

6.6 Cycle Strategy

Currently there are three banks of 4 cycle storage lockers located on the site, one for each of the three existing buildings.

As part of the approved Wensley Road phase 1 site plan the existing cycle storage lockers are proposed to be relocated to be in closer proximity to the associated buildings and provide improved natural surveillance from the existing homes.

The existing cycle lockers have proved incredibly popular and increasing the amount of safe, secure cycle storage is a proven way to encourage cycling a sustainable transport option.

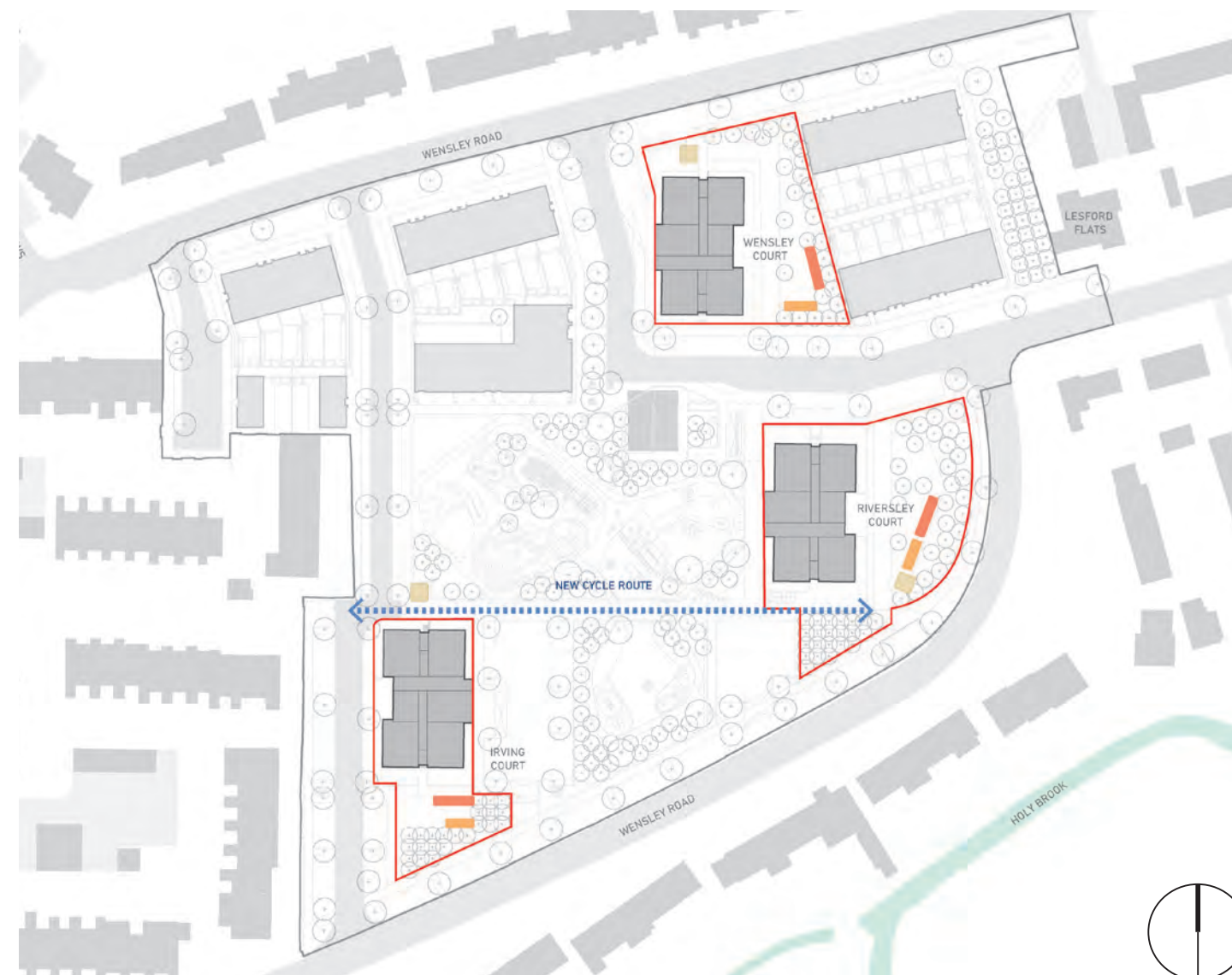
As part of the phase 2 improvement works, a further 45 cycle lockers (60 cycle spaces) are proposed. Owing to the large number of families, combined of single and double 'family size lockers' are proposed.

The following is the proposed provision: -

- 30 x Individual cycle lockers (10 per building)
- 15 x Double 'family-sized' lockers (5 per building)

The locations of the proposed cycle stores have been selected to ensure that are easily accessible for all and well overlooked from the existing homes to provide natural surveillance, as well integrate with the proposed landscaping design.

The intention is for the banks of lockers to have a self-seeded green roofs, which have a range of environmental benefits such as water attenuation, supporting biodiversity and sequestering carbon. The facade design to be developed along with the local community, potentially including signage and wayfinding.



Phase 2 - Cycle Strategy Diagram - NTS

Diagram Legend Site Plan

- Existing Cycle Lockers - Relocated as part of the Phase 1 Works
- Proposed Individual Cycle Lockers
- Proposed Family Cycle Lockers



Timber cycle lockers with green roof



'Family' Lockers including two bicycle racks



Painted signage to timber cycle stores

6.7 Wayfinding & Signage

A consistent and well-considered signage and wayfinding strategy is to be developed for the whole of the Wensley road regeneration area, with input from existing residents.

On the existing buildings there are two areas where new, distinct building signage are proposed. As a result the planning submission is a combined full (minor) application with advertising consent. Details of the signage areas are included within the table on this page and shown of planning drawings 0620, 0621 & 0622.

At the north-east and south-west corner of each of the existing building, large, simple, elegant building numbers are proposed. These have been sized to read with the double height window proportions proposed to the upper floors of the buildings. Next to the entrance, signage with the building name and number is proposed.

The signage is intended to match the window frames, which will contrast with the lighter render but still be in keeping with the overall material palette of the scheme.

Adjacent to the main communal entrance of the each of the three buildings, a large cast stone panel provides a possible future opportunity for an integrated community led art piece that could be unique for each of the buildings.

This idea is to be explored through further consultation with the local community and local Council members as part of the development of an overall Wensley Road regeneration wayfinding strategy.

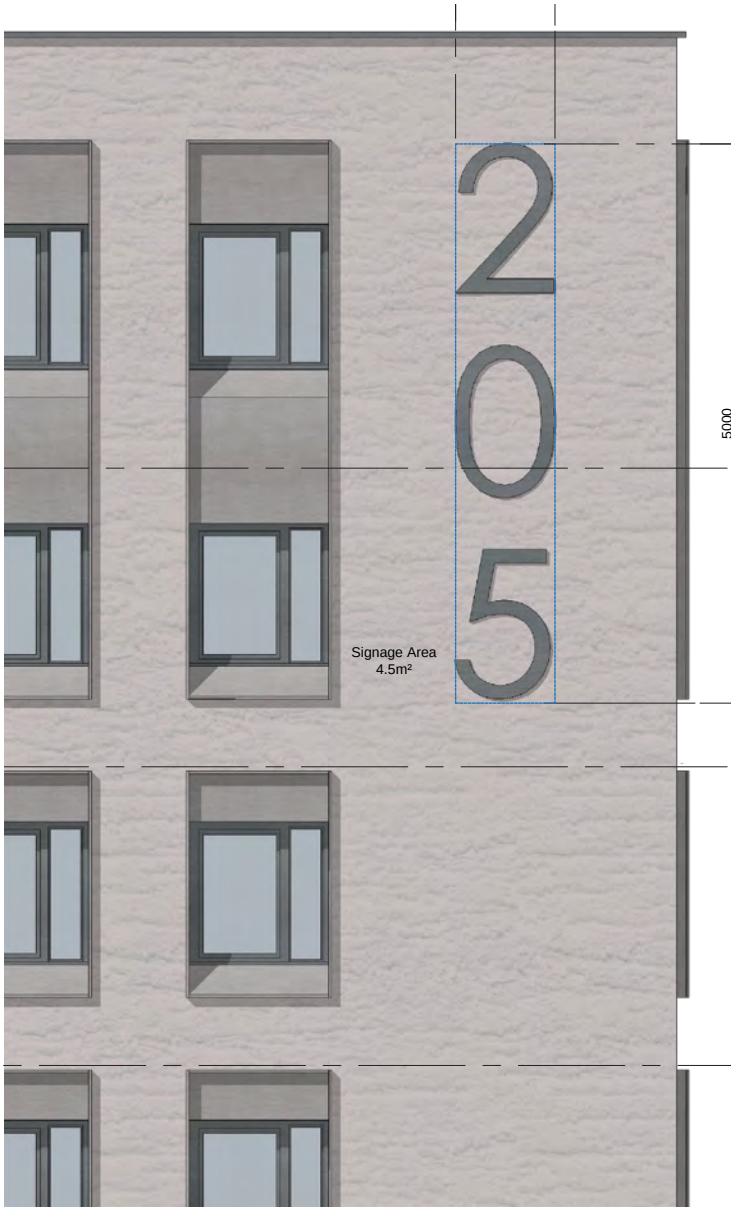
A further opportunity for signage and wayfinding is the cycle storage lockers, which provide large lower level 'canvas' for potential community led designs. Again this is to be explored through future community engagement.



205 Riversley court - Proposed Main Entrance Signage

	Main Entrance Signage	Upper Floor Signage (Front Elevation)	Upper Floor Signage (Rear Elevation)	Total
193 Wensley Court	1.2m2	4.3m2	4.3m2	9.8m2
203 Irving Court	0.8m2	4.5m2	4.5m2	9.8m2
205 Irving Court	1.1m2	4.5m2	4.5m2	10.1m2

Proposed Signage Areas



205 Riversley Court - Proposed Building Signage

6.8 Supporting Biodiversity

The refurbishment of existing buildings has a huge number of sustainable and environmental benefits in terms of reducing energy usage and minimising the carbon footprint of the construction industry. This, however, can in turn cause significant challenges in terms of wildlife and biodiversity conservation, as new building fabrics often remove the opportunities for roost and nesting spaces.

Swifts are a species that are particularly reliant on existing buildings for nesting sites, however the number of swifts has declined by over 50 percent in the last 25 years, which is in part attributed to building demolition and renovated.

To ensure that these proposed works do not contribute to this decline, it is proposed that 12 swift nesting boxes will be integrated within the parapets at roof level. In this location the swift boxes will be well above the ground level and by locating these within the recessed area of the façade on the west and east elevation, it will provide some shading through the day.

Owing to the increased depth of the proposed insulation, it will be possible to insulate behind and around the nesting box to avoid thermal bridging. Once the render finish is applied to the façade, apart from the very small access hole, the swift boxes will be virtually invisible on the façade. Boxes made from a non-combustible material will be specified.

It is also proposed that a solar powered, MP3 swift caller will be located on each of the roofs to attract swifts. This will be played from April to August, set on a timer for certain times of the day only, to avoid disturbing existing residents.

Biodiversity and wildlife have also been a key consideration in terms of the landscaping proposals. The planting strategy will support a wide range of species, though a mix of low-level planting and tree species. Green roofs are proposed to the cycle lockers, to provide opportunities for new wildlife habitats.

Location of Proposed Swift boxes.
6 x Integrated boxes. Set with 1m spacing between boxes



Typical Front Elevation - Swift Box Locations

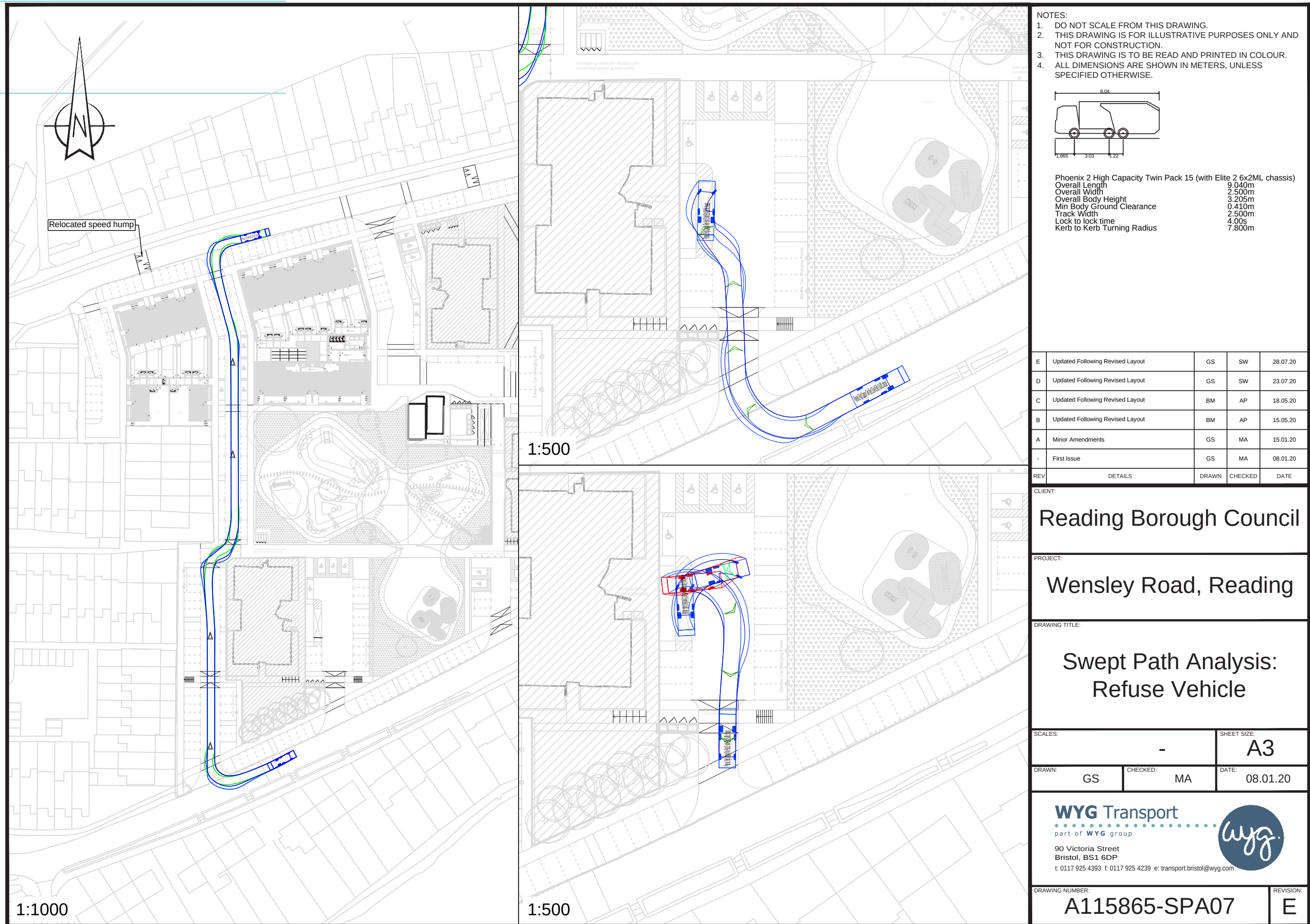
Location of Proposed Swift boxes.
6 x Integrated boxes. Set with 1m spacing between boxes



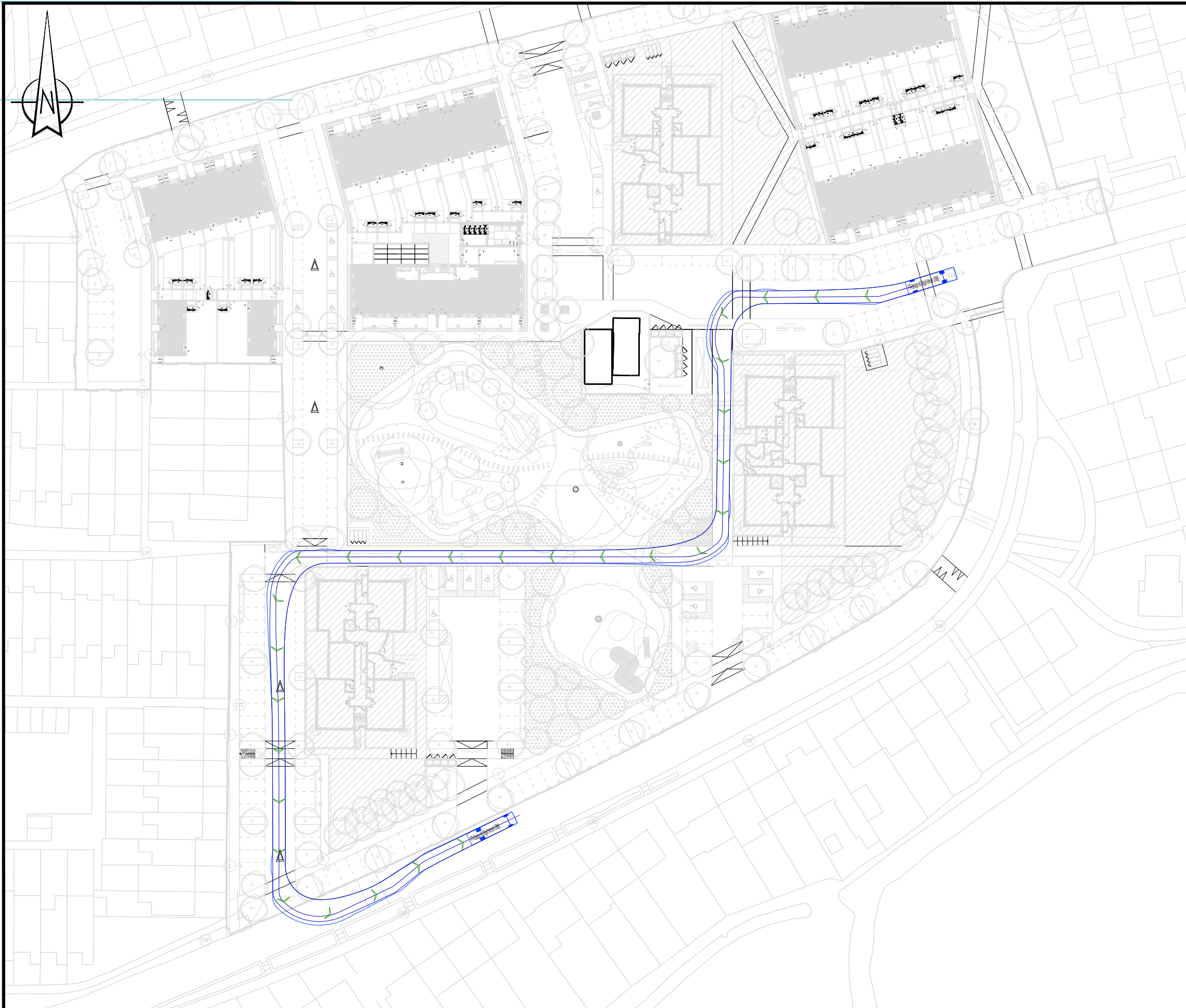
Typical Rear Elevation - Swift Box Locations

7.0 Appendices

Appendix A: Refuse Vehicle Tracking (Approved Phase 1 Proposal)



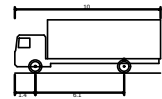
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- Notes:
- General
1. Do not scale from drawing.
 2. All dimensions are in metres, unless stated otherwise.
 3. This drawing is to be read & printed in colour.
 4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.



FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.50s
Kerb to Kerb Turning Radius	11.000m

Note: vehicle used as proxy for high-rise fire appliance used by Royal Berkshire Fire and Rescue Service

REV	DETAILS	DRAWN BY	CHECKED BY	DATE
CLIENT:	Reading Borough Council			
PROJECT:	Wensley Road, Reading			
DRAWING TITLE:	Swept Path Analysis - Fire Platform			
SCALES:	1:500	SHEET SIZE: A2		
DRAWN:	GS	CHECKED:	MA	DATE: 02.12.19
WYG Transport part of WYG group The Pavilion, 1st Floor, Botleigh Grange Office Campus, Hedge End, Southampton, SO30 2AF t: 02382 022 800 e: transport@wyg.com wyg TETRA TECH COMPANY				
DRAWING NUMBER:	A115865-SPA04			REVISION: D

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Appendix B: Tree Protection Plan (Approved Phase 1 Proposal)

