

4.01 Pre application discussions

Positive pre-application discussions were undertaken with the Reading Borough Council regarding the development of the site on the 22nd July 2020. Present at the discussions were Brian Conlon the Reading BC Case officer and Darren Cook the Transport/Traffic officer . Tabled at the meeting were a set of feasibility plans highlighting the scale, mass and character of a scheme for the site.

Key areas discussed at the Pre application meeting included;

The site

Reading BC see the site as Prime for development and has been included in the Local Plan. The proposal of a mixed use development offering activity at street level is supported.

Form

An innovative approach to design, scale and massing is encouraged with no objections to a six storey building if the design is of good quality.

Mix of units/Affordable Housing ratio

30% affordable Housing ratio subject to viability was discussed, in a 50:50 split between social rent and shared ownership.

Parking

Car parking to unit ratio was discussed at length between the Traffic Officer and our Transport consultant. Further post meeting discussions and analysis of parking data was undertaken and an agreed ratio of 22 parking spaces for 26 residential units confirmed.

Commercial units confirmed as being car free and needing no on site car parking.

Refuse/servicing

Refuse vehicles currently reverse along Curzon Street to collect the bins, the ability to turn in the entrance of the site would be a vast improvement to the existing collection procedure, would minimise bin dragging distances and would be generally safer for the refuse vehicle operatives.



The sketch ground floor layout as discussed during the Pre-app discussions



The sketch views as discussed during the Pre-app discussions

4.02 Public Consultation

Due to the ongoing restrictions in place because of the Covid 19 pandemic, a traditional public consultation was unable to be held.

However, a virtual consultation was conducted by Icen Projects, to open a dialogue with surrounding residents about the proposed scheme.

A newsletter was distributed around the local area to over 1100 local properties, which included a link to a more detailed website which gave local residents the chance to discover more about the proposed scheme and importantly give feedback which could potentially be utilised in the development of the final planning application drawing set.

A dedicated consultant was on hand to discussions with any local resident who wished to open a constructive dialogue about the scheme. Many residents where understanding that the site in its currant format couldnt continue and the local community would benefit from the development in the site.

Thorough discussions were undertaken with owners of neighbouring properties regarding subjects such as orientation, existing trees on site and possible overlooking.

Another issue to be raised by local residents was the lack of clarity in the current parking situation at the end of Curzon Street. The proposed scheme will seek to rationalise the end of Curzon Street, allowing vehicle turning which is currently unachieveable and create a more legible and attractive public realm.



A view of the development as used in the virtual consultation.



The newsletter distributed to adjacent residents and landowners

5.0 USE

5.01 Site Use

The primary use at Ground floor are the two commercial units that look west onto the existing parade of shops that link Oxford Road and Moulford Mews.

The two residential stair cores are accessed at ground floor level from the northern site boundary, a secure entrance allows access to an sheltered walkway below the building.

Also located at ground floor are dedicated refuse stores for both the commercial and residential units alongside secure cycle storage and two plant rooms accessed off of the ground floor undercroft.

The eastern part of the site is a private parking court for residents accessed off of Curzon Street. The parking area consists of 22 parking spaces with 4 electric charging bays and 2 accessible bays.

Stair/access core

Cycle Store

Refuse Store

Plant Rooms



5.02 Use

The proposed scheme is a mixed use development with commercial units located at ground floor and residential units above.

At the southern end of the site, the building sits above an areas of residents parking screened off from the adjacent pedestrian area with feature patternated brick work.

The northern part of proposed scheme contains 18 dwellings for the private market.

All dwellings feature private outdoor amenity space to national space standards.

The southern part of the building is dedicated to the affordable provision, comprising of 8no. dwellings in a mixture of both shared ownership and socially rented units. The southern core is also where the two M4(3) Accessible units are located with allocated accessible parking spaces adjacent to the entrance at ground floor level.



- Core 1 Residential
- Core 2 Residential
- Commercial Units
- Car Parking

6.0 AMOUNT

6.0 AMOUNT

Amount and Density

The proposed scheme of 26no. dwellings include: 8no. x 3 bed apartment, 13no. x 2 bed apartments, 5no. x 1 bed apartments.

As required by Reading BC, 10% of the dwellings are designed spatially as wheelchair user dwellings which equates to 2no. apartments.

The majority of units are either dual or triple aspect in order to maximise natural daylighting. Single aspect units have been reduced, with only 11% of proposed dwellings being single aspect units.

The development has a single vehicular access point, utilising the existing conditions; parking facilities for 22 spaces overall, which are allocated wheelchair accessible spaces and 26 spaces for cycle parking.

The gross site area is 0.16 Hectares, which results in a density of approximately 162.5 dwellings per hectare overall; this includes the ancillary stores/parking area and commercial use.

Preliminary Schedule of Accommodation - 6 Storeys

Proposed Residential Accommodation Breakdown										
Plot Number	Dwelling Type	No. of Bedrooms	Core	Storey Height	Approx NIA (sqm) to Finish	Approx NIA (sqft) to Finish	Notes	Aspect	Private Amenity space (sqm)	Private/Affordable
1	2B3P	2	1	First	63.6	685		DUAL	7	Private
2	1B2P	1	1	First	51.5	554		SINGLE	5.5	Private
3	3B5P	3	1	First	86.0	926		TRIPLE	9.1	Private
4	3B5P	3	1	First	86.1	927		DUAL	8.1	Private
5	2B3P	2	1	Second	63.6	685		DUAL	7	Private
6	1B2P	1	1	Second	51.5	554		SINGLE	5.5	Private
7	3B5P	3	1	Second	86.0	926		TRIPLE	9.1	Private
8	3B5P	3	1	Second	86.1	927		DUAL	8.1	Private
9	2B3P	2	1	Third	63.6	685		DUAL	7	Private
10	1B2P	1	1	Third	51.5	554		SINGLE	5.5	Private
11	3B5P	3	1	Third	86.0	926		TRIPLE	9.1	Private
12	3B5P	3	1	Third	86.1	927		DUAL	8.1	Private
13	2B4P	2	1	Fourth	71.6	771		DUAL	7	Private
14	3B5P	3	1	Fourth	88.2	949		TRIPLE	11.7	Private
15	2B4P	2	1	Fourth	78.1	841		DUAL	7.5	Private
16	2B4P	2	1	Fifth	71.6	771		DUAL	7	Private
17	2B4P	2	1	Fifth	77.9	839		TRIPLE	7.2	Private
18	2B4P	2	1	Fifth	77.4	833		TRIPLE	8 + Terrace	Private
19	2B4P	2	2	First	71.1	765		DUAL	9.2	Affordable
20	3B5P	3	2	First	87.5	942		TRIPLE	8.4	Affordable
21	2B3P	2	2	Second	67.1	722		DUAL	9.1	Affordable
22	2B4P	2	2	Second	82.1	884	M4(3)	TRIPLE	7.6	Affordable
23	2B3P	2	2	Third	67.1	722		DUAL	9.1	Affordable
24	2B4P	2	2	Third	82.1	884	M4(3)	TRIPLE	7.6	Affordable
25	1B2P	1	2	Fourth	58.9	634		DUAL	9	Affordable
26	1B2P	1	2	Fourth	56.8	611		TRIPLE	7.6	Affordable
Total		55			1899.1	20442	2no. M4(3)	11% SINGLE ASPECT	197.1	30% AFFORDABLE UNITS

Unit Type Schedule					
Floor	1B2P	2B3P	2B4P	3B5P	Total
Ground Floor	0	0	0		0
First Floor	1	1	1	3	6
Second Floor	1	2	1	2	6
Third Floor	1	2	1	2	6
Fourth Floor	2	0	2	1	5
Fifth Floor	0	0	3		3
Total	5	5	8	8	26
Percentage %	19	19	31	31	

Proposed Commercial Unit Breakdown			
Unit	Storey Height	Approx NIA (sqm) to Finish	Approx NIA (sqft) to Finish
Commercial Unit 1	Ground	77.4	833
Commercial Unit 2	Ground	80.0	861
Total		157.4	1694.6

7.0 LAYOUT

7.01 Layout

Ground floor

The main feature of the ground floor layout is the two commercial units that line the north west corner of the site/ The two units are both c.80sqm in size and have large glazed frontages designed to add animation to the public realm.

The northern commercial unit features a chamfered corner, allowing pedestrians to flow around the corner of the site and increase natural surveillance. The two commercial units should work as a driver for further improvements to the public realm in the local area.

The ground floor contains no residential dwellings, however located at ground floor level are a secure cycle store, individual commercial and residential refuse stores and two plant rooms.

The eastern and southern parts of the ground floor layout comprise of a residential car parking area with space for 22 vehicles. The parking area is accessed off of Curzon street with a site entrance at the north east corner of the site. The entrance of the site will also be used for refuse and delivery vehicle turning.



Ground Floor Plan

7.02 First/Second/Third Floor Plan

First floor

The first floor contains 6 residential units across 2 access cores. The northern core features 4 dwellings with outdoor amenity spaces that face north and west.

Due to the proximity of adjacent residential dwellings located along the eastern site boundary, all outdoor amenity spaces and primary living spaces have been orientated to north and west and reduce the potential for overlooking.

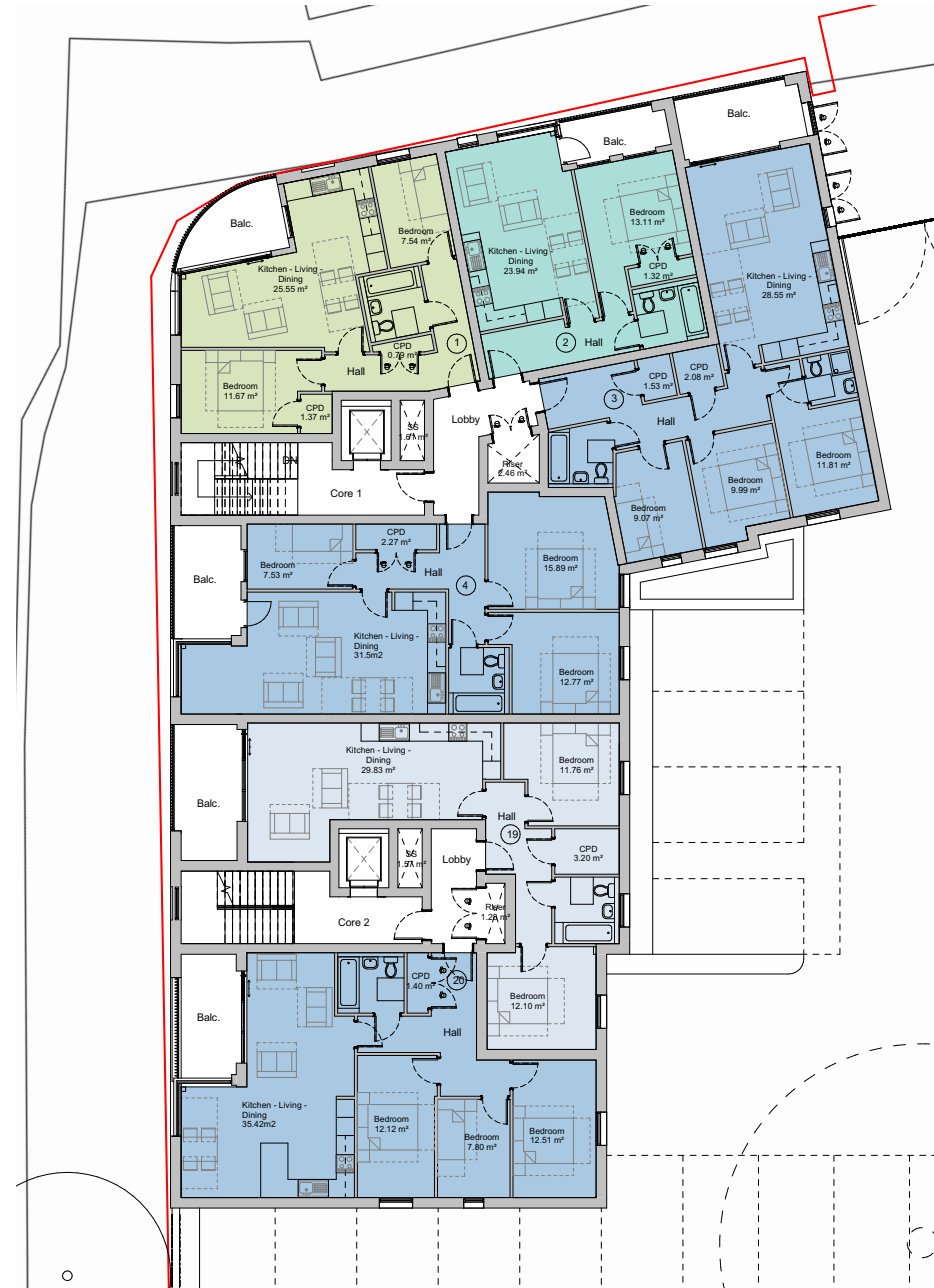
The southern core contains a 2 bed and 3 bed affordable residential unit, offering a varied mix across the affordable units provided.

Second/Third floor

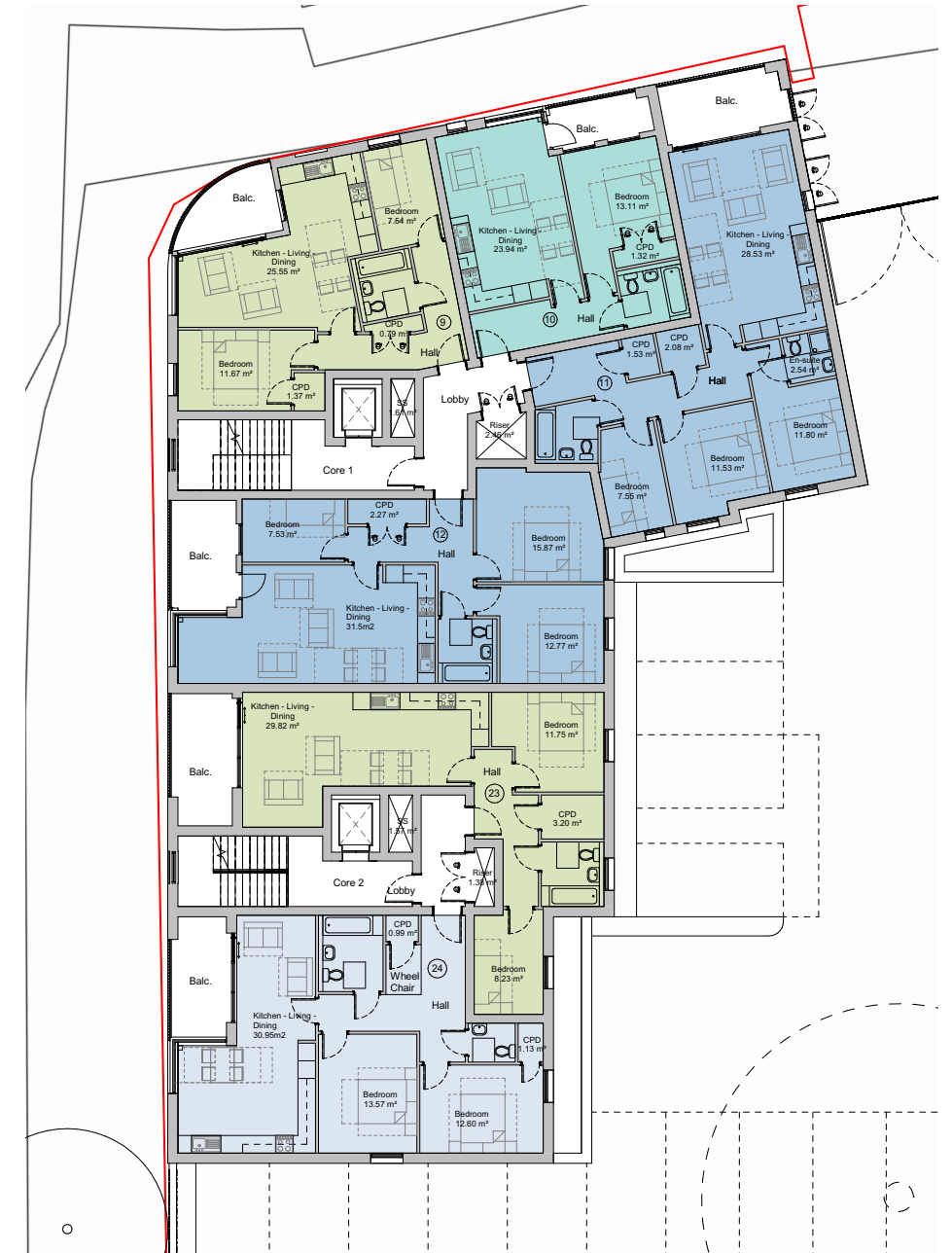
The second and third floors both contain 6 residential units. As with the first floor the units have been orientated to face north and west.

Each floor contains several 3 bed units, helping the proposed scheme provide more family orientated dwellings. 30% of the proposed dwellings on site are 3 bed 5 person units which was encouraged by Reading BC during the pre-application discussions.

Both the first and second floor contain 1 no. m4(3) units. These units meet the criteria for an accessible dwelling as set out in Part M of the building regs. The units both have easy access to the lift and accessible parking spaces located at ground floor level.



First Floor Plan



Second/Third Floor Plan



7.03 LAYOUT

7.03 Fourth/Fifth Floor Plan

Fourth Floor

At fourth floor level the building starts to reduce down in form and mass. The building steps back along both the southern and north eastern elevations. The fourth floor contains 5 residential units.

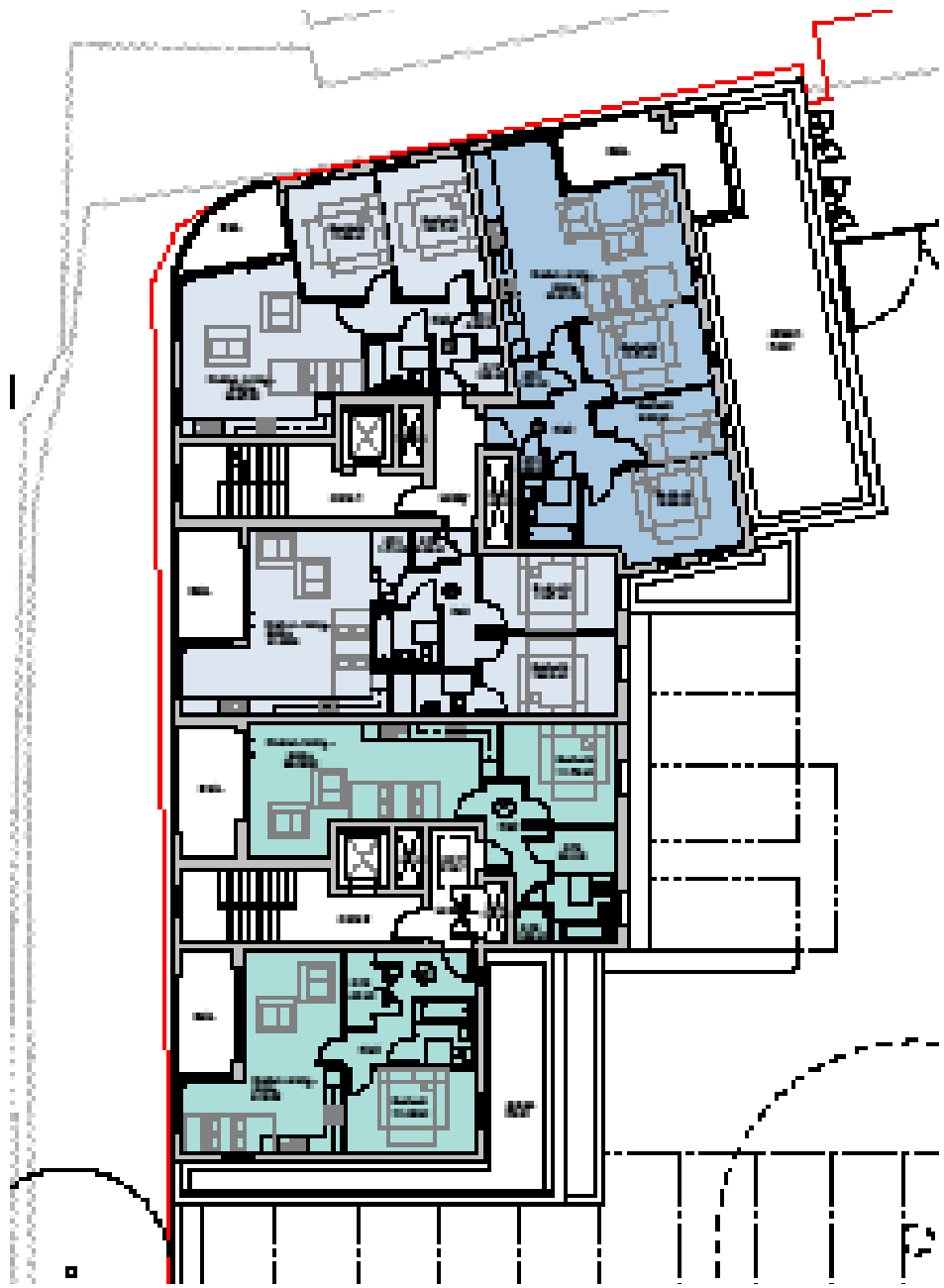
At fourth floor level the 2 dwellings in the southern core have reduced down to a 1 bed 2 person unit and a 2 bed 3 person unit.

In locations where the building has stepped back, green sedum roofs will be used to aid urban greening and biodiversity.

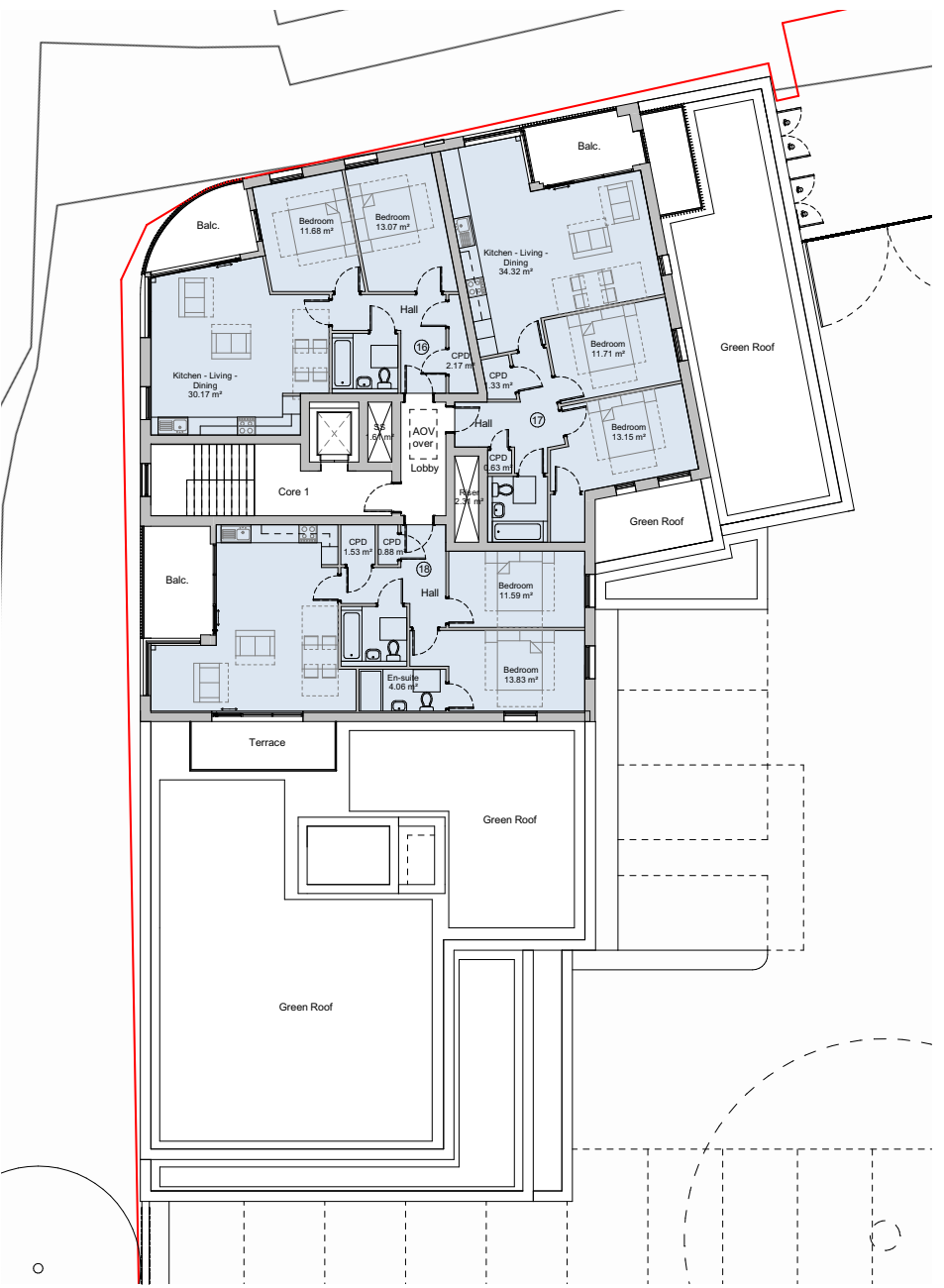
Fifth Floor

At fifth floor level the building reduces in scale further to leave just the northern section of the building. Retaining the units along the north western site boundary at fourth floor level reduces the scale of the building to adjacent properties whilst creating a stronger built form opposite the large Tesco's building.

The 3 residential units at this level are all 2 bed 4 person family units. As with all other floor the outdoor amenity spaces and primary living spaces have been orientated away from nearby residential dwellings.



Fourth Floor Plan



Fifth Floor Plan



8.0 SCALE