



Ground Floor Plan



Artist's Impression



Existing and Proposed Elevations

Other Relevant Applications (cont'd)

- Application No. 181117 was granted full planning permission on 12th Aug-2019 for "Erection of a basement and 4 storey building to provide 11 (1x Studio, 8x1-bed & 2x2-bed) residential units (class C3) and associated works following the demolition of the existing buildings (basement & 3-storey public house at No's 34-36 Southampton Street and 2-storey residential building at No. 38)"

This application, now built, has been approved as a car-free development due to the proximity to the town centre and excellent transport connectivity, a fact which is very similar to the applicant site; see verbatim from the officer's report and condition 9 of the decision notice below:

Officer's report:

"4.2 Considering vehicular parking first, in accordance with the adopted SPD the development is required to provide a parking provision of 1 space per flat and 1 visitor parking space, therefore equating to a total of 12. The proposal seeks a carfree development, which given the close proximity to the town centre is deemed acceptable. However parking conditions and informatives will be applied to prevent any future occupants of the new flats from obtaining residents and visitor parking permits for the surrounding residential streets where parking is under considerable pressure. Southampton Street and the surrounding road network all have parking restrictions preventing on-street parking. Double yellow lines run along the front of the development preventing on street parking and a residential parking permit scheme operates in roads in close proximity to the site."

Decision notice:

"9. Prior to any agreement being entered into for a new occupation of, or transfer of any interest in, the residential unit(s) hereby approved, the prospective occupier/transferee shall be informed that there is no automatic entitlement to a car parking permit for any existing residential parking permit schemes and future schemes on adjacent and surrounding streets. All materials used for advertising or marketing the residential unit(s) for letting or sales shall make it clear to prospective tenants and occupiers that they will not be automatically entitled to a parking permit, but any application for a parking permit will be considered on its own merits."

THE SITE

Pre-Application Discussion:

Prior to this submission, Pre-Application discussion where held with the planner at reading Borough Council; initially, with James Overall and subsequently with Alison Amoah, Principal Planner. Initial proposals tried to mimic the development at 92-96 Southampton Street as illustrated in the adjacent drawings labelled ‘INITIAL PROPOSALS’. In this scheme, an undercroft parking and higher density together with a larger massing was proposed. Written response was provided by the transport officer as well as the principal Planner; see below:

Principal Planner:

“With respect to the site’s location within the curtilage of a listed building, and that the existing structure forms a curtilage building as part of that listing it is important that any scheme respects the listed building both no. 86 (Grade II), but also the group on Southampton Street (Grade II*).

The Conservation consultant considers that a part three storey would be visually intrusive and compete with the dominance of the listed no. 86 Southampton Street. However, I consider that with the context of the scheme opposite, but also the existing permission secured on the site itself (under permission 180350) that a part three storey, especially if this were designed more to appear as a two storey with third floor space provided through the use of dormers (as existing adjacent terrace on Pell Street) could potentially be achieved successfully, whilst respecting the listed buildings and not dominating them.

The Conservation consultant also refers to a new building alongside a retained single storey building as likely to be incongruous and disjointed and harmful to the setting and significance of the listed building, however with the context of the existing permission (with a new 2 storey against a largely retained existing single storey) and making sure that a good quality scheme, with good quality materials and details ends up being presented, I consider that this could be overcome. I would suggest however, that a simpler form approach, than what you have submitted, such as a three storey and retaining the existing single storey would be possible. There are some traditional forms in close proximity to the site which have single storey structures against full three storey buildings (see streetview image below on Southampton Street, just round the corner from the site).

With regard to parking you advised me that the parking as shown would enable manoeuvres to be made within the site to enable forward gear exit from the site. If you were to stick with the undercroft approach then this would clearly need to be shown as part of any formal submission. We did discuss, however, whether access over the adjacent land (RBC owned), if that were indeed possible (cost and timescales permitting), might provide a better solution. I attach the Transport comments received. I have emailed the relevant team to ask them the question as to who you would liaise with directly in this regard, what are your chances of securing such permission and the costs of doing so. If I get a response before I go away I will forward you the response.

If an alternative parking arrangement were possible, utilising access over the car park from the rear, and pursuing an approach of studios, for example, being car free, and 1 beds with 1 space per unit, then I suggest you might want to look at a maximum of



Precedent Image sent by the principle planner

5 units in total. This could comprise for example, 1x 1 bed in the retained building, with a 2 storey (with 3 floor accommodation in the roof) new building adjacent to it (this might necessitate a small amount of the existing building being demolished (western end, nearest the car park entrance) with 4 units (2x 1 beds and 2 studios possibly). The 1 bed flats could be split over two floors – e.g. first and second floors with studios on the ground floor?. If the parking provision were accepted this would require 3 no. car parking spaces, which I think would fit at the rear, if the main building were pushed forward, as you have shown it, but less deep. I have not done all the measurements, so please don’t hold me to this....

With respect to Affordable Housing our policy is set in Policy DM6, and this requires the following:

DM6: AFFORDABLE HOUSING

On development sites of less than 15 dwellings, the following proportions of affordable housing provision will be provided:

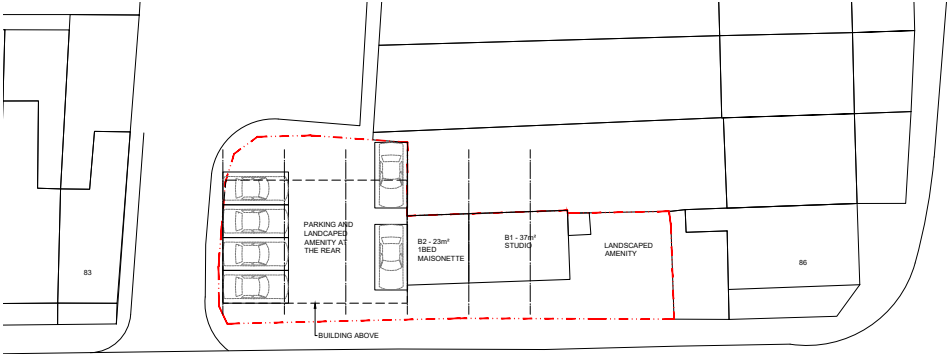
- on sites of 10 – 14 dwellings 30% provision;
- on sites of 5 – 9 dwellings 20% provision; and
- on sites of 1 – 4 dwellings, a financial contribution will be made that will enable the equivalent of 10% of the housing to be provided as affordable housing elsewhere in the Borough.

For sites of more than 4 dwellings, provision should be made on site in the first instance with a financial contribution being negotiated to make up the full requirement as appropriate.

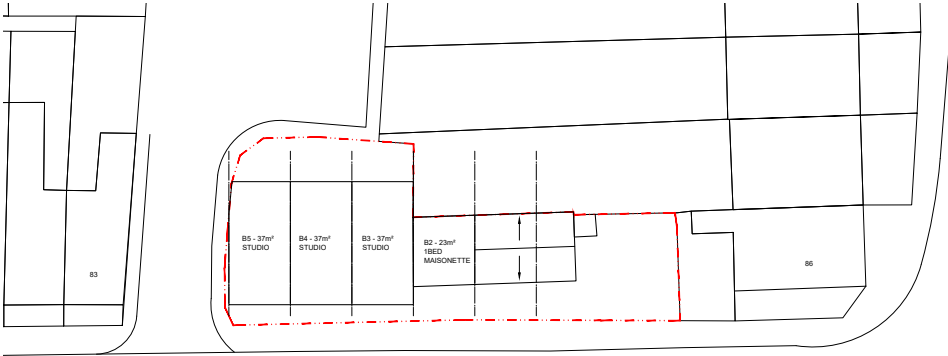
In all cases where proposals fall short of the policy targets as a result of viability considerations, an open-book approach will be taken and the onus will be on the developer/landowner to clearly demonstrate the circumstances justifying a lower affordable housing contribution.

In determining residential applications the Council will assess the site size, suitability and type of units to be delivered in relation to the current evidence of identified needs. The Council will seek an appropriate tenure mix of affordable housing to include social rented, affordable rent, intermediate rent and shared ownership

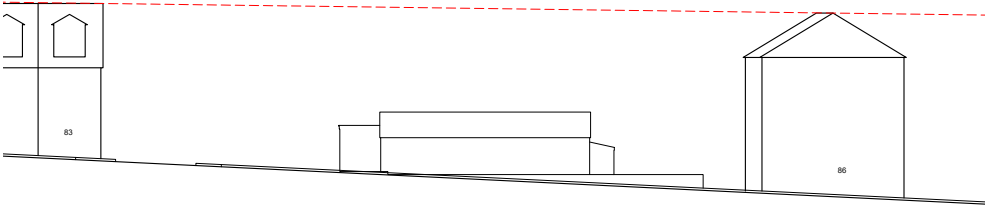
INITIAL PROPOSALS



Ground Floor Plan

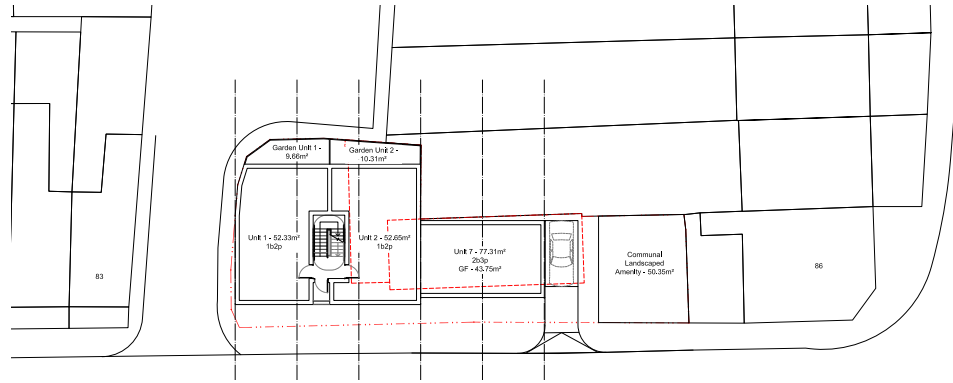


First Floor Plan

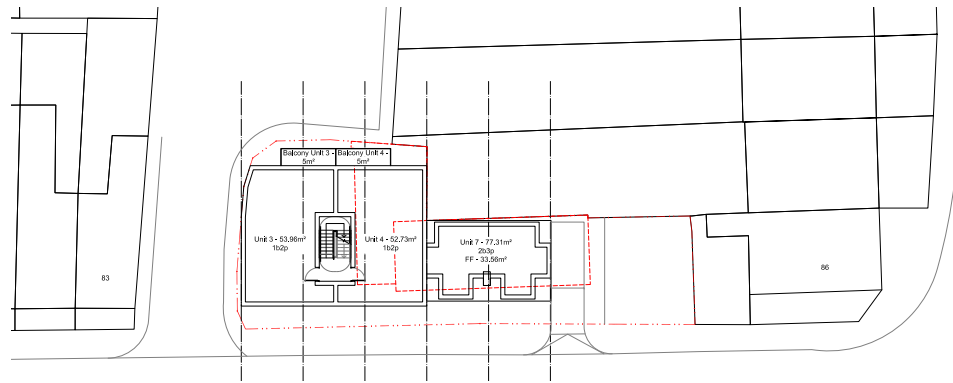


Existing and Proposed Elevations

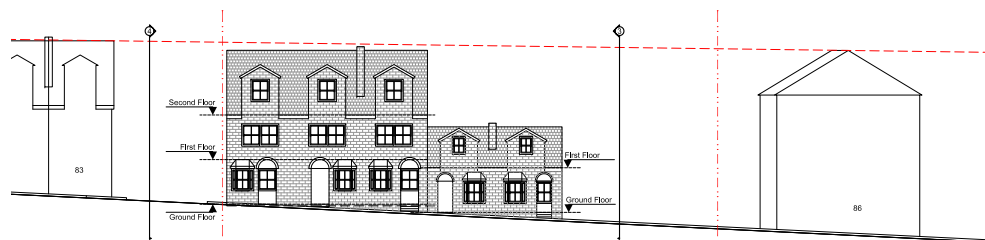
REVISED PROPOSALS



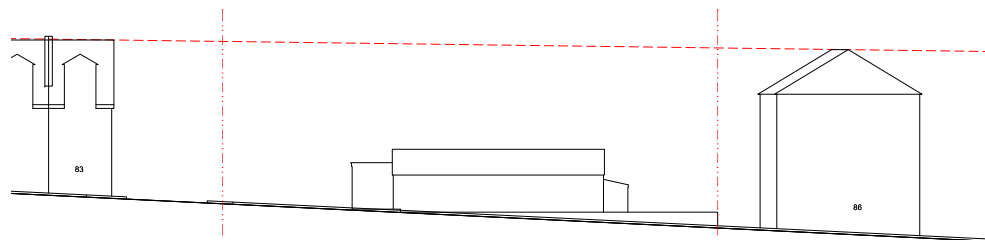
Ground Floor Plan



First Floor Plan



Existing and Proposed Elevations



affordable units.

Priority needs are for family sized housing, specialist accommodation for vulnerable people and extra care housing. The Council will regularly monitor and review the need for, and delivery of, affordable housing.

You will note that the AH requirement jumps up at 5 + units, both in terms of percentage, but also the desire for anything above four for the provision to be on site. This is something to consider in the viability considerations for the scheme. I have emailed my colleague in Housing, who advises on AH, to find out whether she would be able to have a meeting to discuss options, once you have developed this further. She is currently on leave returning next week. I will endeavour to get clarity on this request prior to going on leave.

In conclusion, although the building opposite does provide some context to this site, it is important that specific comments received for your pre-application proposal are taken into account in developing your proposed scheme further, along with my further views above. I appreciate that there is an undercroft and 2-3 storey development within that scheme opposite, however, if it were possible to come up with a scheme which did not require an undercroft arrangement, and could increase the distance between the taller proposed buildings and the listed buildings on Southampton Street, whilst ensuring that they did not compete with the listed buildings on Southampton Street, I consider that this would provide positive benefits to the appearance of the scheme."

Transport Officer:

"The site was previously occupied by an Architectural Salvage Yard which has an existing access onto Pell Street.

This site has achieved full planning permission for the conversion of an existing building to a one-bed unit and the erection of a new two-story building comprising 2 x 1-bed units with car parking and cycle storage under application number 180350 dated 7th November 2018.

This pre-application consultation consists of the redevelopment of the site to create 1 x studio unit at ground floor level, 1 x maisonette over two stories, and 6 x mix of one or two bedroom flats on the first and second floor above the undercroft parking. The site is located in Zone 2, Primary Core Area, of the Revised Parking Standards and Design SPD. In accordance with the adopted Parking Standards and Design SPD, the development would be required to provide a parking provision of 1 space per unit. As this application is for a redevelopment of the site, the applicant is requested to provide justification for a lower parking provision if a full application is intended. I have not checked the dimensions of the parking spaces or turning areas, however, all car parking spaces should be 2.4m x 4.8m in dimension with a 6m forecourt depth.

The supporting letter states that the development will improve the current parking arrangements whereby cars have to reverse out onto the main road adjacent to traffic lights. The proposed new scheme shows six car parking spaces, which are all capable of leaving the site in a forward gear. However, it is unclear from the plans whether the parking spaces are accessed from the rear via the existing bellmouth access road or whether the parking area will be accessed directly from Pell Street. It is the Council's policy to reduce the number of direct accesses onto classified roads, therefore, access from the rear is preferable. Visibility splays must also be

demonstrated from the site access.

The applicant should be made aware that the appropriate condition and informatives would be applied preventing future occupants applying for resident and visitor permits for the surrounding residential streets where parking is under considerable pressure. This will ensure that the development does not harm the existing amenities of the neighbouring residential properties by adding to the already high level of on street car parking in the area.

Any existing disused accesses onto Pell Street should be stopped up and the footway reinstated to line and level.

In accordance with the Borough's Parking Standards and Design SPD a minimum provision 0.5 cycle storage spaces should be provided per unit. The proposed cycle store should be in the form of a lockable covered store and equipped with 'Sheffield' type stands.

Details of the bin storage and collection should also be submitted if a full application is submitted. The applicant should ensure that the refuse storage provisions comply with the Council's Waste Management Guidance which is available to view online. Bins stores should be conveniently located with 10m of the highway to avoid the stationing of service vehicles on the carriageway for excessive periods.

The applicant should be aware that there would be significant transport implications constructing the proposed building in this location. Any full application would be conditioned to ensure a Construction Method Statement is submitted and approved before any works commence on-site. Any works affecting the highway would have to comply with the Borough's Guidance Notes for Activities on the Public Highway and works would need to be scheduled with the Council's Streetworks team prior to commencement on site."

After receiving the above advice, the proposals were revised and a meeting was held at Reading Borough Council with the principle planner, as illustrated in the adjacent drawings labelled '**REVISED PROPOSALS**'. Although the minutes of this meeting were not officially published, the main points that were discussed are listed below:

- The revised proposals are a betterment than the initial proposals.
- The proposed massing should be reduced at the rear of the top floor, similar to the rest of the terraces along Pell Street; i.e. make it feel like the top floor provides accommodation in the roof space with dormers.
- If 1 bedroom 1 person units are proposed, then car-free development could be proposed given the proximity of the town centre.

All comments and points raised, through written as well as verbal advice, have been incorporated within the submitted proposals.

DESIGN EVOLUTION

Although the site was originally part of 86 Southampton street, it is currently orientated along Pell Street.

Hence, the proposed streetscene and the rhythm has been designed to follow the that of Pell Street. The existing road layout and topography means that the existing terraces are approximately 4.5m wide, creating slim and vertical facets. Furthermore, the front facades have distinctive architecture features of arched entrance and dormer windows. The front building line is setback from the property line and follows the road layout. Given the size and proportions of the site, it would be prudent to follow the rear building line of the main buildings as the depth for our proposals. Extending this rhythm and proportions would sinuously integrate the buildings within its surroundings as illustrated in Diagram 1 to 3.

It is an important design principle to limit the impacts on the listed buildings. Hence, the front building is pulled away from the road alignment towards Southampton street, thus opening the views to the listed buildings along Pell Street. Furthermore, the recent development across the street, at the rear of 92-96 Southampton street (ref: 160571), has set the precedent that a separation distance of 15m from the rear of the listed buildings is acceptable. Hence applying this principle to the initial building footprint provide the final building footprint as illustrated in Diagram 4 and 5. This area, between 86 Southampton street and the proposed buildings creates an opportunity for communal amenity space for the new dwellings together with providing a space for 1no. car parking space together with the cycle and bin storage.

Diagram 6 assess the height of the final building footprint. As established in the pre-application discussion, the height of the buildings should not exceed above the listed buildings', denoted by the red dashed line. Furthermore, the building height is set down towards the listed building at a 30degrees line of sight from the garden of 86 Southampton street. Finally, applying the grids established in diagram 1 and 2, create a façade of 3 facets whose heights responds to the design principles. This results in a final building volume as illustrated in diagram 7.

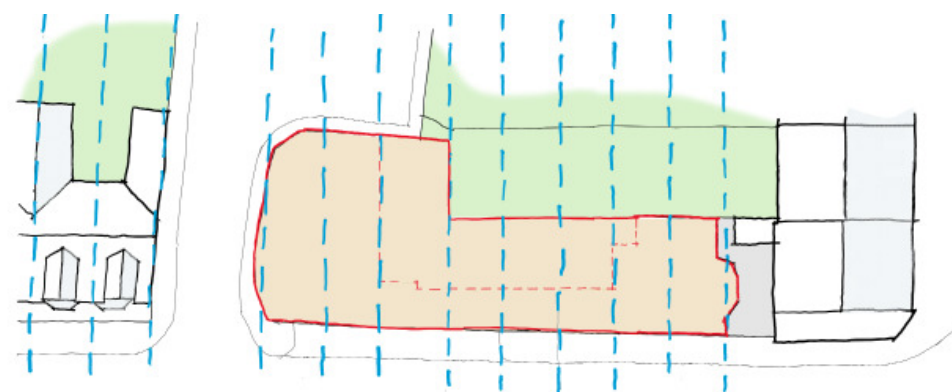


Diagram 1: Building Grids and Rhythm

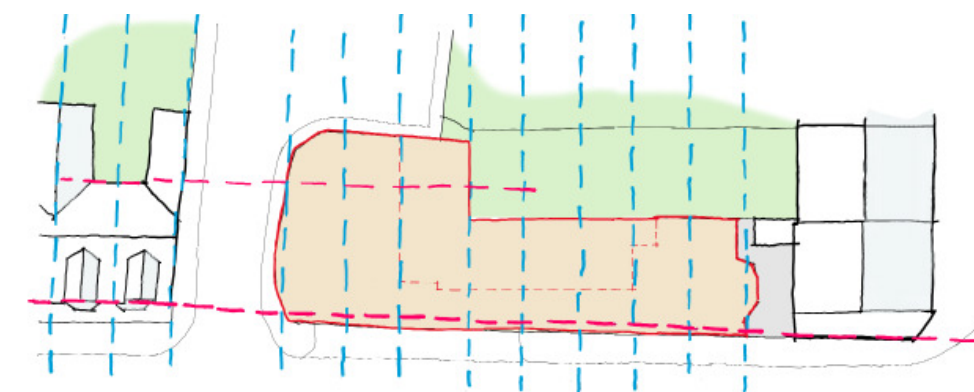


Diagram 2: Building Lines

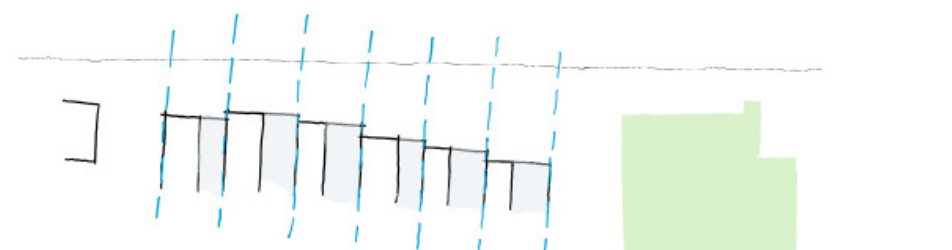


Diagram 3: Initial Building Footprint

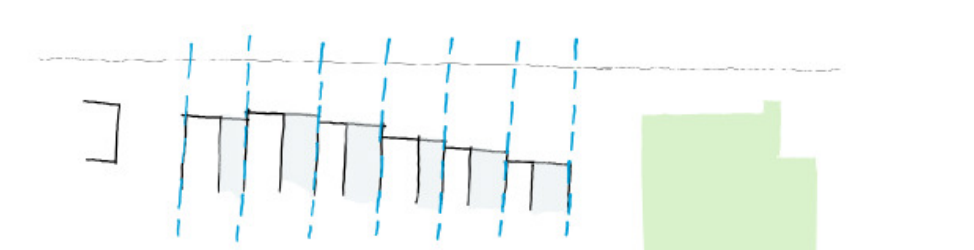


Diagram 4: Setback from the listed buildings

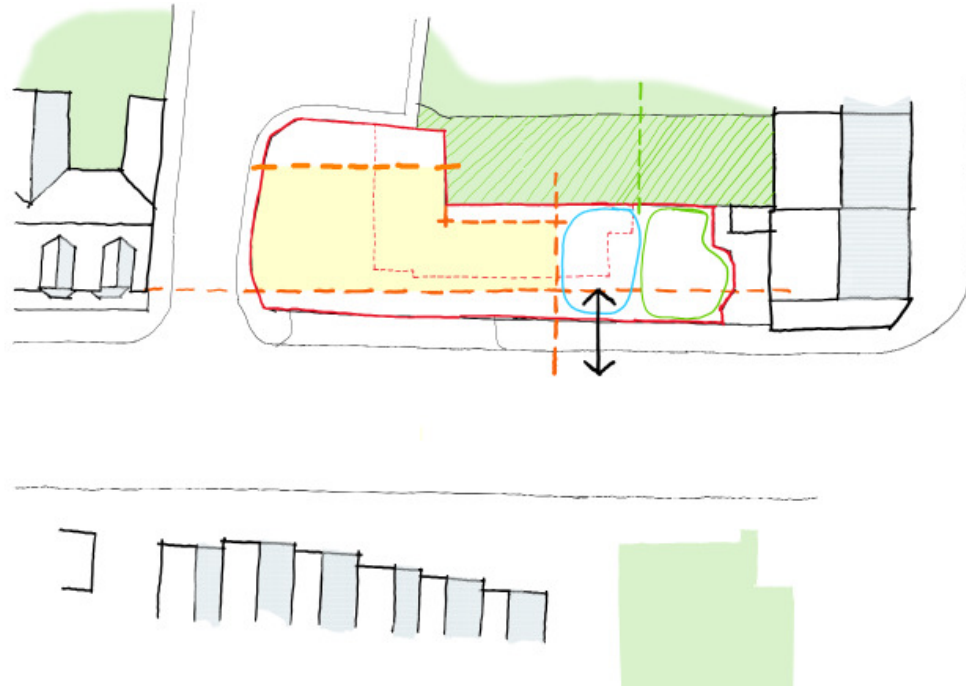


Diagram 5: Final Building Footprint

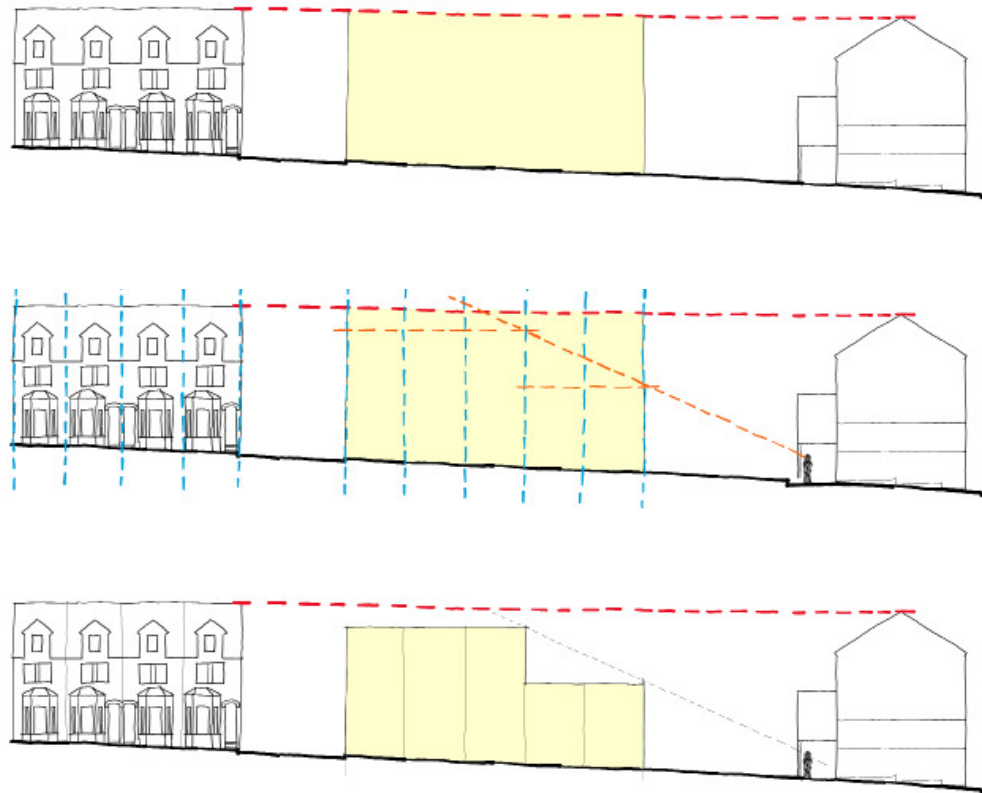


Diagram 6: Final Building Volume

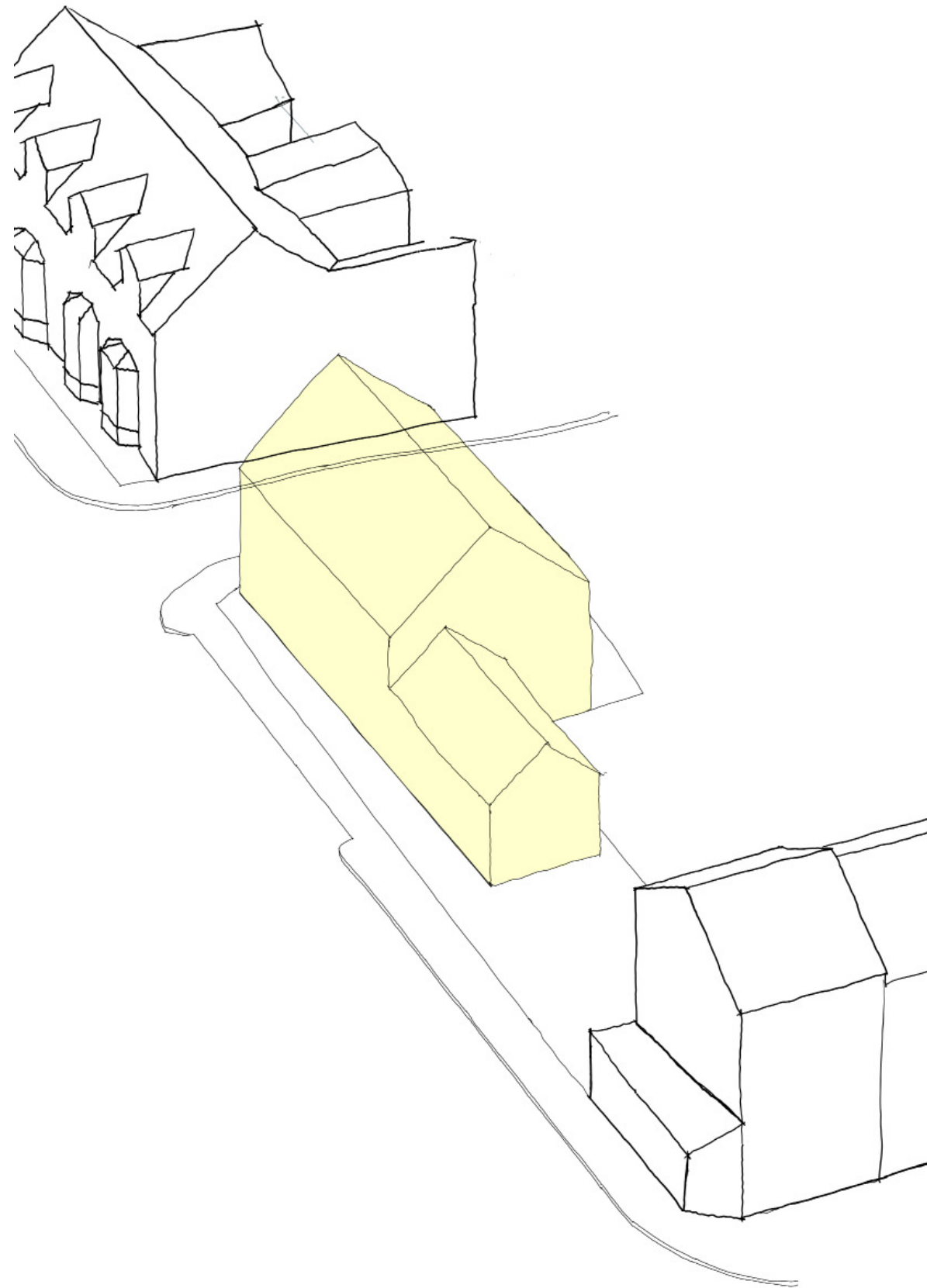


Diagram 7: Final Building Volume

DESIGN PROPOSALS

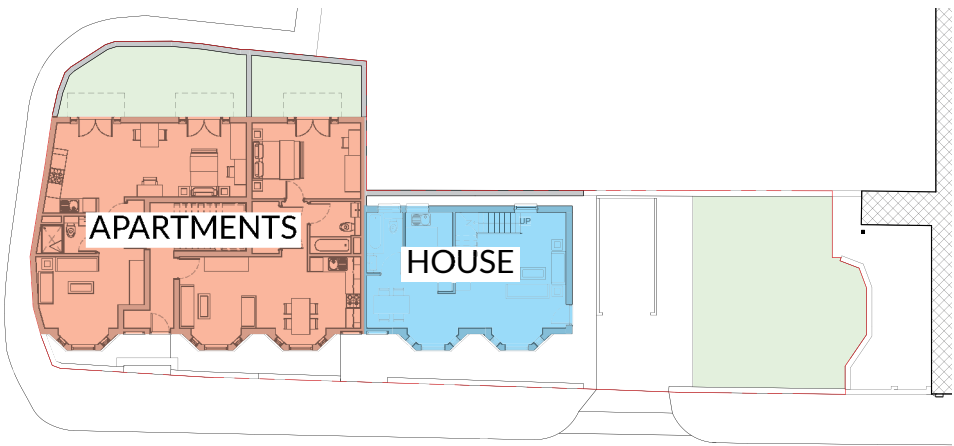
Principle of Development

The National Planning Policy Framework (NPPF) advocates at its heart a “presumption in favour of sustainable development” and aims to significantly boost the supply of housing. It emphasizes the importance of maximising land potential for housing by stating that “where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. [...] Local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework.”

The 2 application highlighted above, ref: 160571 for 7 dwellings to the rear of 92-96 Southampton Street, and ref: 181117 for 11 residential units at No’s 34-36 Southampton Street and 2-storey residential building at No. 38, has set a precedence that sensitively designed infill development can be complimentary to the area as well as providing a choice units mix thus contributing to the housing requirements of the local council. Hence this development, giving these precedents, and its sustainable location together with making efficient use of the land is suitable.

Proposal

The floor plate is divided into two parts. The wider part of the site contains the self-contained apartments whereas the narrow part contains the 2-bedroom house as illustrated in the diagram below.



The self-contained apartments are accessed via a central core. On the ground floor, the front door leads into a corridor from which provides access to the two apartments together with the stairs. a small area is to the west of the main door provides space for post boxes and other services. The flats themselves are laid out to have open plan kitchen, living and sleeping areas together with ample storage facilities. The 2-bedroom house is accessed from the eastern façade of the building. The front door opens on to an open plan lounge and kitchen. The private stairs provide access to the first floor where to 2 bedrooms are located.

Living conditions of future occupiers

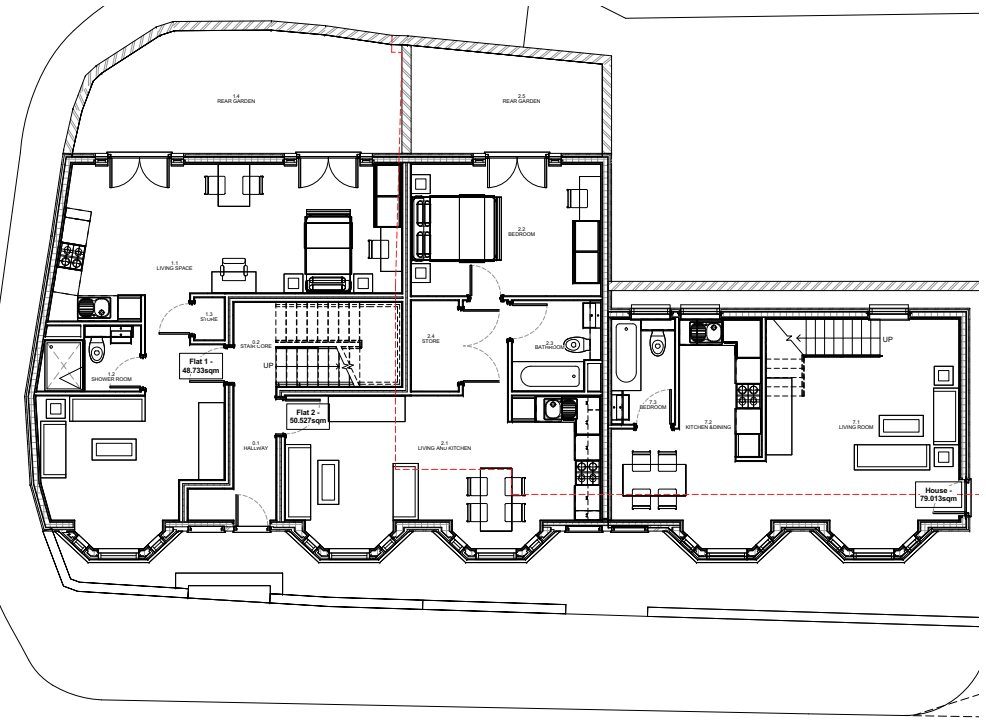
The proposed development has been devised in accordance with the Government’s revised technical housing standards (Nationally Described Space Standard, 2016) and the BRE report Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice. Each dwelling exceeds the minimum space standards as stipulated by the Nationally Described Space Standard. Bedroom sizes, storage areas and ceiling heights have been taken into consideration and are shown in the following table:

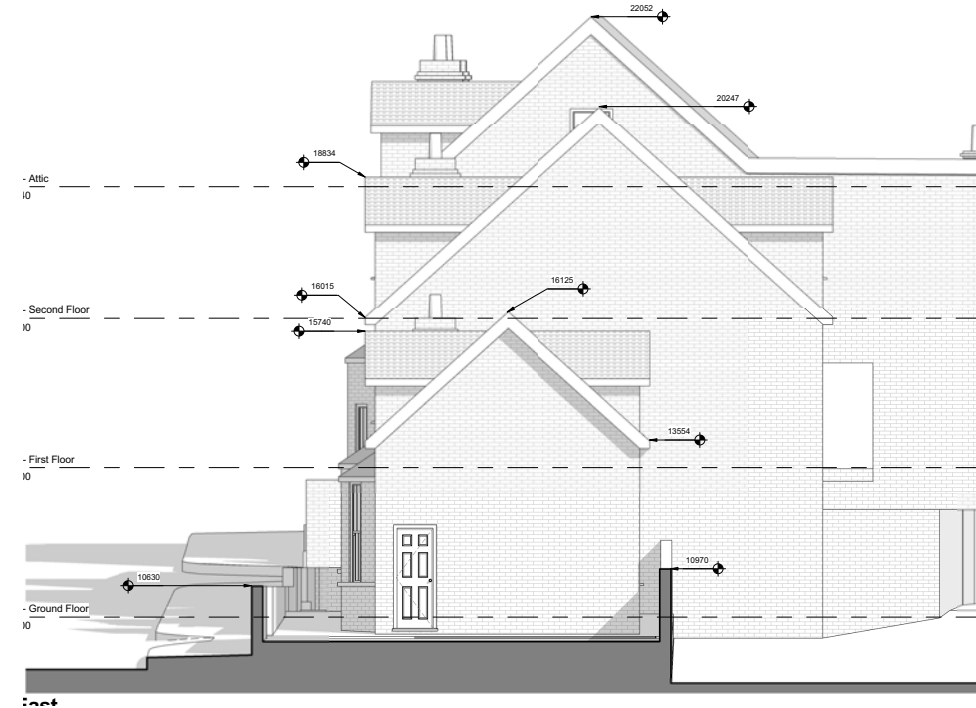
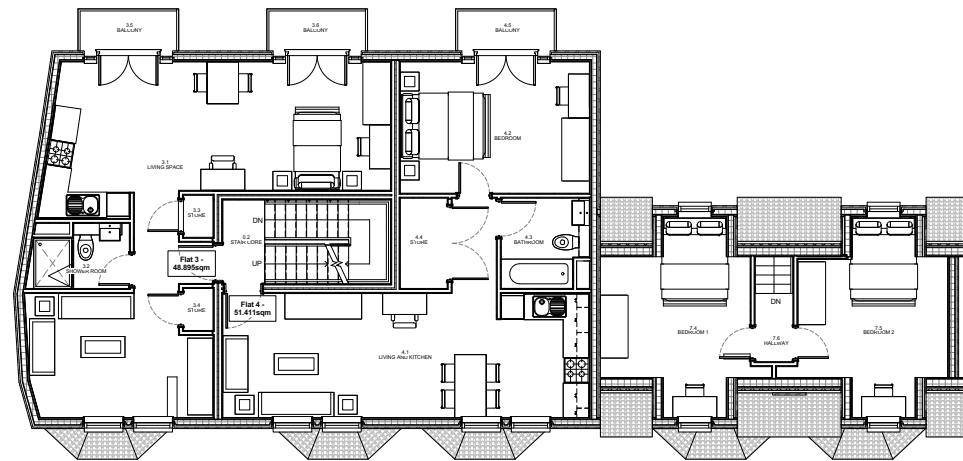
	Type	GIA	Storage	Bedroom 1	Bedroom 2	Amenity
Flat 1	1b1p	48.7m2 Req: 37m2	1m2 Req: 1m2	N/A	N/A	Rear Garden 20m ²
Flat 2	1b1p	50.5m2 Req: 39m2	2m2 Req: 1m2	N/A	N/A	Rear Garden 11m ²
Flat 3	1b1p	48.8m2 Req: 37m2	2m2 Req: 1m2	N/A	N/A	2 X balcony 4m ²
Flat 4	1b2p	51.4m2 Req: 39m2	2m2 Req: 1.5m2	N/A	N/A	Balcony 2m ²
Flat 5	1b1p	39.1m2 Req: 37m2	1m2 Req: 1m2	N/A	N/A	N/A
Flat 6	1b1p	40.4m2 Req: 39m2	1m2 Req: 1m2	N/A	N/A	N/A
Flat 7	2b4p	79.0m2 Req: 79m2	2m2 Req: 2m2	18m2 (dbl) Req: 11.5m2	16m2 Req: 7.5m2	Garden 29.5m ²

Every bedroom has a width of at least 2.9 metres which is in excess of the minimum requirement of 2.75 metres for double bedrooms and 2.15 metres for single bedrooms. Throughout the proposed development, the floor to ceiling height is 2.3 metres across more than 75% of the GIA in accordance with paragraph 10(i) the Nationally Described Space Standard. Both units are dual aspect. In the interest of minimizing the transmission of noise levels between dwelling, rooms have been designed so that no kitchen, bathroom or living areas of one unit are located next to a bedroom of another unit. In addition, the external walls, ceilings, and floors of the demised premises will be contracted

in full accordance with Part E (‘Resistance to Sound’) of the Building Regulations.

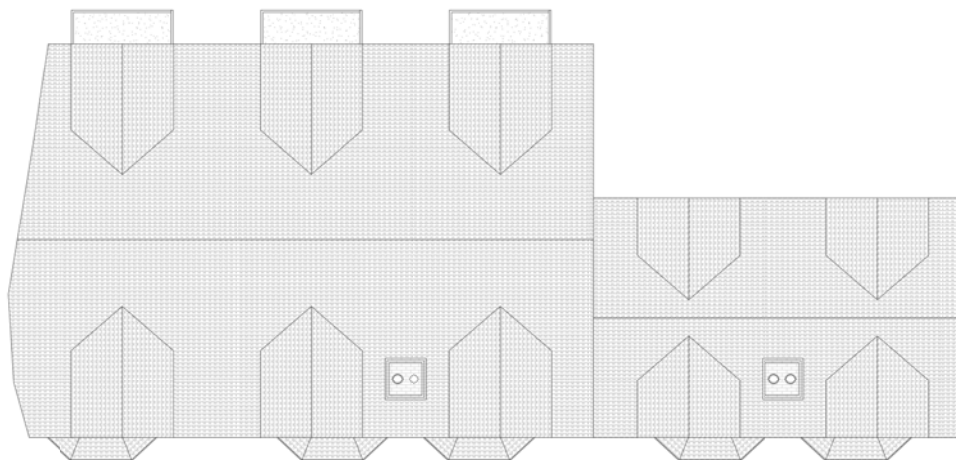
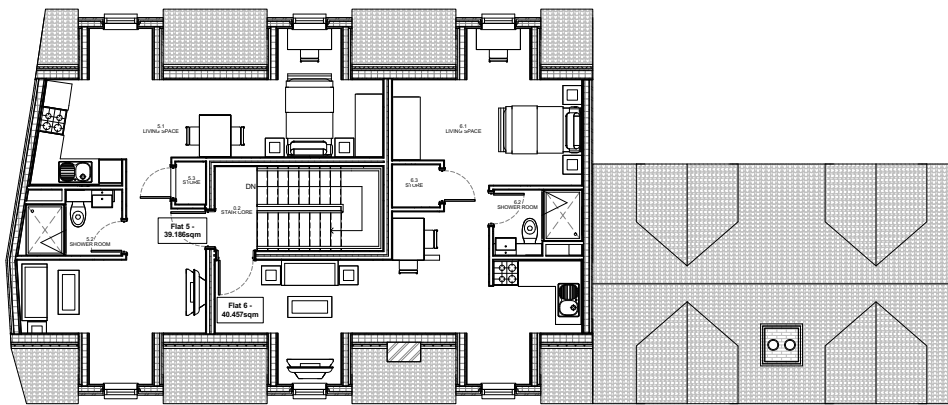
All habitable rooms benefit from generous amounts of window glazing constituting at least 25% of their floor areas. As a result, good internal daylighting can be achieved. Furthermore, every habitable room is capable of achieving good levels of daylight and sunlight. Within each habitable room, no floor areas will be located beyond the “no sky-line” (measured in accordance with BRE guidelines from a working plane 85cm above finished floor level). The combination of appropriately located windows and dual aspect orientation demonstrates that each dwelling can achieve good levels of outlook, privacy, daylight, and sunlight.





Design and Appearance

The existing road layout and topography means that the terraces along Pell Street are approximately 4.5m wide, creating slim and vertical facets. In accordance with the pre-app advice and the established architectural language of Pell Street, the facades are designed to mimic this rhythm and articulation. The front façade is articulated to give a sense of 5 terrace houses with a repeating pattern of arched doorways, some of which are an elevational treatment rather than functional doors. The building heights is restricted to be 2 storeys with accommodation in the roof space together with dormer windows together with the height reducing toward the listed buildings. Brickwork and lintels with similar coursing and a colour palette together with gable end wall along east and west facades, match the existing terraces of Pell street and sinuously integrates the new building with its surrounding.



ELEVATION E1

77 TO 83 PELL STREET



86 SOUTHAMPTON STREET

APPLICANT SITE

AMENITY

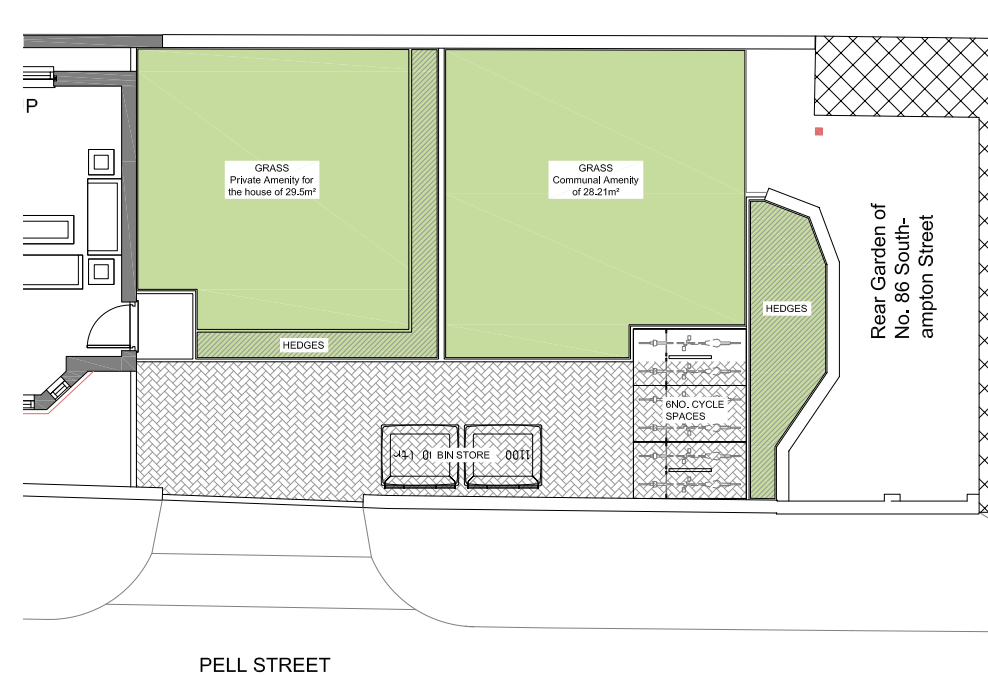
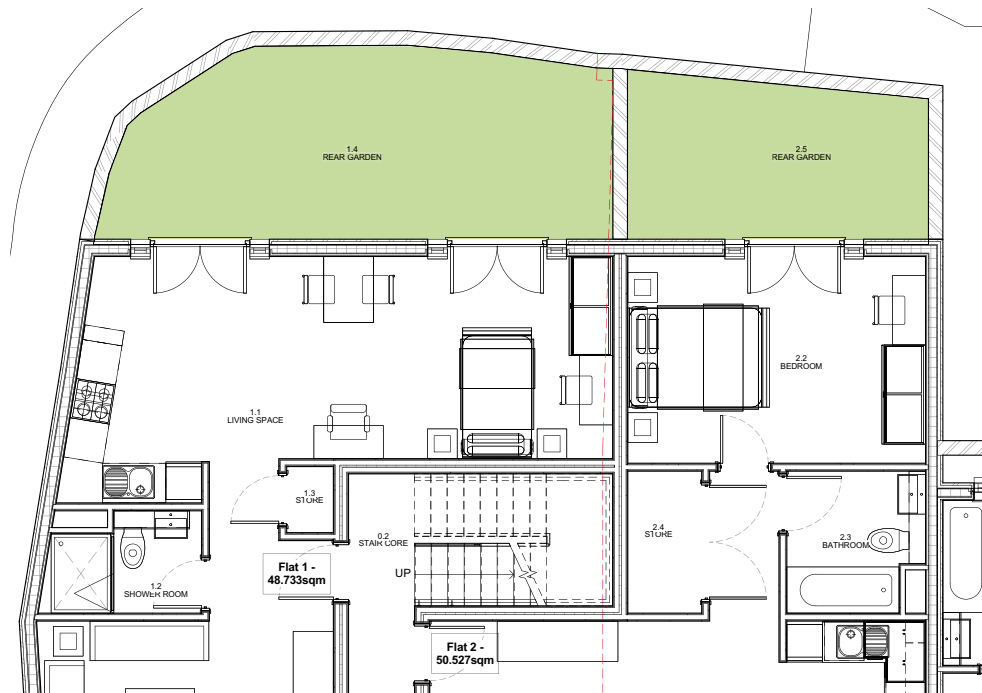
77 TO 83 PELL STREET



86 SOUTHAMPTON STREET

APPLICANT SITE

AMENITY



Amenity

Most dwellings are designed to provide adequate amenity to the users. In addition to the apartments being oversized, apartments 1 and 2 have their own private gardens, whereas units 3 and 4 have balconies. The house has an outdoor private garden. The balconies are design to have privacy screens to protect the privacy to the rear gardens of the listed buildings. In addition, there is a communal garden for the apartments.

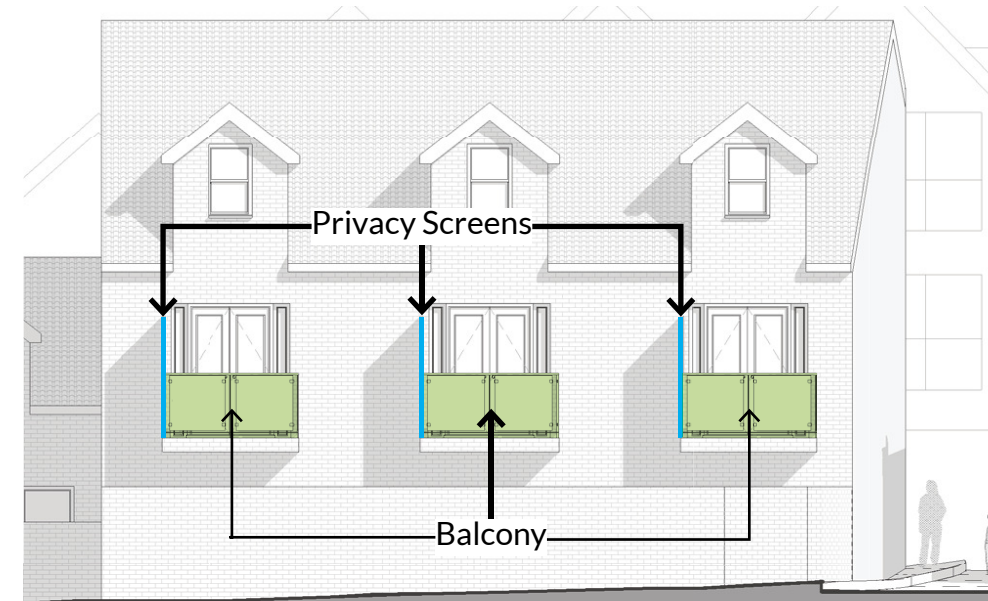
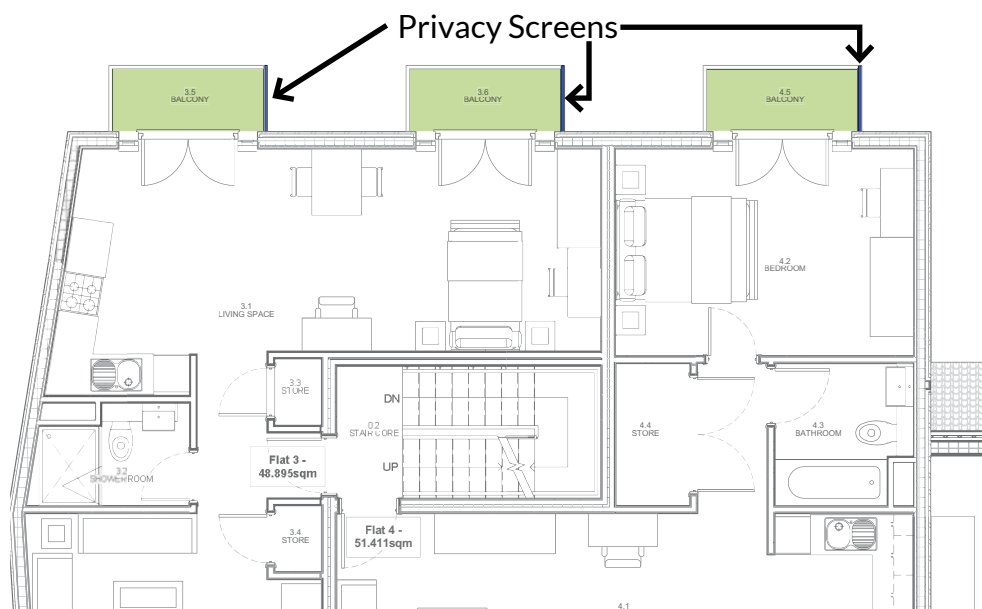
Cycle and Bin Stores

The Parking Standards and Design SPD states that 0.5 cycle space is need for a 1-2bedroom dwelling flats and 2 cycle space for a 2-3bedroom dwelling house. This would result in 3 cycle parking spaces for the apartments and 2 cycle spaces for the house. We have provided 4 secured cycle spaces for the apartments and 2 secured cycle spaces for the house. Communal bins are provided near to the cycle spaces and the amenity zone, as illustrated in the adjacent plans. This location is suitable as it is nearer to the road as well as being detached from the building. The details for the cycle and bin stores can be secured via a planning condition.

Car Parking

The Parking Standards and Design SPD states that 1 car parking space is need for a 1-2bedroom dwelling flats and 1 car parking space for a 2bedroom dwelling house. We are seeking a car free development due to the proximity to the town centre and zone 1. In addition, Pell Street is designated as a high frequency bus route on the zonal map. Thus, the site a highly accessible and sustainable location and would accommodate a car free development. Furthermore, precedent has been set in the local area as application no. 181117 is approved as a car free development, see above for full details.

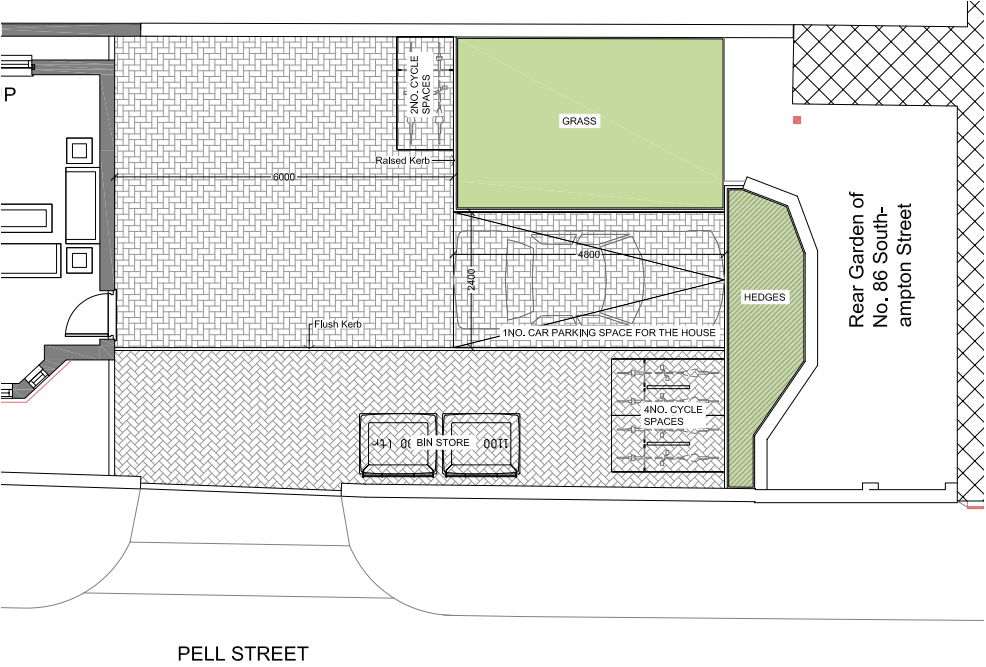
As an alternative, we could provide 1 car parking space for the house whilst still seeking car free development for the apartments. This is not our preference as it would impact the amenity space of the developments as illustrated below.



DESIGN PROPOSALS

Car Parking and Amenity Alternative

As an alternative, we could provide 1 car parking space for the house whilst still seeking car free development for the apartments. This is not our preference as it would impact the amenity space of the developments as illustrated below.



Sustainability Measures

The aim of the development is to ensure that it is a positive addition to the built environment. In order to conserve energy and reducing carbon emissions, energy efficient techniques are employed such as the fabric of the building will be built of structurally insulated panels together with adequate space for additional insulation where needed, solar space heating and natural lighting is maximised by the locations of the windows. This will ensure that unnecessary loss or gain of heat is prevented. Energy efficient boilers and A-rated appliances would be recommended. The hard landscaping will be made up of permeable block paving so that surface water is discharged in the ground and does not rely of main drainage. The materials proposed are complementary to the surrounding area thus having a positive addition to the streetscene. The building products proposed can be sourced locally thus reducing the number of transport journeys. During construction, the contractor will be asked to manage waste responsibly and to reuse/recycle existing building materials as much as possible. The selected contractor will need to be environmentally and socially responsible to reduce the impact of the project on the local environment and community. When the building

is in use, the waste disposal strategy is based on the guidance provided by Reading Borough Council so that it can be integrated within the existing network. The siting of the building reduces noise and light pollution together with recommending A-rated appliance would reduce harmful refrigerants.

The proposals are designed with the health and well-being of the end users. Oversized sizes, private and communal amenity areas are proposed. Level access is provided to offer equal opportunities to all users. The end users would be provided with operations and maintenance manuals, written layman's language to allow users to understand the technologies used and to ensure efficient use of the building. The site is in a sustainable location with strong public transport such as buses, railway together with being in the close proximity of the town centre. Adequate cycle parking facilities together with being a car free development encourages the end users to use environmentally friendly transport modes and reduces the number of journeys made by a car. The are no existing trees or vegetation of any significance on site. Hence, by proposing the gardens and hedges within the amenity zone together with permeable paving would enhance the ecological value of the site.



PROPERTY
FOUNDATIONS
GROUP

