Parking is available on site. Streets surrounding the site have limited car parking available and this is time limited and charged for. The town centre has extensive public car parking available within a few minutes walk.



This page: site location showing the transport connections available

4.2 Inclusive access

Connection with surrounding streets has been a key design aim for the proposals. In summary:

- The entry points to the building will be accessible from surrounding public space that is level or gently sloping to allow a flush and step free threshold;
- Materials will be used to differentiate between footway, dwell space, amenity areas and entrances within the buildings' perimeter to aid legibility;
- The main public entrances will be bright, spacious and clearly legible from within surrounding public space;
- Access to cycle storage and refuse/recycling storage, will be safe and secure, directly connected to the pedestrian network around the site and overlooked by adjacent buildings;
- Lifts serving buildings are Part M compliant with both audio and visual destination display, complete with stand-by generation power;
- Disabled parking bays are available within the retained car park area.

These and other features of national standards will ensure thoroughly contemporary and fully accessible buildings.

Step free access throughout is achieved as a result of the proposals.

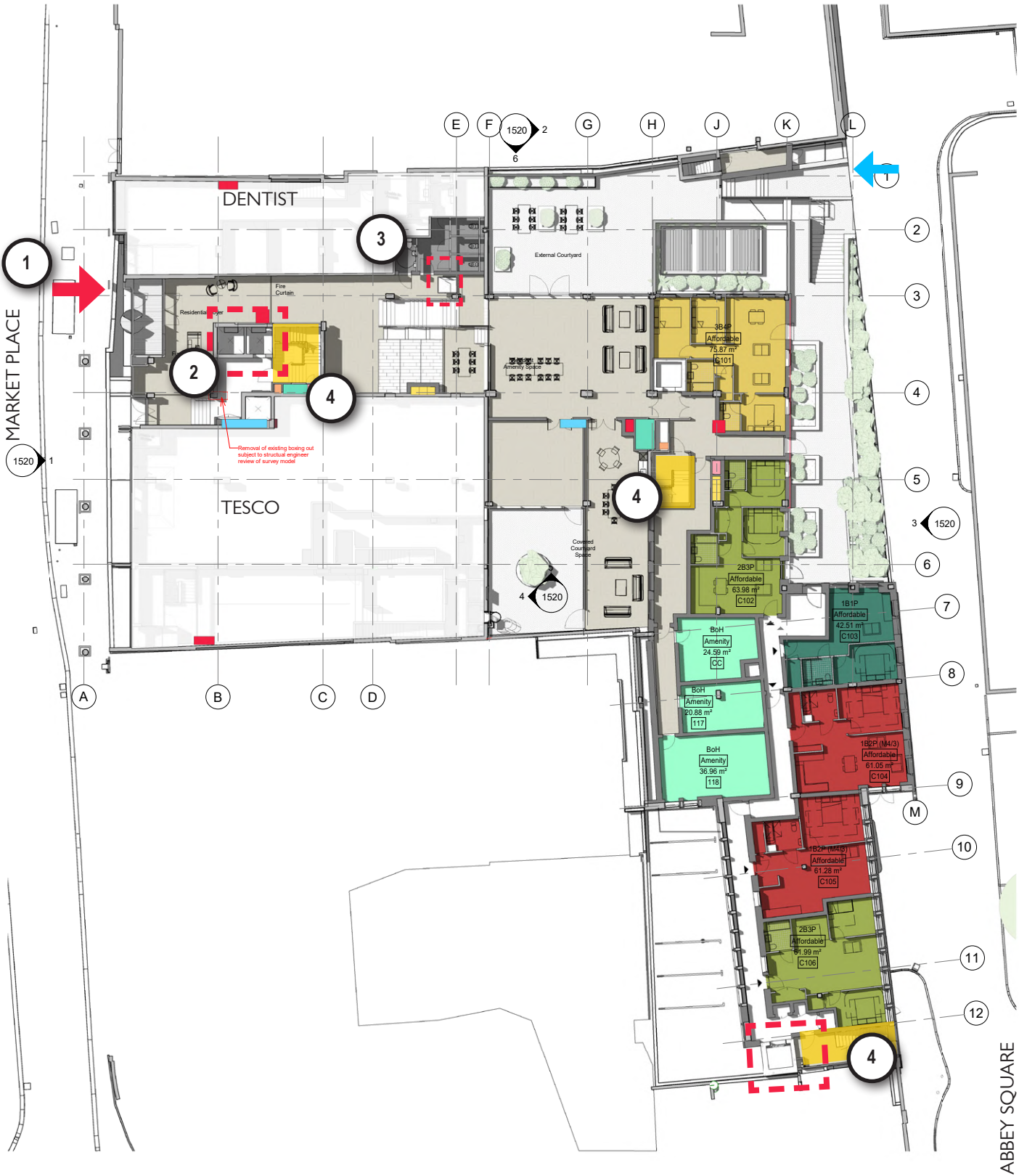
This is a private residence, but for visitors, the most public facing element will be the foyer and communal space which is located at ground floor (see diagram, right) where access is most straightforward and assistance can be provided if required. Lifts are located directly behind the Market Place entrance doors (1&2) and a platform lift is located within the communal space to overcome a stepped change in level (3).

An accessible WC is provided at ground floor level for the use of occupiers and their guests. There is no provision currently within the building for people with disabilities.

Upper floors are designed to be secure and accessible to residents and their guests only.

The means of escape from the building in the event of an emergency is unaltered. Staircases provide direct access to the proposed communal space and thereby the street (4). Appropriate refuge areas have been identified for wheelchair uses in the event of fire

The layout and dimensions of each comply with relevant guidance and regulation for safe egress from the building in the event of fire.



Right: Diagram showing the ground floor and the elements of inclusive access contained there

4.3 Cycle access

The proposals will result in changes to the layout of the basement in order to create a cycle store for the building. The building does not currently have any dedicated provisions.

The new store will be secure and fully equipped with lockable racks accessible from the car park and served by the existing car park ramp and a corridor linking to a lift at the Market Place side of the building.

- Commercial Leashold
- Cycle store
- Access routes



4.4 Emergency access

Three stair cores currently serve the building and these will be retained. Combined they provide means of escape in an emergency.

They will be refurbished and the services within the building will be clustered around them.

The two in the northern part of the building are positioned to serve the western block (Market Place) and the eastern block (Abbey Square) and the connecting block between. The existing south wing connects at the north end and has a third stair core located at the southern end.

The spacing allows safe egress from the building, connecting at ground with a fire lobby in the case of the two northern cores and the southern core connects directly to the street (Abbey Square).

The existing core at the front of the building is upgraded to a new fire fighting core for access for the fire fighting brigade and emergency services. These will be provided with refuges for wheelchair users.

- Lift - - -
- Access Route - - ->
- Landscape - - -
- Roof - - -
- PD Housing Scheme - - -
- Cores - - -



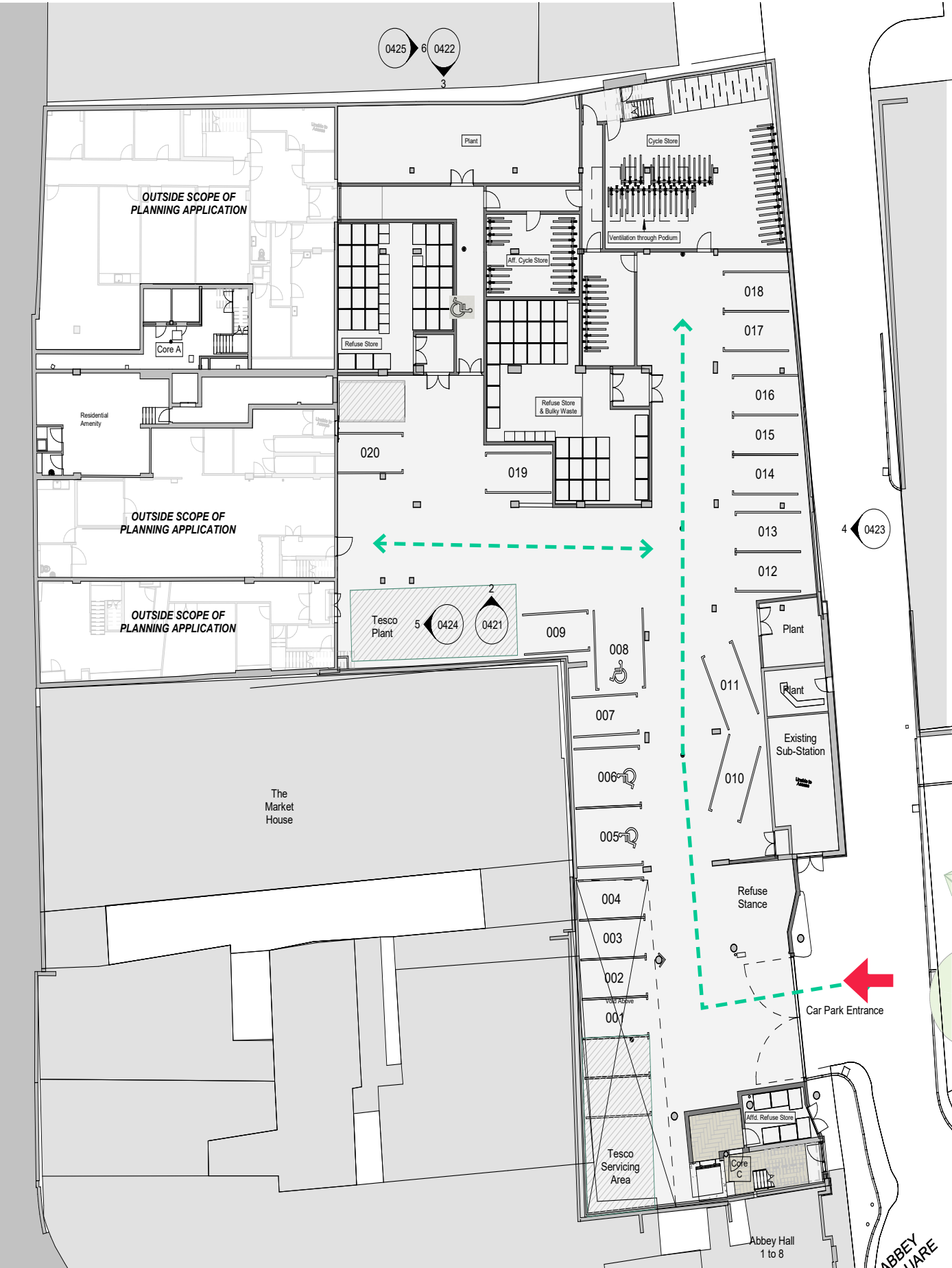
4.5 Vehicle access

Car parking is removed as part of these proposals at ground level on the Abbey Square frontage to create further office accommodation and facilitate a new pedestrian entrance to the building.

An existing vehicle access, also for servicing and deliveries, is retained at the southern end of the same frontage. This also accesses a small area of existing car parking proposed to be retained for operational purposes only.

20 car parking spaces will be provided, inclusive of 3 spaces allocated for disabled parking.

10% of the spaces in the reformatted car park will be fitted with electric vehicle charging points, with the scope for future adaptations should this be required.



4.6 Servicing & deliveries

The arrangements for servicing and deliveries for the building remain largely unaltered.

At present, delivery vehicles are able to access the site from Abbey Square, using an entrance underneath the building to a car parking undercroft. This will remain in use for deliveries to the commercial unit fronting Market Place.

Refuse collection
The various refuse storage locations and collections routes are illustrated on the diagram adjacent.

The final strategy for commercial refuse collection in terms of frequency etc will be subject to confirmation of the final use of the workspace. Routes have been located to avoid impact on the public realm. Final office refuse storage locations will form part of the tenant fit-out.

It is anticipated that refuse vehicles will not need to access the site. As currently, the bins will be brought to there pre-designated location on collection day.

4.7 Cleaning and Maintenance

The building will be cleaned and maintained by a combination of openable windows and abseiling from fixed abseil points from the upper areas.

The diagrams opposite highlight the maintenance strategy. This will be developed with a facade access consultant in the next stages

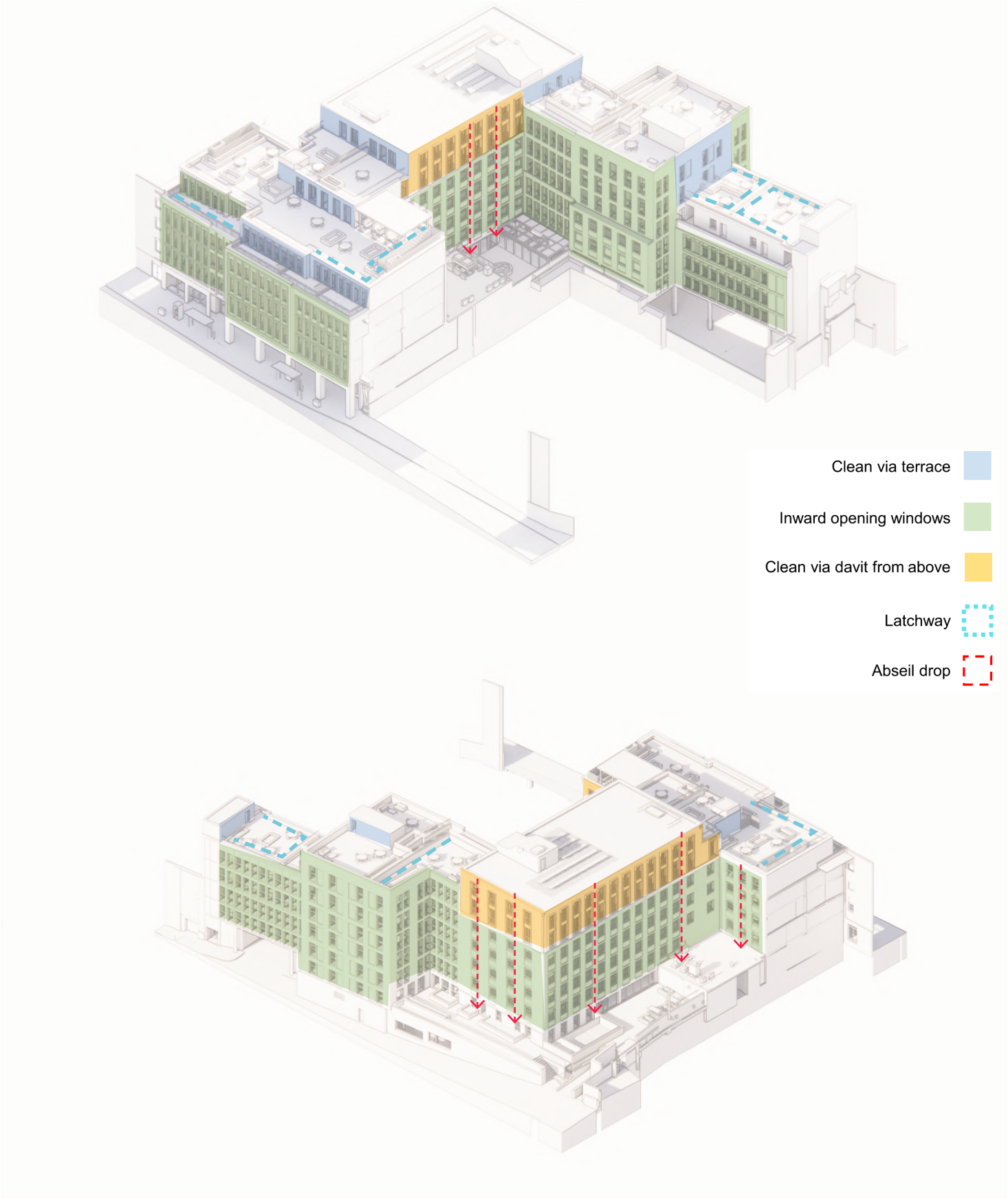
4.8 Security

The building is designed to the principles of Secure by Design.

On Market Place the arcade that is retained will be well illuminated so at night it will deter antisocial behaviour. The new entrance to the residential is adjacent to the arcade but has good visibility all around

On Abbey Square there are two access points to the residential as well as the retained loading bay entrance. The main entrance to the Affordable accommodation is off the visible part of Abbey Square and the new residential windows offer good passive surveillance over the entrance. At the north end of the site off the walkway there is an additional gated entrance to the site that will only be accessible by residents. This affords a secondary entrance to the main building so will provide good passive surveillance during the early part of the evening.

Although a public route was considered running through the site, this may have been difficult to police and control and the idea was not pursued further.



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3-10 Market Place Reading

Design & Access Statement

on behalf of
Tene Living UK Ltd

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