



The Proposed Development V

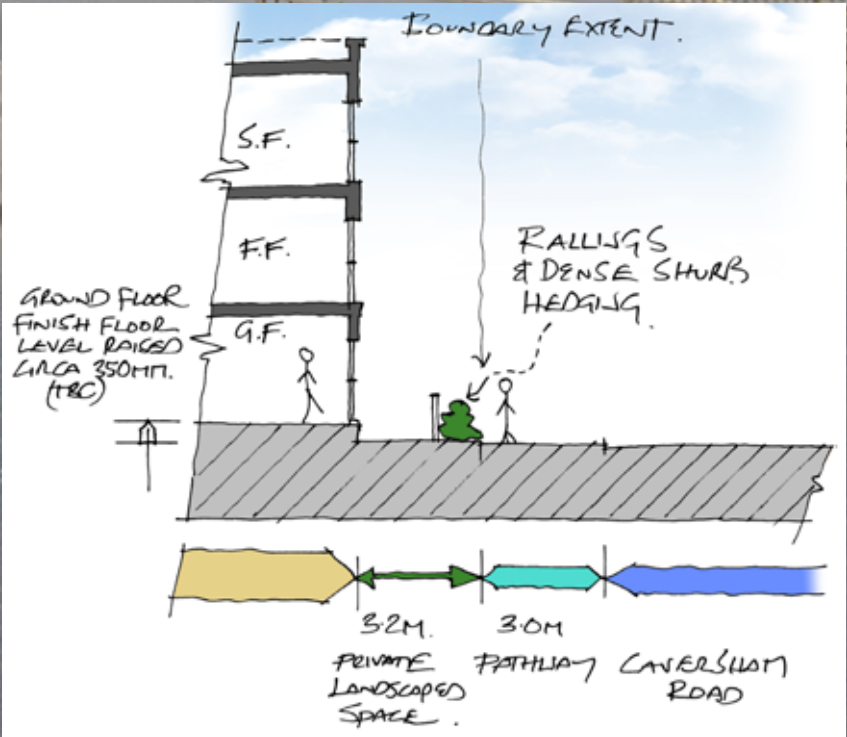
The element of the proposed building which lies adjacent to the 3-storey townhouses was discussed extensively at the pre-application stage: this relationship was criticised, in respect of the relationship between the buildings, the height and the roof form.

This section if the building was designed to ensure that the 'link' between the two buildings was balanced and did not either dominate or be too subservient to the Regency terrace, thereby allowing both buildings to retain their integrity.



This compatible relationship is further illustrated above. This view also clarifies the proposed disposition of the architectural materials and details: the 3-storey bay has very simple detailing, in keeping with its visually recessive character; the 4-storey curved element incorporates the ground level grey brickwork with stone band above, creating a visual pediment for this the most prominent part of the proposed development, reinforced by its feature projecting bays.

The schematic section illustrated right shows the raised finished floor level of the apartments addressing Caversham Road, at circa 350mm above the level of the footway, in combination with the boundary railings and planting, providing appropriate privacy for the residents of the ground floor apartments.





The layout plan below clarifies that the redesigned building form now creates a smooth continuation from the curved element to the Great Knollys Street frontage, avoiding the squared-off transition between these two elements which had previously been proposed - resulting in a simplified language for the building which is more cohesive.

This also allows for full and uninterrupted views of the adjacent Regency terrace when the development is viewed from the

north along Caversham Road. This creates a positive and legible townscape.

Also as suggested by the Design Review Panel, the front entrance has been relocated to be central to the curved element, such that it directly addresses the centre of the junction - the windows and bays to each side of the entrance are symmetrical, reinforcing the prominence of this entrance.



Great Knollys Street

parking & servicing access

Site Location

The site is located only 75m from Zone 1 (Central Core Area) as set out Reading Borough Council's Parking Standards which is defined as having the best transport hubs and consists of retail and commercial office developments. This demonstrates that the site is located in close proximity to the most sustainable and accessible area in Reading.

Great Knollys Street is a street lit road which connects to the Caversham Road / Stanshawe Road junction to the east and George Street to the west. 2.5m footways are provided on either side of the carriageway where dropped kerbs are present along Great Knollys Street at the junctions of residential side roads or employment areas. Footways are present on either side of Caversham Road and provide a route to the services and facilities to the north of the railway line as well as Reading Railway Station to the east and Reading Town Centre to the south east.

The site is located on cycle route R60 which provides a route along Great Knollys Street to the A4 Bath Road via George Street. This route also crosses route R5 which connects to Reading Town Centre to the east and Tilehurst to the west via Portman Road.

The site is located within close proximity to bus stops on Caversham Road, but is also located to bus stops on Friar Street and at Reading Railway Station, which provides access to the majority of Reading Buses services. The site is also located within 400m to Reading Railway Station which provides excellent opportunities to travel to nearby destinations and those further afield. It will also form part of the Elizabeth Line providing access to Crossrail. Overall, the site offers great potential to take up travel via sustainable modes and reduces the need to use or require a car.

Access

Vehicular access is proposed via Great Knollys Street in close proximity to the existing access and will be in form of vehicle crossover. The access arrangement will be able to provide 2.4m x 43m visibility splays which is in accordance with a 30mph speed limit.

The current access point onto Caversham Road would be stopped up. The relocation of the site access on Great Knollys Street would require the existing parking bay on Great Knollys Street to be reduced in size.

There are several pedestrian access points located around the site as illustrated opposite. Cycle access will be via the main vehicular access where access to the cycle store is provided.

Cycle & Vehicle Parking

A securely gated, partially under-croft parking court will be provided via the vehicular access and it is proposed to provide the following parking provision across the site:

- 22 cycle spaces.
- 12 vehicle spaces (including 2 potential disabled spaces).

While the level of parking is below RBC's maximum standards for Zone 2, this is considered acceptable given the location of the site and its excellent access to both public transport facilities and to local services and facilities. Analysis shows that more than half of those residents who live in flats can live successfully without the need for a car and only 30% of residents in the ward travel to work via car.

Of the spaces provided, two will be fitted with appropriate electric vehicle charging points, which can be used by all residents of the site.

A cycle store in line with RBC standards will be provided to the rear of the car park and will provide the 22 cycle spaces required: 0.5 spaces per 1/2-bed apartment, 1 space per 3-bed apartment.

Refuse Storage & Collection

The refuse storage provision is in full accordance with the Reading Borough Council *Waste Management Guidelines for Property Developers, Architects, Planners and Contractors*, on the basis of fortnightly collection for both general waste and recycling.

Appendix A specifies one 1100-litre eurobin for general refuse, plus one 1100-litre eurobin to for recycling, to be provided per 5 flats on the basis of a fortnightly collection. 8 eurobins for general refuse and 8 eurobins for recycling have therefore been provided, within two stores as shown right.

On the day of collection the bins will be moved by the concierge service from the stores to a location close to the kerbside, for collection by refuse operatives, and returned to the store by the same service.

Deliveries

For smaller deliveries, such as those associated with online supermarket shopping, a large panel van (a .com vehicle) has been shown entering the car park, turning and exiting.

It is proposed that large deliveries and servicing will be undertaken from Great Knollys Street. The existing TRO restricting loading and unloading will have to be amended to accommodate this use. Given the relatively low frequency of large deliveries, it is not anticipated that this should be cause for concern. In addition, the number of deliveries is likely to be significantly less than the existing use, which maybe necessitated the need for the loading restrictions to be implemented in the first place. Should there be an issue with amending the current TRO, the existing short stay parking layby could be altered to provide on street loading without the need for vehicles to stop in front of the site.

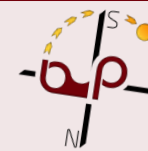
Traffic Impact

The development is likely to generate a total of 9 two-way vehicle movements in the morning peak period and 11 in the evening peak period. This equates to additional vehicle every 6.5 minutes in the morning peak period and 5.5 minutes in the evening peak period.

Overall the proposed development would generate less vehicle movements than the current car hire centre. This is observed in both the morning and evening peak as well as the daily number of movements. The proposed development will therefore have a benefit on the local highway network by reducing the number of vehicle movements.

Conclusion

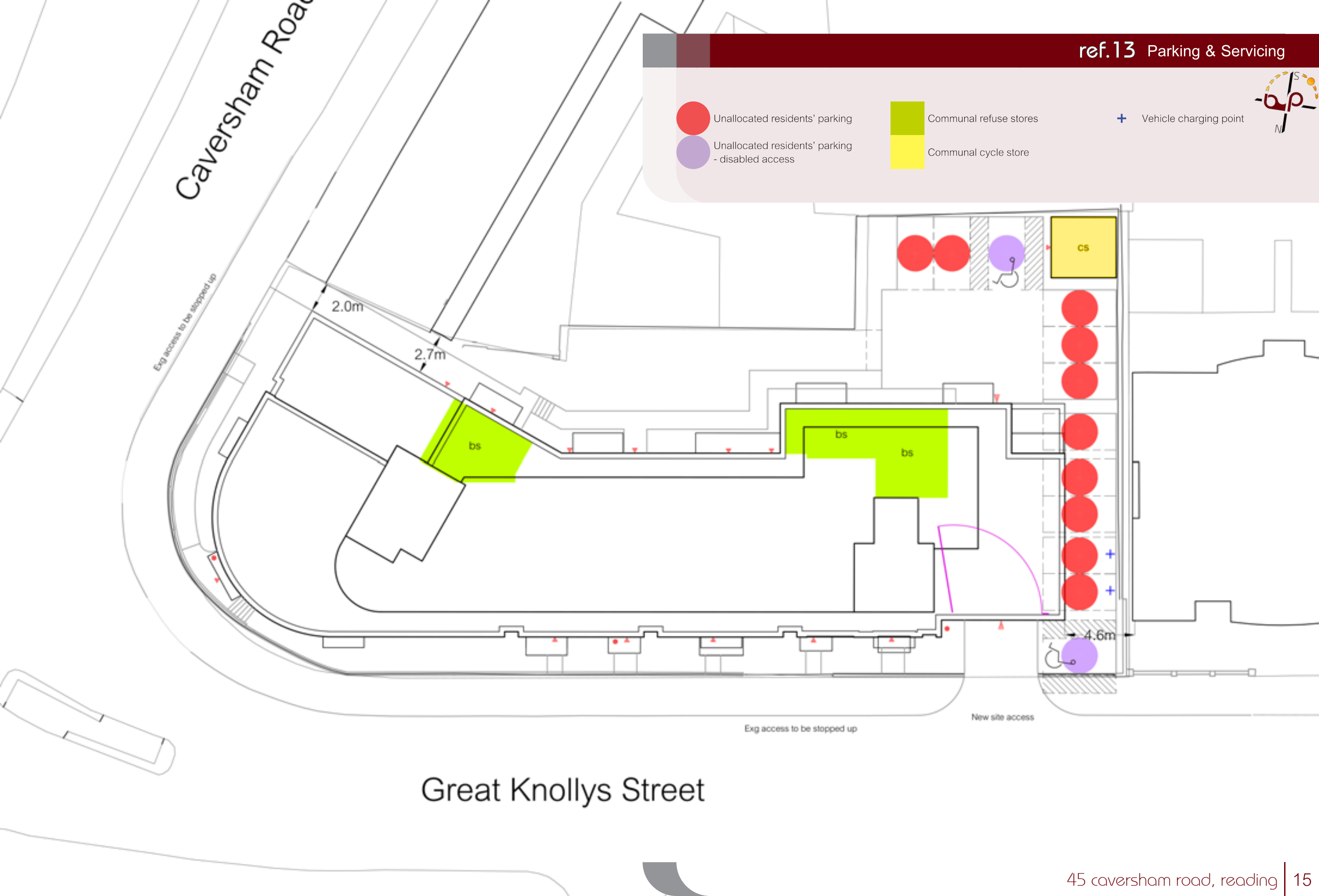
The proposal meets both local and national guidance and is considered acceptable in highway and transport terms.



- Unallocated residents' parking
- Unallocated residents' parking - disabled access

- Communal refuse stores
- Communal cycle store

+ Vehicle charging point



dwelling mix & tenure

TENURE TO BE AGREED	No.
1-bed 2-person apartment	10
2-bed 3-person apartment	14
2-bed 3-person M4(3) apt.	-
2-bed 4-person apartment	2
3-bed 4-person apartment	2
Total	28

AFFORDABLE HOMES: INTERMEDIATE (15%)	No.
1-bed 2-person apartment	4
2-bed 3-person apartment	-
2-bed 3-person M4(3) apt.	2
2-bed 4-person apartment	-
3-bed 4-person apartment	-
Total	6

AFFORDABLE HOMES: RENTAL (15%)	No.
1-bed 2-person apartment	-
2-bed 3-person apartment	2
2-bed 3-person M4(3) apt.	-
2-bed 4-person apartment	4
3-bed 4-person apartment	-
Total	6

TOTAL DWELLINGS	40
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The proposed dwelling mix is summarised left. A total of 40 dwellings is proposed, of which 12 are affordable.

Local Policy H5 sets out a number of design standards that new residential development should meet. The proposed development is in accordance with these standards as follows:

- ☐ All of the apartments have been designed in accordance with the Nationally Described Space Standards.
- ☐ All of the apartments have been designed in accordance with part M4(2) of the Building Regulations, which requires the dwellings to make reasonable provision for most people to access the dwelling and to incorporate features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. This includes step-free access and features to enable common adaptations to be carried out in future to increase the accessibility and functionality of the dwelling.
- ☐ 2 apartments, located on the ground floor with their own individual entrances, have been designed in accordance with part M4(3)(2)(a) of the Building Regulations, which

requires these dwellings to make reasonable provision, at a point following completion, for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities that may be provided for the use of the occupants. This includes step-free access to every entrance and to every associated private outdoor space, parking space and communal facility; sufficient internal space to make accommodation within the dwelling suitable for a wheelchair user; and provision for the dwellings to be easily altered to meet the needs of a wheelchair user.

- ☐ In addition, the affordable dwellings have also been designed to meet the requirements of the Housing and Communities Agency HQI standards. They will be tenure blind and the space standards, design of the cores and external design and materials used will be commensurate with the overall design concept.

Policy H5 also requires all major newbuild residential development to be designed to achieve zero carbon homes. The requirements for zero carbon is covered elsewhere in this statement, but otherwise, the development meets Policy H5.



- Affordable - rental
- Affordable - intermediate tenure

- Tenure to be agreed
- M4(3)(2)(a) wheelchair user apartments

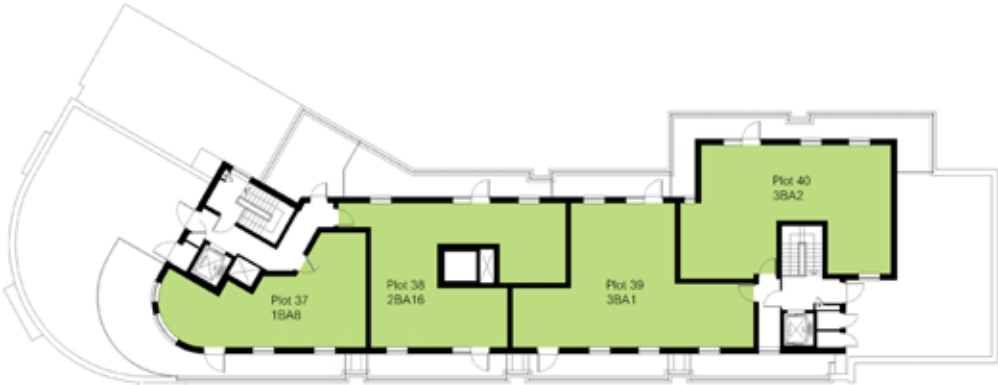
Second Floor Plan



First Floor Plan



Fourth Floor Plan



Ground Floor Plan



Third Floor Plan



landscape design

Prepared by Aspect Landscape

The landscape principles have been designed to provide an enhanced streetscene, reflecting the local character and helping to provide a high-quality development appropriate to its built setting as well as tying in with the adjacent more established developments within the immediate vicinity.

New tree planting is proposed as an integral part of the layout to ensure a high-quality residential scheme is created. This includes a degree of native tree species to the rear of the scheme and a formal avenue of fastigate tree species included along Great Knolleys Street to provide a green vertical element within the streetscene whilst allowing the built elements to be successfully integrated within the urban setting. The frontage landscaping also includes ornamental shrub planting including a diverse variety of fruiting and flowering species for wildlife benefit, with larger architectural specimens, set behind a formally clipped hedgerow and low metal railings.

This treatment creates a formal landscaped edge to the development and provides a degree of separation from the road corridor whilst creating streetscene enhancements.

A communal landscaped courtyard is proposed to the rear of the site which includes an amenity lawn and seating area alongside formal sensory and herb garden planting and surrounded by larger tree and shrub planting to form a green boundary along the southern site boundary. Pedestrian access extends along the space providing links with the car park and various building entrances which is broken up with feature blocks of ornamental grass planting to add interest. Hard landscape materials include buff coloured flag paving to footpaths and block paving to the parking courtyard. Overall the proposed landscape scheme seeks to provide landscape and ecological enhancements as part of a high-quality coordinated redevelopment site.



Proposed tree species



Precedent courtyard image



Proposed hedge planting



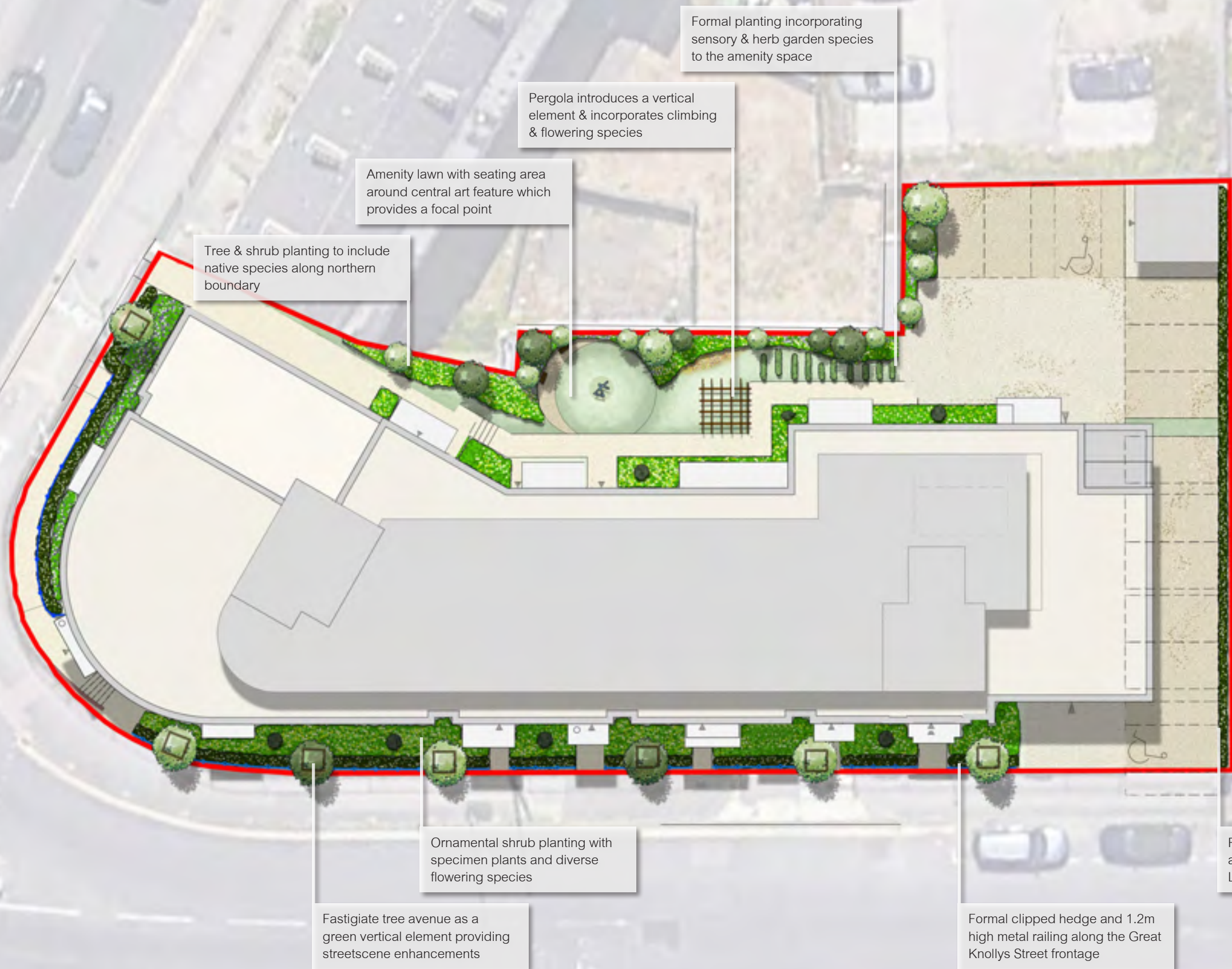
Proposed metal railing



Ornamental planting mix



Feature specimen shrub



Formal planting incorporating sensory & herb garden species to the amenity space

Pergola introduces a vertical element & incorporates climbing & flowering species

Amenity lawn with seating area around central art feature which provides a focal point

Tree & shrub planting to include native species along northern boundary

Ornamental shrub planting with specimen plants and diverse flowering species

Fastigate tree avenue as a green vertical element providing streetscene enhancements

Formal clipped hedge and 1.2m high metal railing along the Great Knollys Street frontage

Formal clipped hedge extends along western boundary with Lion Court

architectural language & materials

These schematic illustrations describe the overarching conceptual approach to the architectural forms, materials, openings and details - in particular:

- ▣ The scaling up of the architectural elements towards the prominent corner.
- ▣ The symmetry of the curved element around the centreline of the front entrance and the projecting bay above.
- ▣ The characterisation of the Great Knollys Street frontage as a series of vertical partitions, making reference to the scale and form of the neighbouring townhouses.
- ▣ The variation introduced into these partitions: through altering the configuration of windows and projecting bays to each "townhouse".



RATHER THAN SCALING UP OF
BUILDING FORM & HEIGHT...
SCALING UP OF ARCHITECTURAL
DETAILING... THROUGH MATERIALS,
& DESIGN FEATURES.

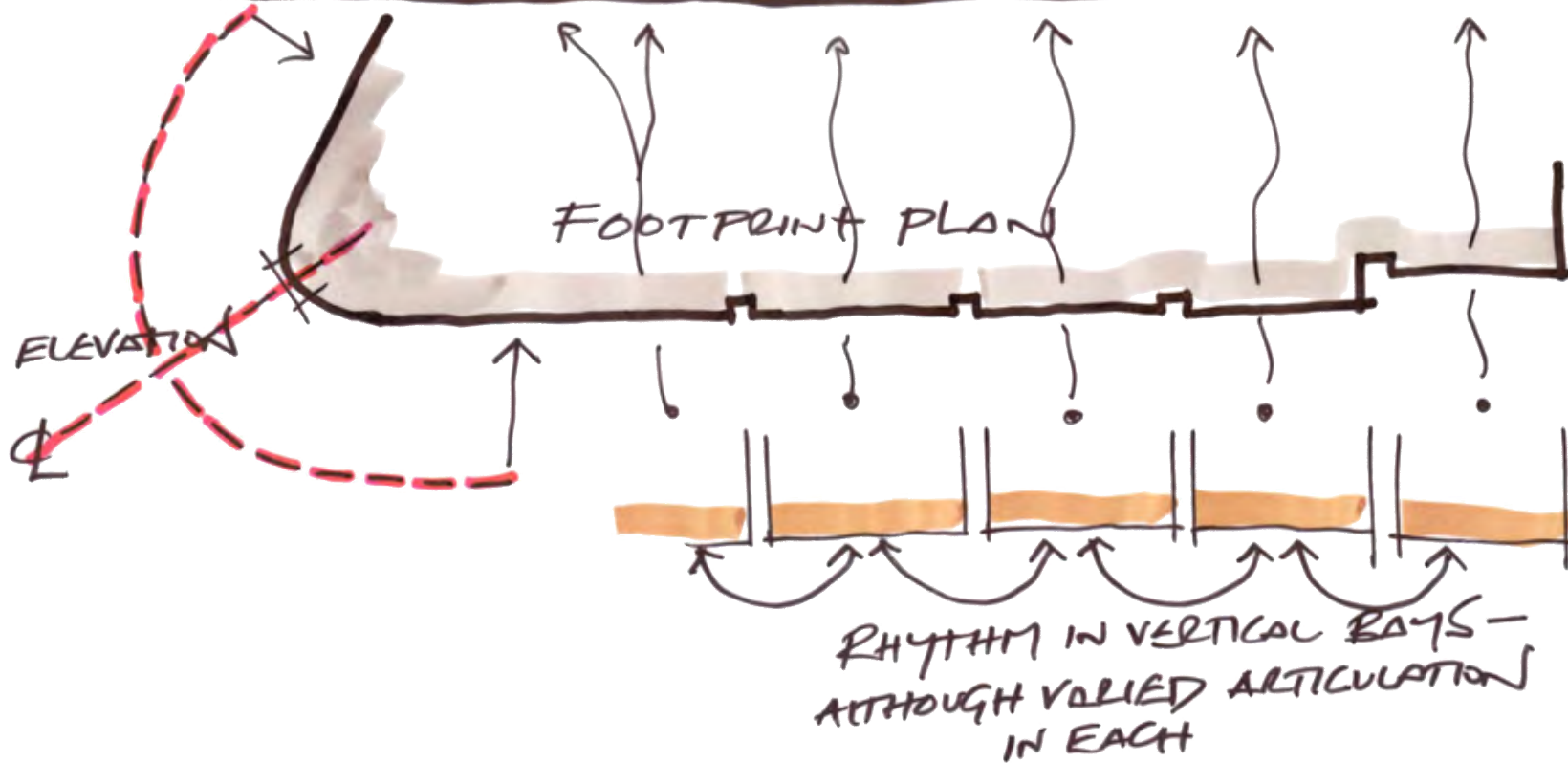
CAVERSHAM
· ELEVATION.



GT KNOWLYS
· ELEVATION.



SYMMETRY IN ELEVATION
PROPORTIONS.



These illustrations also show the stepping down in height where the proposed building lies alongside the existing terraced townhouses on Caversham Road.

o The front entrance, addressing the Caversham Road junction, is made prominent by the 3-storey projecting bay above, and by the stone surrounds and sidelight windows to the front door.



o The hanging bays, two and three storeys in height, are an interpretation of the Forbury Works elevation.



• The upper storey along Great Knollys Street is a contemporised interpretation of a traditional mansard roof: creating balconies which are separated by angled partitions, in a slate coloured panel finish.



• The vertical partitioning of the building as it addresses Great Knollys Street is articulated by deep reveals which incorporate the downpipes.



As requested at pre-application stage, the rear of the building follows the same architectural language as the frontages, this contemporised approach being compatible with the balconies and the increased scale of the French doors to this elevation.



conclusion



In developing this site, Elstree Land aspires to create attractive places that will stand the test of time. The company's objective is to create new developments which make a positive contribution to their setting - places in which future occupants are able to integrate into the existing wider community.

We are therefore proud to present this development for your consideration, which will provide 40 new homes of which 12 will be affordable. The development has been planned positively in order to embody high quality and inclusive design, following a considered appraisal of the identity of this part of Reading town centre and the site's setting, and will provide a high quality building for this very prominent setting.

This scheme has developed through several stages of engagement with Officers, Members and the Design Review Panel, particularly with regard to the form and scale of the building and its architecture and materials.

Throughout the preparation of this application the development team has strived to take the opportunities available for improving the character and quality of Reading and the way it functions:

Following the principles of best practice in urban design, landscape, movement and sustainability.

- Contributing to overcoming the region's significant shortfall in housing land supply in a situation where there is very considerable housing need.
- Offering a mix of dwellings, which responds to local need.
- Ensuring a good residential environment, with the creation of landscaped communal amenity space and terraces.
- Integrating with the established pattern of residential development along the western side of Caversham Road and along Great Knollys Street, and successfully creating a strong 'fourth corner' to this prominent junction.
- Benefiting from the excellent public transport links as well as the services and facilities of Reading town centre.
- Representing a logical and compatible use for this under-utilised site, which does not currently make a positive contribution to the character of the area.

These application proposals represent high quality, contextual design for Reading, which will deliver a characterful, desirable new building, and promote sustainable living for existing and future residents.

appendix: pre-app design review panel presentation



ELSTREELAND



45 caversham road, reading

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