



Design & Access Statement

28th October 2020

Brunel Retail Park
Rose Kiln Lane, Reading, RG2 0HS

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Background & introduction

2.1 PROJECT BACKGROUND & OVERVIEW

In the first quarter of 2020 Mayfair Capital acquired Brunel Retail Park, Rose Kiln Lane Reading. The asset currently comprises 11,328 sq m.(121,939 sq ft) in 13 retail units on an 3.5 Ha (8.64 acre) landholding. Their brief was to regenerate and repurpose the Park which has suffered from the Covid 19 crisis.

Mayfair Capital has appointed Westmount Real Estate to asset manage this retail park on their behalf including bringing forward the development proposals which are the subject of this pre-application submission.

The immediate intention at initial consultation stage was to consolidate and retain the viable existing retail tenants into a reduced area and release land for a high quality E(g)(iii), B2 & B8 facility (Unit A) set within its own demise. The new development would sit harmoniously adjacent to the remaining retail development, making a significant high quality, sustainable and positive contribution to the area.

In the intervening period, negotiations with existing and new potential retailers have presented challenges in the current marketplace which has determined that the client now seeks a viable commercial re purposing for the whole of the site if necessary.

This application is for the full regeneration of the site.

Mayfair Capital and Westmount are committed, under their stewardship, to invest in the long term viability and growth of this important asset in South Reading and this document serves to outline in detail the vision.

Fletcher Rae Uk Ltd and Quod Consultants have been appointed as Architects, Master Planners and Planning Consultants together with a full technical Consultancy team to take this vision forward.

2.2 STRATEGIC OBJECTIVES

The strategic objective is to secure full planning permission to redevelop the retail park in a phased manner enabling one of both of the proposed industrial warehouse buildings to be built. This will be achieved through two planning applications, as explained below.

The principal planning application would involve demolition of the retail park comprising 11,328 sq m. (121,939 sq ft) and construction of 2 no. industrial/warehouse units (Classes E(g)(iii)/B2/B8) totalling 13,376 sq m. (143,979 sq ft) of gross internal floor area.

The second planning application relates to the western part of the existing retail park terrace which would be consolidated in the event that only Unit A is constructed. This application comprises no physical changes at this stage, so it is a land use planning exercise which is described in greater detail within Quod's planning statement. The focus of this Design and Access Statement is on the part or wholesale redevelopment of the retail park.

The total site area of the application is 3.375 Ha (8.34 Acres) which includes retained landscaped areas to the West and nominal elements of adopted highway at the two existing vehicular access points to the site.

Mayfair Capital & Westmount Real Estate's intention is to create a high quality sustainable development, to benchmark new standards in Industrial facilities and attract the highest quality occupiers to this strategic location at the Southern gateway to Reading.

2.3 REPORT STRUCTURE

This statement has been prepared in accordance with advice published by the Commission for Architecture and the Built Environment (CABE), "Design and Access Statement", and it describes the site, its characteristics and surrounding context. It explains the design approach that underpins the development proposals, and the context of the proposed new storage and distribution units within the surrounding area and infrastructure.

2.5 THE CLIENT



- **Mayfair Capital** is a specialist UK real estate investment manager providing a personalised service to deliver investors superior risk-adjusted returns. As part of Swiss Life Asset Managers, one of Europe's largest real estate investment managers, our investment scope has range, resource and is socially responsible.
- **Westmount Real Estate** was established in 2013 as a real estate asset management partner for international and domestic capital seeking to invest in the UK real estate market. Its directors who have previously held senior positions at major global real estate service providers, financiers and investment management organisations. To date Westmount has been involved in over £1billion of real estate investment transactions.

2.6 THE DESIGN TEAM

The Design and Access Statement has been prepared by the following Project Team:

- | | |
|---|--------------------------|
| ▪ Architects & Master planners | Fletcher Rae UK Ltd |
| ▪ Planning Consultants | Quod |
| ▪ Structural & Civil Consultants | Bradbrook Consulting Ltd |
| ▪ Transport Consultants | TTP Consulting |
| ▪ Landscape Consultants | Encon Associates Ltd |
| ▪ Ecology | Ecology Solutions |
| ▪ Acoustics | WYG |
| ▪ Energy Consultants | Envision |
| ▪ Lighting & Utilities | Crookes Walker |
| ▪ Cost Consultants | Projex Solutions |

Background & introduction

2.7 PLANNING HISTORY

There is extensive planning history at the Retail Park. The planning history outlined below is that which is relevant to the planning applications and is in no way an exhaustive list of all historic consents on the Site.

Application ref. 94/00442/FD, approved 23rd December 1994 – “Erection of a non-food warehouse (A1) with ancillary service area and car parking for 500 cars”. This is the baseline permission for the retail park.

Application ref. 11/00431/FUL, approved 12th May 2011 – “Minor external alterations to elevations and internal works to create two new units and reconfiguration of car park”. This resulted in the creation of Unit 3a and 3b.

Application ref. 131106, approved 18th October 2013 – “Variation of planning permission 94/00443/FD to exclude Unit 1-2 (PC World) Brunel Retail Park, Rose Kiln Lane, Reading, RG2 0HS from complying with conditions 12 and 14”.

Condition 12 was varied to state; *“All units shall not be used for the sale of goods other than DIY, furniture, home furnishings, floor coverings, electrical and photographic goods, automotive parts and accessories, cycles, products for and including domestic pets, sports goods, leisure goods, clothing and footwear and ancillary items and for no other purpose within Class A1 of the Town and Country Planning (Use Classes) Order 1987”.*

Condition 14 was varied to state; *“Not more than 3 retail units shall be used for the sale of clothing and footwear”.*

Application ref. 131743, approved 18th March 2014 – “Erection of two new units within Class A1 and / or Class A3, alterations to the wider site and car park layout and associated works”. This related to Units 9 and 10.

Application ref. 170215, approved 29th June 2017 – “Works to Unit 4 including reconfiguration of existing mezzanine floorspace and insertion of additional mezzanine floorspace of 1,053sqm, the creation of an external display area of 465sqm and associated works including new fire doors.

Further detail of the planning history on the site can be found in Quod’s Planning Statement which has been submitted as part of the suite of applications.

2.8 CURRENT APPLICATION - CONSULTATION STRATEGY

Consistent with Paragraphs 39-46 of the NPPF (2019), the Applicant has actively engaged with Officers at Reading Borough Council, in a period of pre-application consultation.

This comprised of a formal pre-application request, which was submitted to Reading Borough Council on the 20th May 2020. This outlined the nature of the proposed development and the broad approach to be undertaken to address relevant policy. A copy of the pre-application submission is enclosed as part of Quod’s Planning Statement, which accompanies the suite of applications.

This was followed by a meeting with Officer’s at Reading Borough Council, which took place on the 24th June 2020. Pre-application comments from Officer’s were also received, consisting of; planning policy; ecology; environmental protection; and highways. A copy of the comments are appended as part of Quod’s Planning Statement.

The comments received from Officers have been taken into consideration as part of the application submission. Further detail on the pre-application discussions and subsequent revisions to the proposed scheme can be found in Quod’s Planning Statement.

Context

Brunel Retail Park lies to the South of Reading town centre and today, is located in a densely populated area of business and industrial development. The area is characterised by an amalgam of multi generational industrial & retail buildings and forms.

The street scene along Rose Kiln Lane is characterised by sparse landscape and open car parking interspersed with buildings of differing scale, style and age. The site is on a strategic access route from the M4 further South and is a key gateway to Reading Town Centre. **(Fig. 1)**

Reading Adopted Local Plan Policy speaks encouragingly about regeneration and alternative commercial uses and improving quality of employment opportunities.

“The south of Reading is a main part of the Borough where there are significant sites potentially available for development, particularly in the area close to the A33. The accessibility of this area is expected to increase substantially with the Mass Rapid Transit scheme linking the town centre with the recently-opened Mere oak park and ride. Many of the sites that could be developed are vacant or underused and of poor visual quality, and offer an opportunity to create a high-quality gateway into Reading.”



Fig. 1 Location Plan

Site location in context

NATIONAL

Reading is a large, historic market town in Berkshire, South East England. Situated in the Thames Valley at the confluence of the rivers Thames and Kennet.

The application site is located to the South of Reading adjacent to Whitley and forms part of a linear mixed commercial development corridor along the A33 which connects to the M4, 4 miles to the South.

REGIONAL

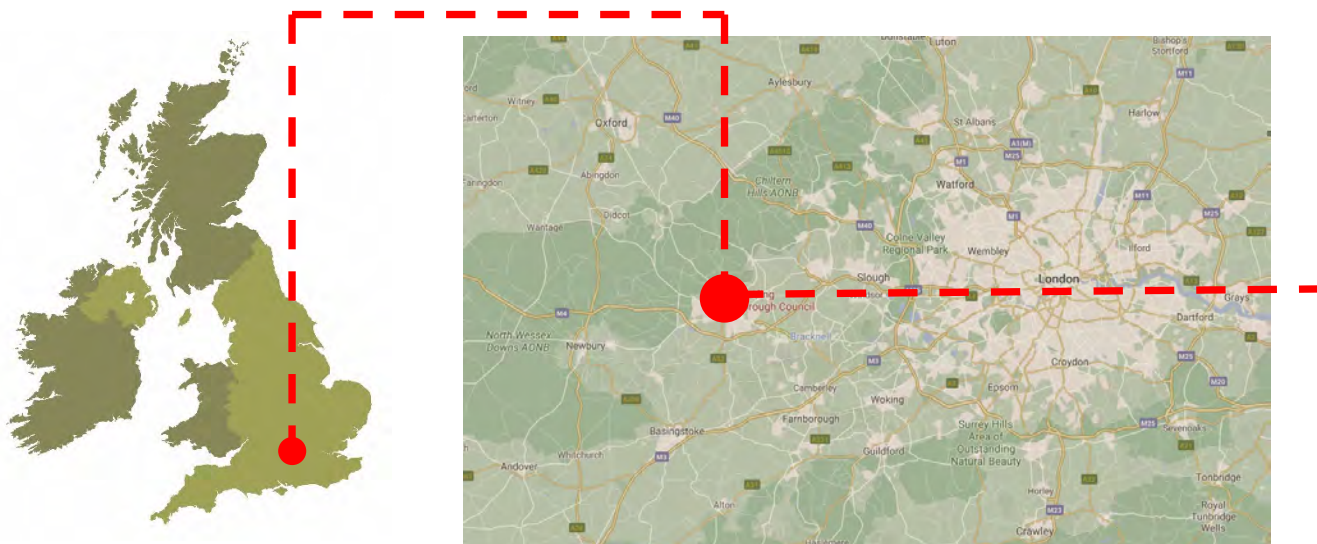
Reading is 37 miles (60 km) due west of central London, 24 miles (39 km) southeast of Oxford, 70 miles (110 km) east of Bristol. The centre of Reading is on a low ridge between the River Thames and River Kennet, close to their confluence, reflecting the town's history as a river port. Just above the confluence, the Kennet cuts through a narrow steep-sided gap in the hills forming the southern flank of the Thames flood plain.

As Reading has grown, its suburbs have spread to the west between the two rivers into the foothills of the Berkshire; to the south and south-east on the south side of the Kennet as far as Whitley Wood, Lower Eardley and Woodley; and to the north of the Thames.

LOCAL

The site is located to the immediate East of the River Kennet via Rose Kiln Lane which crosses the River and connects to the A33. The current use is a collective of non food non food retail units with a de minimis E3(b) content.

The immediate surroundings are an amalgam of industrial units, trade counter and car showrooms of various characteristics and age which have become established in the second half of the 20th Century



Historical context



1899

Whitley remained a series of scattered farms and cottages until the 18th century, when proper hamlets began to emerge along the road from Basingstoke into Reading: around the 'World Turned Upside Down' at the Manor Farm Road junction and further north near the Bourne Avenue junction. The local pound for lost cattle and smithy were near the World Turned Upside Down. By the 1870s, there was a small hamlet at the junctions of Whitley Wood Lane and Whitley Wood Road, and this is what grew to become what we today call 'Whitley Wood'. Country villas of the gentry also began to be built on the edge of Reading, south of the junctions of Basingstoke Road, Christchurch Road and Whitley Street: Whitley Lodge, Whitley Grove, Whitley Place and Whitley Hill (later called Whitley Rise). The area would eventually become known as 'Whitley Pump'. By the 1890s, another hamlet was developing around the Four Horseshoes and, within twenty years, this had joined up with the houses spreading south from Whitley Pump.



1913

After the First World War, Reading contributed to the National campaign to provide council housing for the returning soldiers by building steadily over most of Whitley and Whitley Wood.

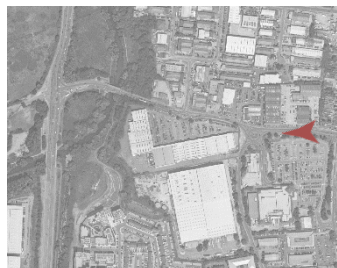
The post war development of this area has gradually spread south in a linear development along the principal road network. The former main road to Basingstoke passes almost through the centre, largely dividing the eastern residential areas from a predominantly industrial area to its west including Green Park business park, the Madejski Stadium and the Reading Gate retail park.



1938

Reading is today a major commercial centre, with involvement in information technology and insurance, and despite its proximity to London, has a net inward commuter flow. It is ranked one of the UK's top economic areas for economic success and wellbeing, according to factors such as employment, health, income and skills. Reading is also a major regional retail centre serving a large area of the Thames Valley, and is home to the University of Reading.

Local development context



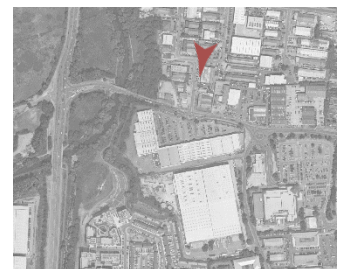
View West along Rose Kiln Lane toward the Gillette Way roundabout characterised by the large supermarket car park to the Southern side and trade counter units to the North. **(Fig.3)**



View East along Rose Kiln Lane toward the Gillette Way roundabout with the site located to the right of picture. Existing Car showroom development opposite the site



View North along Gillette Way with the Morrison's Petrol Filling Station to the right and the edge of the site in the distant Eastern side of the roadway.



View South to the site from Boulton Road which comprises a mixed industrial estate of various sizes, ages and visual characteristics.

Fig. 3 Local Development

The current site development

The current arrangement of 13 retail units totalling 11,328 sq m (121,939 sq ft) is arranged in an L shaped configuration facing Rose Kiln Lane. **(Fig. 4)**

The retail park is accessed from the roundabout on Rose Kiln Lane and has a parking provision of 367 vehicle spaces split each side of the principal access way.

The development is serviced via a vehicular access off Gillette way to the South East. The current services areas also include staff parking and additional retail external compounds.

Total site area 3.5Ha (8.64 Acres)

Structural changes in the retail warehouse market over the last few years, particularly as sales shift to online, have led to distress in the sector and increased vacancy rates across the country. Fundamentally, there is too much retail space in the UK to support these new patterns of demand. Our strategy seeks to “right-size” the retail park in a phased approach to allow full occupancy and increased vibrancy.

One of the beneficiaries of the move to internet retailing has been the logistics sector as retailers seek to streamline their supply chains by having modern, efficient warehouses in strategic locations which allow them to service their customer base. Reading suffers from a shortage of last mile urban logistics units with not a single quality building of between 25,000 – 50,000 sq ft available in the town.

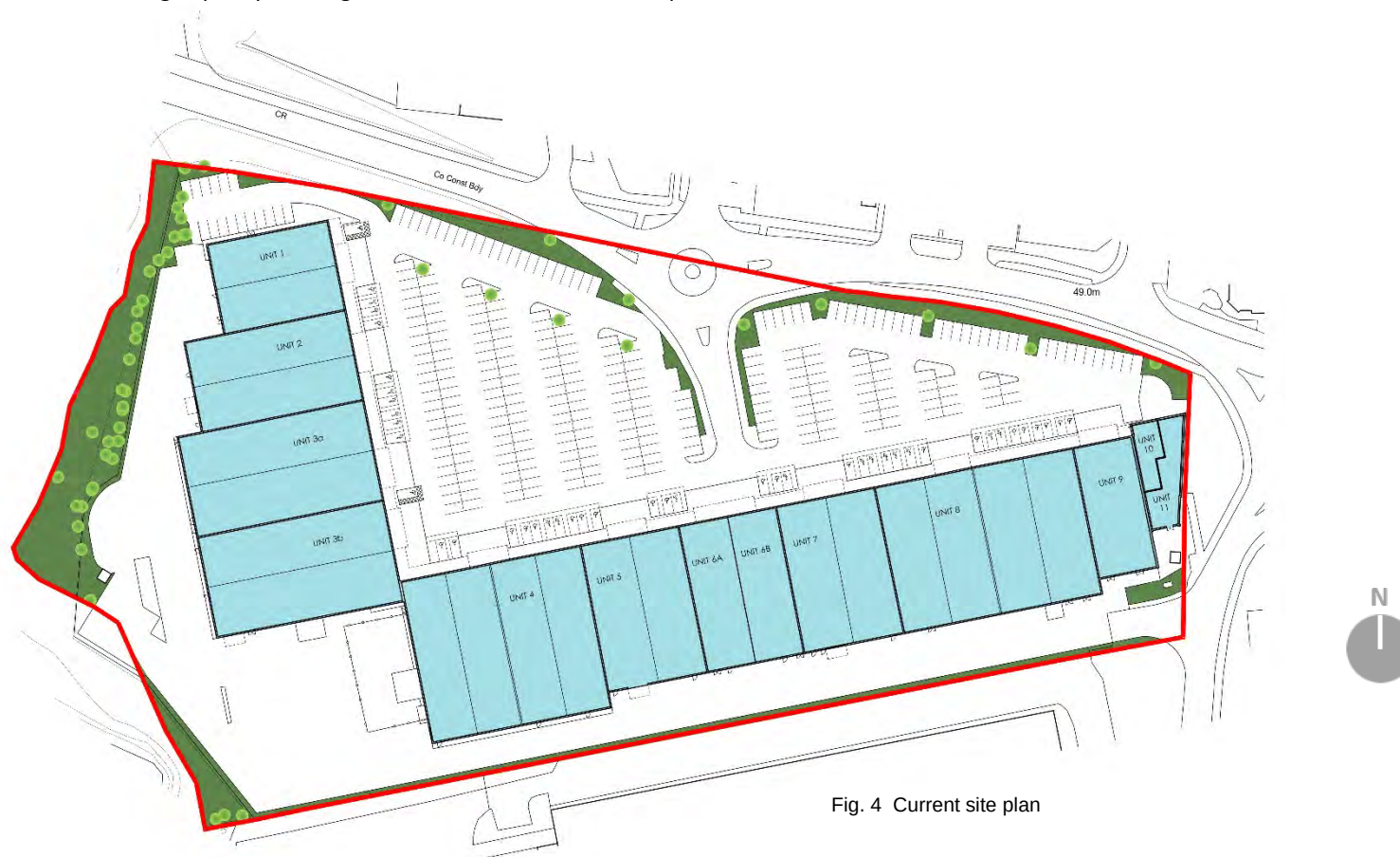


Fig. 4 Current site plan

The current site development

The current site development comprises 13 non food retail Unit including A1/A3 uses.

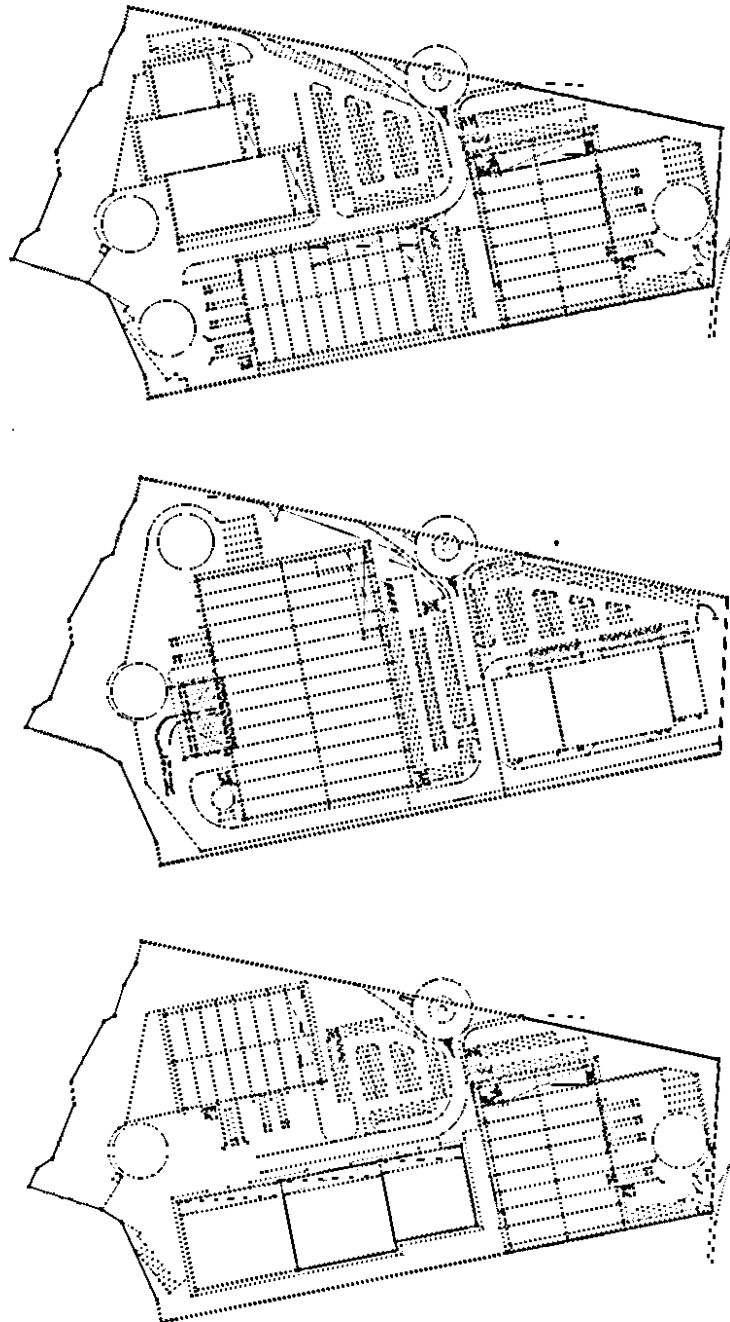
(Fig. 2) For the main application, the intention is to demolish all existing buildings and using existing infrastructure and access points, create a new Gateway Industrial development with a contemporary design approach.



Fig. 2 Local Context



The design evolution



During the design development process, various site configurations were considered. To allow a phased development whilst providing a solution which met local demand and presented itself to the street scene in the best possible way. (Fig. 5)

The decision to opt for the proposed masterplan providing 2 units of differing sizes allowed the full retention of the principle internal infrastructure and access points, permitted development to take place in a phased approach and offer flexibility if partial retention of retail can be achieved.

Fig. 5 Masterplan option studies

The design evolution



Fig. 6 View South East from Retail Park Entrance

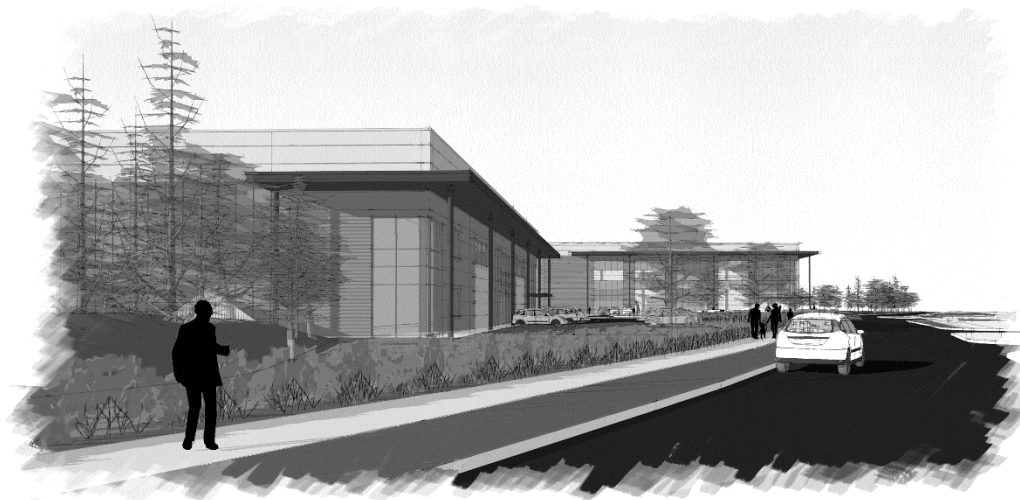


Fig. 7 View West along from Rose Kiln Lane

Comparative massing and design studies have been undertaken to examine the proposed new building mass and form in the context of the either partially retaining retail for Unit A development or the full new application proposals. The aim was to create a sense of enclosure with a contemporary and sympathetic new form in the street scene.

(Figs 6 & 7)

In order to reduce the perceived building mass, a design iconography has been developed to create a rhythm of materials and forms in a proportion sympathetic to the original retail development using articulation and textural changes to all elevations. It is proposed to utilise a bold sinusoidal profile combined with composite microrib cladding in light and mid grey tones.

The principal elevations are defined by projecting colonnade canopies supported on slender circular columns combined with extensive glazing and full height curtain walling to the building corners. The aim is to create a simple but strong contemporary solution which will stand the test of time but sits comfortably in the local context.

Long elements of façade are treated with a cladding texture patterning to further break down the perceived mass.

The roof structure is a portal frame with hipped ends arranged behind a continuous horizontal parapet to provide a clean line parapet line.

The development masterplan

The proposed masterplan seeks to present the best aspects of development to Rose Kiln Lane. All existing natural Woodland planting to the West is to be fully retained and enhanced. The building elements are clearly defined with the current open parking feel greatly reduced. **(Fig. 8)**

Extensive additional landscape is created along the Rose Kiln Lane frontage.

Existing Vehicular and pedestrian access points are preserved and in the case of the Gillette Way access, improved.

The orientation of office elements for each Unit and car parking are positioned so as to define the site entrance and give the maximum beneficial impact on the street scene. In addition, 10% of the car parking spaces are to be provided with active charging points.

Area Schedule

Unit B	sqft	sqm
Ground Floor GIA	89,000	8,268
Offices 10%		
First Floor Office 5%	4,450	413
Second Floor Office 5%	4,450	413
Total	97,900	9,095
Unit A		
Ground Floor GIA	41,140	3,822
First Floor Office 12%	4,937	459
Total	46,077	4,281



Fig. 8 Development masterplan

Unit A Design



Fig.10 Unit A Site Layout

Unit A is located to the eastern side of the site. It has dual access points with dedicated car parking for 33 cars incl. 2 disabled parking spaces accessed via the existing principal roundabout on Rose Kiln Lane and the dedicated service yard accessed from the existing service point on Gillette Way. The facility has been designed with current best practice for B2/B8 for a Unit of this size. The dedicated service yard to the East will have with 3 dock doors and 2 drive through loading doors together with sufficient space for 4 trailer parking spaces and HGV manoeuvring. **(Fig. 10)**

The Eastern and Northern aspects of the service yard area have extensive landscape and mounding to screen activities from the street scene.

The ancillary office content is arranged over 2 storeys with fenestration at first floor level but opportunity to retro fit windows at ground floor if required by tenant. At ground floor the reception and welfare will give way to a tenants future amenity fit out in an undercroft area.

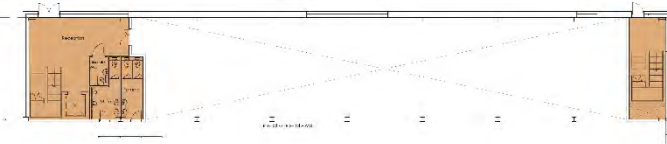
The building will be 10 metres to u/s of haunch
11.48 metres to eaves
12.85 metres to portal roof ridge.

Area Schedule

Unit A	sqft	sqm
Ground Floor GIA	41,140	3,822
First Floor Office 12%	4,937	459
Total	46,077	4,281



First floor offices

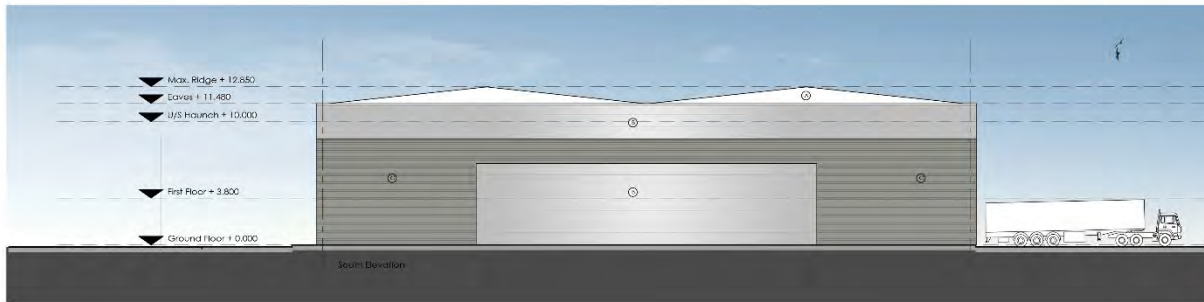


Ground floor offices

Unit A Design



North West elevation



South West elevation



South East elevation



North East elevation



Fig. 9 Unit B site layout.

The Unit is accessed via the existing principal roundabout on Rose Kiln Lane. The facility has been designed with current best practice for B2/B8 activities to provide dedicated car parking provision of 84 spaces incl. 4 disabled parking spaces. A dedicated service yard to the West with 8 dock doors and 2 drive through loading doors is access via the current service road to the South. **(Fig. 9)**

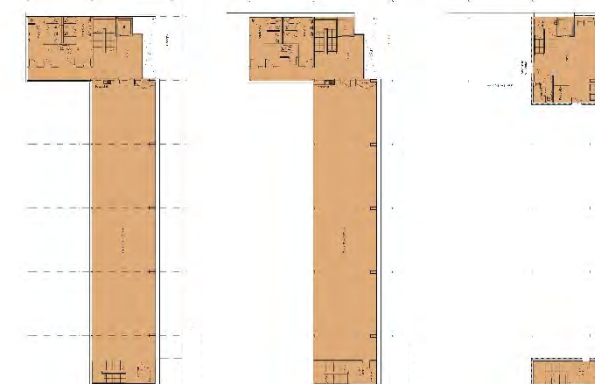
Additional space is provided in the yard for 6 dedicated trailer parking spaces and manoeuvring for HGV's.

The office content office are arranged over 3 storeys with fenestration at all levels. At ground floor the reception and welfare will give way to the tenants amenity fit out in an under croft area.

The building will be 12 metres u/s of haunch
13.76m metres to eaves
15.75 metres max. height to portal roof ridge.

Area Schedule

Unit B	sqft	sqm
Ground Floor GIA	89,000	8,268
Offices 10%		
First Floor Office 5%	4,450	413
Second Floor Office 5%	4,450	413
Total	97,900	9,095



Second floor offices

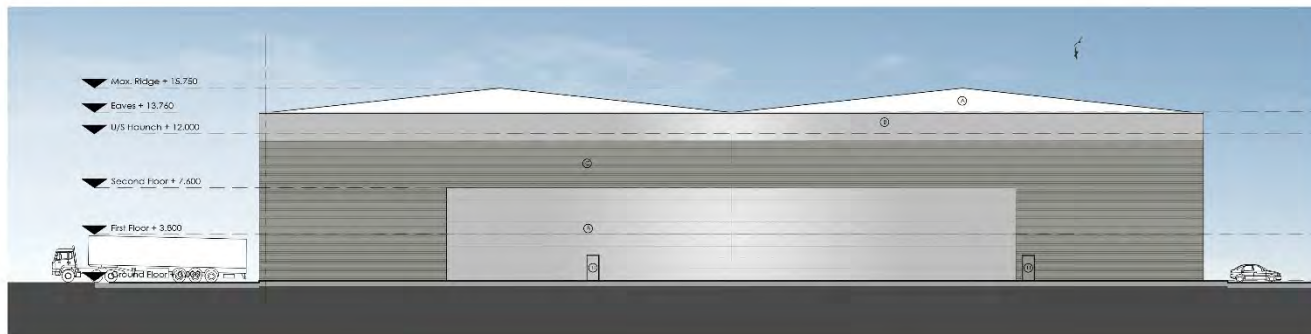
First floor offices

Ground floor offices

Unit B design



North East elevation



South East elevation



South West elevation



North West elevation

Phasing strategy

This principal planning application (Application 1) is the full demolition and construction of 2 new industrial/warehouse Units as described in this DAS.

The second planning application relates to the western part of the existing retail park terrace. It is possible that this will be retained, resulting in a consolidation of floorspace that would better reflect market demand. This application comprises no physical changes at this stage; it is a land use planning exercise which is described in greater detail within Quod's Planning Statement.

Figure 11 beyond illustrates the phasing and application strategy should only Unit A be constructed.

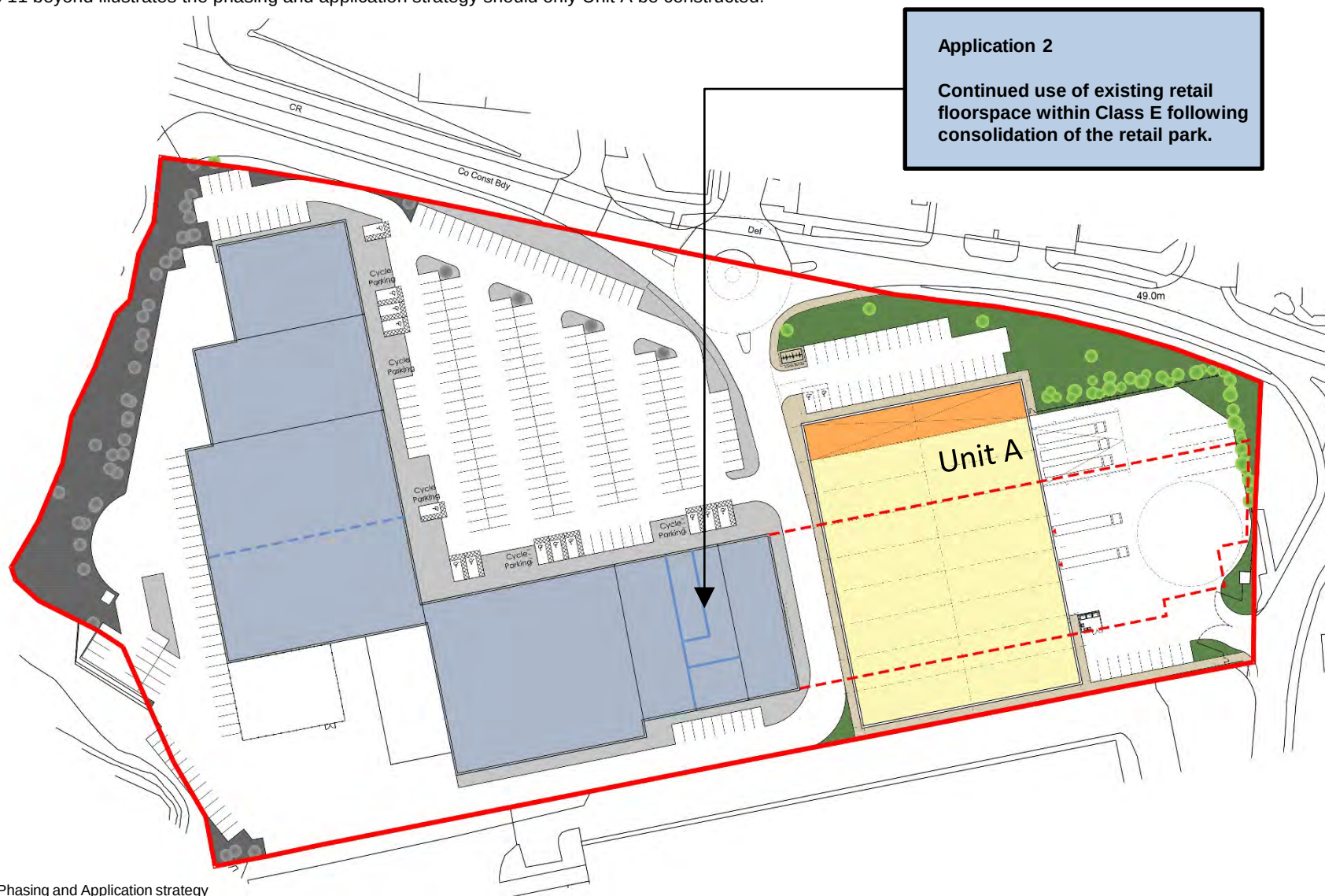


Fig.11 Phasing and Application strategy

Comparative street scenes



Current street scene along Rose Kiln Lane



Proposed street scene along Rose Kiln Lane - Unit A development and partial retention of existing retail units



Proposed street scene along Rose Kiln Lane - full development of Units A & B

Materials & colours

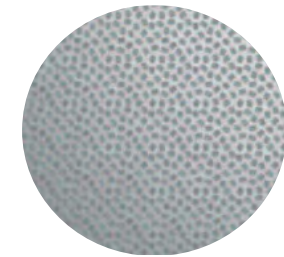
- The elevational treatment is deliberately fragmented in tonal greys with texture relief panels of varying sizes combined with a strong horizontal banding. The modular floor to ceiling glazing to offices and tonal cladding modules transition around the building to reduce perception of mass.
- The top band of the building is in a light and recessive Hamlet colour horizontal built up cladding to minimise perception of height. Where differences in building height occur this will be taken up in this top band.
- Throughout the development a high level of detailing and relief to the facades using a simple limited palette of tonal grey colours in horizontal and vertical textures and tonal colours brings an attractive perception of the facades and the granular detail reduces the perceived mass. **(Fig. 12)**
- The proposed external material selection is deliberately restrained follows the principle colour scheme of the original retail park.



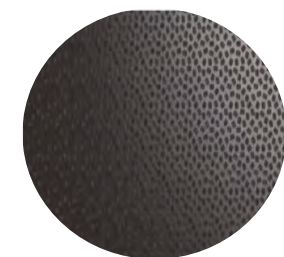
Fig.12 Materials & colours



Hamlet (RAL 9002)



Pure Grey (RAL 000 55 00)



Anthracite (RAL 7016)



View South East along Rose Kiln Lane showing composition of Unit A first phase development and part retained retail.



View East towards Rose Kiln Lane roundabout full redevelopment with Unit B in the foreground



View West towards Rose Kiln Lane roundabout facing Unit B



View North along internal road towards Rose Kiln lane roundabout



Aerial view East of the combined new development proposals

Landscape strategy

10.1 AIMS & OBJECTIVES

The overall objective is to create a coherent environment and attractive setting for employees working at the new commercial development.

The scheme is to be sympathetic to the current landscape setting which includes an area of established trees relating to the River Kennet and aims to provide an enhanced external environment with increased biodiversity and achieve ecological enhancement with respect to BREEAM ecology.

10.2 CONCEPT & PRINCIPLES

The landscape and its relationship with the new building is important to the success of the scheme. The design intends to successfully integrate the new buildings within this retail parking setting whilst preserving and enhancing the existing landscape features.

The overall design principal is for the new buildings and landscape to be logically linked, mainly influenced by the need for efficient circulation routes and a need for a welcoming frontage, whilst protecting, reinforcing and enhancing the existing trees and vegetation adjacent to the site.

The proposals include the retention of key existing trees adjacent to Rose Kiln Lane, including a high quality London Plan tree which is protected by TPO (Tree Preservation Order) and the introduction of native species including a new hedgerow and high quality native specimen trees, in greater numbers. **(Fig. 13)**

10.3 SITE CONSTRAINTS

- The presence of existing trees within the site and around the eastern and northern boundaries of the existing retail park.
- A high quality tree located within the north eastern corner of the site protected by a Tree Preservation Order.
- The River Kennet SSSI located beyond the western boundary.

10.4 SITE OPPORTUNITIES

- Two existing trees need to be removed to make way for the new development, however a further six individual trees and the woodland area to the west of the site can be retained an integrated into the development. 15 new high quality specimen trees are proposed which more than compensates for the loss of the two existing trees to be removed.

- The site is visible from the main road, particularly when approaching from the east. There is an opportunity to introduce a new native hedgerow along the northern boundary and a substantial area to provide a new landscaped belt of native trees and shrub to reinforce the buffer between the main road and the new development.
- Introduce new native tree and shrub planting around the car park areas with break-out space for seating to be used by members of staff during rest breaks

10.5 LANDSCAPE DESIGN STRATEGY

The strategy for the new landscaping is to retain existing trees where possible and introduce new native trees and shrubs or species recognised for their ecological benefit. Trees which produce berries have also been selected to encourage birds and other fauna which will benefit from the food source provided by such species.

From a wildlife perspective, the use of a diverse selection of native species throughout the development site wherever possible will provide the greatest benefit and achieve higher biodiversity than currently provided by the existing site. **(Fig 13)**

It is acknowledged that the existing retail park contains non-native amenity shrubs and trees, which are appropriate for such urban settings and are important in creating such environments where wild planting is inappropriate and difficult to maintain. However, it is possible to incorporate some ornamental/amenity species within the site, both native and non-native species that are recognised as being important for pollinating invertebrates.

The planting therefore includes a mixture of species listed on the Royal Horticultural Society (RHS) plants for pollinators lists. These lists contain species recommended to attract birds, bees and butterflies amongst many other invertebrates and mammals.

Landscape strategy

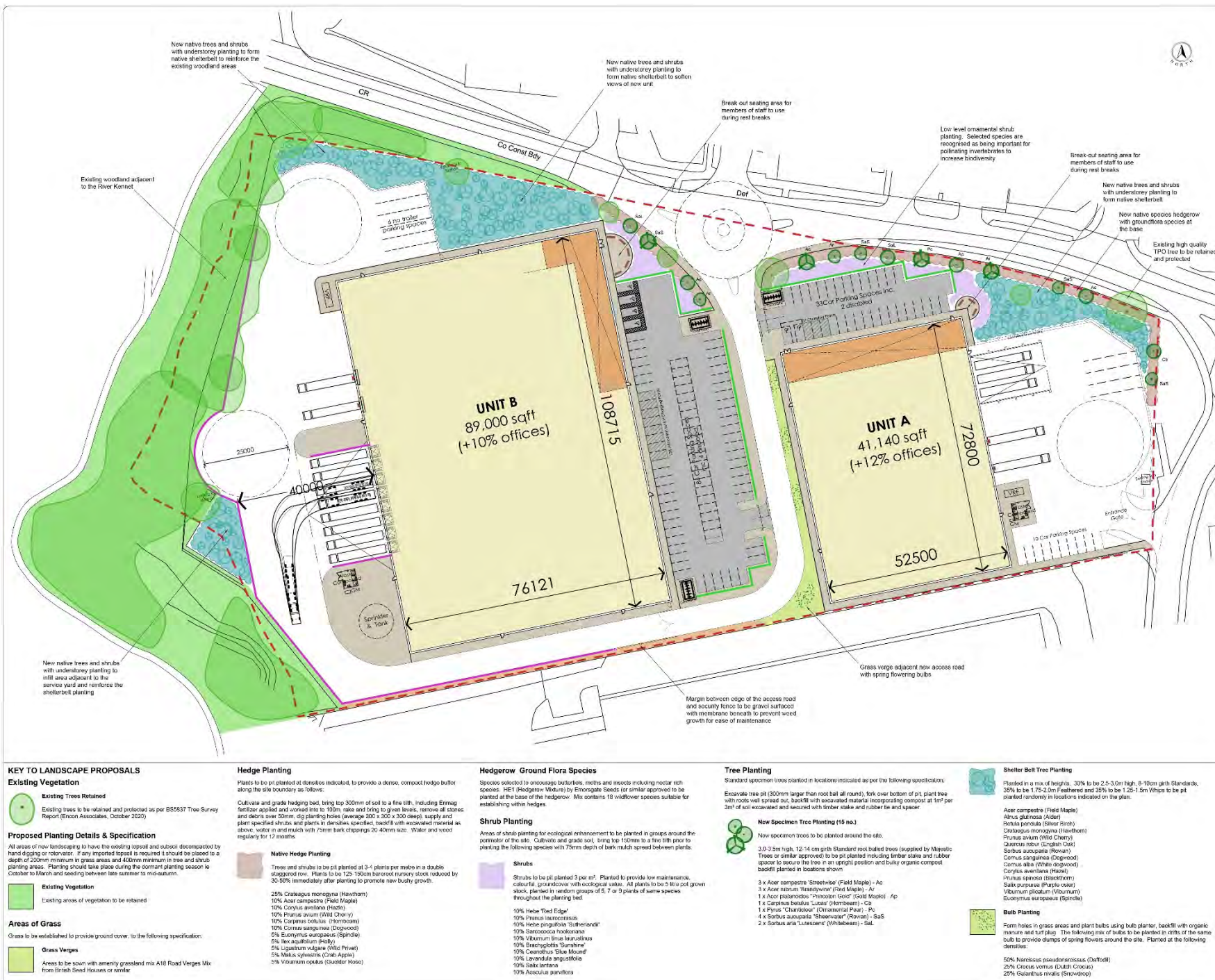


Fig.13 Landscape & planting ,masterplan

Landscape strategy

TREE AND SHRUB SPECIES

The following images are a selection of the type of planting proposed for the site:



Acer rubrum (Red Maple)



Acer platanoides "Princeton Gold"



Acer campestre (Field Maple)



Carpinus betulus (Hornbeam)



Sorbus aria lutescens
(Whitebeam)



Sorbus aucuparia (Mountain Ash)



Proposed Shrub planting varieties

Fig.13 Landscape planting species

Transport & access

11.1 EXISTING HIGHWAY CONDITIONS

1. The layout of the Park is similar to retail parks throughout the UK with a couple of terraces, parking in front and a service yard to the rear. There is currently parking for up to approximately 451 cars of which 367 spaces are within the customer car park and the remainder in the service yards to the rear of the terraces.
2. Access to the existing customer car park is taken from Rose Kiln Lane via a 4-arm roundabout junction, with access to the service yard taken via a priority-controlled junction on Gillette Way.
3. Rose Kiln Lane runs in a broadly east west orientation to the north of the Park connecting to the A33 in the west and Basingstoke Road to the east. It is a single carriageway road with one lane in each direction widening on the approaches to junctions. There are footways along both sides of the road with street lighting at regular intervals. The junctions with the A33 to the west and Basingstoke Road to the east are signalised, with the junctions with the Park access and Gillette Way both being roundabouts.

11.2 PROPOSED HIGHWAY ARRANGEMENTS

Phase One

1. Vehicular access to the retail customer car park will be from Rose Kiln Lane as per the existing situation. This route will be extended through to the service yard to the rear of the retail terrace and will also facilitate access to the staff car park for the new warehouse.
2. The existing service yard access from Gillette Way will be modified to facilitate access to the new proposed warehouse service yard. It will be necessary to stop up a section of highway within the existing service yard road, with changes to the highway subject to a S278 Agreement which will cover both the creation of the access for the staff car park and changes to the service yard access.

Completed Development

1. The existing customers car park access will be modified to facilitate access to the Unit B warehouse car park and service yard, with Unit A accessed as per Phase 1.

11.3 PROPOSED PARKING

Phase One

1. Car parking for the retail element will reduce to 295 spaces with 232 spaces provided in the customer car park and 65 spaces for staff in the service yard which equates to 1 space per 34sqm overall and 1 space per 44sqm for customers, based on 10,140sqm, which is in accordance with the standards.
2. A total of 43 spaces will be provided for the employment floorspace in accordance with standards. 10% of spaces to be provided with active charging points.
3. The proposals will include parking for up to 40 bicycles with 20 hoops for the retained retail element located in the vicinity of the entrance to each unit. Although fewer than existing, the spaces are better located and deemed acceptable for the reduced quantum of retail floorspace.
4. Parking for up to 12 bicycles will be provided for the new commercial warehouse at a ratio of 1 per 355sqm GFA between the B2 and B8 standard. The tenant will monitor demand for the spaces through a travel plan and provide more should demand dictate.

Transport & access

Completed development

1. A total of 117 spaces will be provided across both units, with 84 spaces for Unit B and 43 spaces for Unit A, in accordance with standards which would permit between 61 and 90 spaces for Unit B and between 29 to 43 spaces for Unit A. 10% of spaces to be provided with active charging points.
2. The proposed layout illustrates parking for up to 36 bicycles as follows:
 - Unit 1 – Parking for up to 24 bicycles will be provided at a ratio of 1 space per 379sqm GFA (between B2 and B8 standard), and
 - Unit 2 – Parking is provided for up to 12 bicycles as per Phase 1.

The tenants will monitor demand for the spaces through a travel plan and provide more should demand dictate.

11.4 INCLUSIVE ACCESS

The proposals seek to create a fully inclusive development with access appropriate to all users.

The individual buildings would be designed to meet the requirements of Part M of the Building Regulation, BS8300 2001 and the Equality Act 2010.

The provisions which would be considered include;

- Provision of marked disabled parking bays close to the entrance of each building.
- Level access at the threshold of all new buildings with clear access from parking bays and the site entrance.
- Creation of level or reasonably level smooth, slip resistant footpaths 1800mm or wider around the business park from the site boundary along each of the new or modified access roads.
- Provision of clear and logical signage to assist in navigating around the site.

Each of the proposed buildings would also provide a clear access strategy ensuring that all building users have access to the facilities they require.

Measures within the buildings would include;

- Provision of Disabled WC and shower facilities.
- Provision of a platform lift conforming to Part M of the Building Regulations where buildings have more than one storey.
- Staircases suitable for ambulant disabled use including non-slip finishes and contrasting nosing's to each tread.
- Tonal contrast to be used throughout the building including the considered use of wall and floor materials and colours to minimise light and sound reflection so as not to hinder users.

Sustainability & energy use

12.1 RESPONDING TO A CLIMATE EMERGENCY

The UK Government has declared a state of 'Climate Emergency' and In June 2019 pledged to achieve net zero carbon by 2050 through an amendment to the 2008 Climate Change Act. More ambitiously, Reading Borough Council (RBC) unanimously voted to declare a Climate Emergency and achieve Net Zero emissions by 2030.

The council believes the world is now clearly in the midst of a climate emergency and that more concerted and urgent action is needed at local, national and international level to protect the planet for future generations. As such, this Council commits to playing as full a role as possible - leading by example as well as by exhortation - in achieving a carbon neutral Reading by 2030.

Reading's ambition sits ahead of national policy, which will require both existing and future buildings coming forward to embrace high levels of sustainable design and construction which is being delivered in part through the Council's own strategies and through the successful implementation of local planning policy.

12.2 KEY PLANNING POLICY REQUIREMENTS

- Policy CC2: Sustainable Construction and Design
- Policy CC3: Adaptation to Climate Change

12.3 ACHIEVING LOW CARBON DEVELOPMENT

The proposed development will be designed to meet with a BREEAM Excellent rating and obtain the requisite credits to achieve the mandatory excellent level under the Ene 01 criteria of BREEAM.

The units will incorporate a range of energy efficiency measures and will include a total of 300 m₂ of roof mounted PV on units A and B.

The application of BREEAM will benefit the buildings, by:

- Securing high levels of energy and carbon performance;
- Enabling the measurement and control of embodied energy through life cycle assessment;

- Ensuring greater resilience to climate change, through carbon resilience appraisals;
- Enabling wellbeing, through Daylight Analysis and thermal comfort assessment

12.4 PROMOTING THE NATURAL ENVIRONMENT

RBC has an objective to Improve the quality and connectivity of natural habitats. The proposed development offers opportunities to enable this. The applicant will:

- Obtain ecological advice throughout the design and build process.
- Promote Net Gain in biodiversity.
- Integrate local species enhancements, which target priority species.

12.5 WATER CONSERVATION AND FLOOD RISK MANAGEMENT

The scheme will conserve water in line with policy CC2:

- Rainwater harvesting will be incorporated.
- Leak detection systems
- Low maintenance landscaping will be specified.

12.6 SUSTAINABLE TRANSPORT

Through the planning process, consideration will be given to traffic management with the objective to promotes sustainable transport wherever possible.

- Optimise car parking space requirements,
- Promote walking and cycling,
- Integrate facilities for Electric Vehicles,
- Support public transport, and
- Encourage travel planning.

12.7 BREEAM ASSESSMENT

The scheme will deliver a series of sustainability measures which are compatible with RBC's requirements for sustainable design and construction:

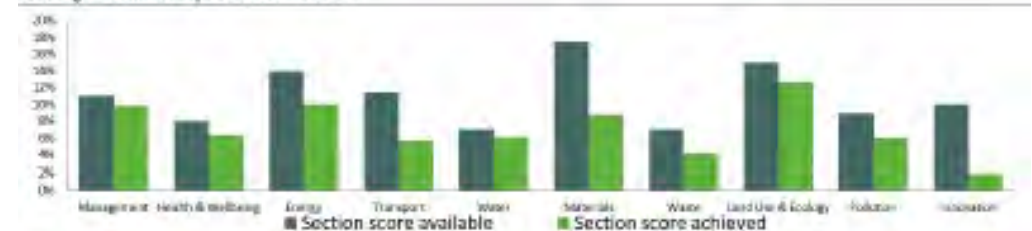
- A high-quality and flexible industrial development designed to meet BREEAM Excellent;
- An energy strategy designed to meet BREEAM Excellent, incorporating air source heat pumps to condition the ancillary office spaces, plus a total of 300 m² of PV across the two units. Further details are provided in a separate Energy Statement, which supports the application;
- A SuDs strategy to achieve at least a 30% reduction in peak discharge rates in comparison with the existing regime;
- The units will incorporate rainwater harvesting for flushing WCs;
- 10% of the car park will incorporate electric vehicle charging points;
- Cycle spaces and other travel planning measures, including the provision of showers for staff;
- Sustainable material selections with timber to be procured with Forest Stewardship Council accreditation;
- Attainment of biodiversity net gain through the protection of existing features and the enhancement of the park with additional ecologically beneficial landscaping;
- Responsible construction practices during site construction, including a pre-demolition audit and a site waste management plan;
- Wellbeing measures, including good levels of natural light and external amenity space for staff.

BREEAM predictive assessments have been undertaken for the proposed development units A and B. These have considered the possible performance of the development against BREEAM. The two units are above 1000 m² and therefore it is considered that a BREEAM Excellent rating should be sought in accordance with Policy CC2. The BREEAM predictive assessments identify that the development aligns to an Excellent rating. (Fig 14)



Building name	Brindley BP
BREEAM rating	Excellent
Total Score	73.60%
Min. standard level achieved	Excellent level

Building Performance by Environment Section



Environment Section	No. credits available	No. credits Achieved	% credits achieved	Section Weighting	Section Score
Management	18	18	100.00%	11.00%	11.00%
Health & Wellbeing	10	8	80.00%	8.00%	6.40%
Energy	21	15	71.43%	14.00%	10.00%
Transport	12	6	50.00%	11.50%	5.75%
Water	8	7	87.50%	3.00%	2.63%
Materials	14	7	50.00%	17.50%	8.75%
Waste	10	6	60.00%	3.00%	1.80%
Land Use & Ecology	15	11	73.33%	15.00%	11.00%
Pollution	12	8	66.67%	9.00%	6.00%
Innovation	10	2	20.00%	10.00%	2.00%

Fig.14 BREEAM Score Analysis

12.8 OTHER DESIGN MEASURES

Mayfair Capital & Westmount Properties are committed to achieving sustainable development as part of its development operations. The objectives for achieving sustainable development, as part of its operations range both between the day-to-day operating of their commercial premises, to designing sustainable initiatives within new buildings. This section of the Design & Access Statement addresses some of the sustainable proposals that may be built into this development.

They believe that they have a responsibility to work with their consultant team and incoming tenants to minimise the environmental effect of their work wherever and whenever the case may arise.

Below are a series of sustainability measures that may be incorporated into the development moving forwards.

Main Themes	Sub Theme	Proposed measures to be considered in the development
Minimise Energy Use	Improving Building Envelope	Improve building fabric performance by using materials with low U values. Reduce air permeability for the development and meeting all BREEAM requirements to achieve a minimum rating of 'Excellent'.
	Reducing Energy Demand	Encourage tenants to use high frequency ballasts on all fluorescent and compact fluorescent lamps (CFLs). Tenants to provide detailed specifications of energy saving fittings for refrigeration systems
Sustainable Building Materials	Material Specification	Use of recycled and secondary aggregates where possible. Use of timber from sustainable sources, including the reuse of timber where possible, whilst procuring new timber from sustainable sources such as FSC and PEFC sources. Use of materials that have a low embodied energy, including making firm commitments to procure materials from local sources where possible. Procuring materials will be done with consideration to manufacturers and suppliers with accredited EMS and ISO standards.
Sustainable Construction		The contractors will be signed up to the relevant CCS scheme and comply with best practices in construction and site management.

12.8 OTHER DESIGN MEASURES (Contd.)

Main Themes	Sub Theme	Proposed measures to be considered in the development
Sustainable Transport and Accessibility		Cycle parking will be provided in strategic locations around the scheme.
Water Conservation and Management	Water use within the retail	Pulsed water meters would be proposed for the development to monitor and control water use. Encourage tenants to install 24 litre WCs in the new units. Use of SUDS drainage systems in car parking areas.
Waste Management	Construction Waste	Recycling would occur during the construction phase where waste would be segregated and split into recyclable components. General waste would be disposed of responsibly and sent to licensed waste handling facilities.
Reduction of detrimental Environmental Effects		Hydrocarbon traps positioned around the perimeter of the car parking areas where necessary. Development not to include materials that are toxic to humans. All insulation materials and refrigerants to have an ODP value of 0 and a GWP of 5 or less. Any land contamination due to previous uses will be remediated as required by the Local Authority. External lighting will be compliant to best practice guidelines from the Institute of Lighting Engineers (ILE) Guidance Note: GN01.
Site Management	Commissioning and Handover	A building user guide and building education will be provided as part of the development handover procedure.

Crime Prevention

The proposals fully consider crime risk and management as an integral part of the design process. Whilst crime cannot be prevented entirely, the development has been conceived and evolved so that the opportunity for criminal activity to occur is minimised as far as is practicable. Consideration will be given to seeking accreditation under the UK Police's 'Secured by Design' scheme.

The service yard areas will be protected by paladin fencing approximately 2.4m in height around the perimeter of the yards.

The buildings have been designed to create an active frontage to the car park and business park spine road with clearly defined entrances. This places the entrances to the buildings in clearly visible locations and in positions that favour natural surveillance from both the business park spine road and from within the individual plots.

Landscaping would be managed and maintained at suitable heights to promote natural surveillance to all areas of the site.

A detailed Lighting Strategy Plan that accords with BS 5489 (March 2012) has been submitted as part of the application illustrating the proposed lighting scheme. The plan provides a detailed specification of the lighting scheme including details of the proposed luminaires and light spill. The lighting scheme has been designed to light only what is necessary and ensure that there is no adverse impact on the amenity of neighbours.

These features, together with the daytime and evening surveillance provided by the presence of security, CCTV and staff will help to ensure that the opportunities for criminal activity is minimised throughout the lifetime of the development.

External lighting

14.1 DESIGN STANDARDS

The proposed lighting installation has been designed to meet specific minimum environmental design criteria in accordance with the current versions of the following documents and British Standards:

- Lighting Guide LG6: The Outdoor Environment
- BS5489-1: Code of Practice for the Design of Road Lighting. Lighting of Roads and Public Amenity Areas
- BS EN 12464-1: Light and Lighting of Workplaces
- ILP Guidance Note 1 for the Reduction of Obtrusive Light 2020

14.2 SITE SPECIFIC PERFORMANCE OBJECTIVES

The external lighting design and statement of this scheme shall comply with the following performance objectives.

- Provide high quality and efficient lighting, which creates a safe environment for building occupants while limiting obtrusive light, effects of artificial lighting to the surrounding area.
- Fittings have been selected which include high quality drivers and lamp technology to provide high lighting efficacy and spread of light to reduce number of luminaires required through a flexible lighting.
- Luminaires provided shall only utilise LED lamp technology and timeclock/photocell controls philosophy to limit lighting illumination to only hours the building is operational.
- Particular attention has been considered towards sensitive areas of the site close to neighbouring properties/developments to minimise the environmental impact of the development.
- Consideration has been applied to minimise sky glow, lighting spill and the luminous intensity of all luminaires.

14.3 DESIGN CRITERIA – LIGHTING LEVELS

The external lighting design for this development has been designed in accordance with BS5489-1, BS EN 12464-2 and CIBSE LG6. The below table highlights details of the proposed illumination levels

Table 2.2 Excerpt from BS EN 12464-2:2014 (reproduced by permission of BSI)

Ref. no.	Type of area, task or activity	$\bar{E}_m$ (lux)	U_o (–)	R_{GL} (–)	R_a (–)	Remarks
5.1.1	Walkways exclusively for pedestrians	5	0.25	50	20	
5.1.2	Traffic areas for slowly moving vehicles (max. 10 km/h), e.g. bicycles, trucks and excavators	10	0.40	50	20	
5.1.3	Regular vehicle traffic (max. 40 km/h)	20	0.40	45	20	At shipyards and in docks, R_{GL} may be 50
5.1.4	Pedestrian passage, vehicle turning, loading and unloading points	50	0.40	50	20	

Table replicated from CIBSE LG6: The Exterior Environment and information detailed within BS EN 12464-2.

The minimum lighting requirements have been designed where possible to ensure no are over lit or higher than required uniformity in excess of the guidance.

14.4 DESIGN CRITERIA – OBTRUSIVE LIGHT

The guidance levels contained within the ILP Guidance Notes for the Reduction of Obtrusive Light GN01:2011 have been utilised. This splits the surroundings into four environmental zones which are recommended to Local Planning Authorities in order to specify an approach and applicable zone to a particular location.

External lighting

14.5 DESIGN OVERVIEW

As part of the redevelopment an external lighting scheme has been designed to enable both pedestrian and vehicular traffic to access the site safely. (Fig 15)

The main design brief is to provide a scheme which is highly efficient, cost effective in terms of installation costs and maintenance, to give safe and recommended levels of light to the different areas such as roads, pathways, car parks and service yards. Light spill from the retail park must be minimised on all boundaries where there are other occupiers or where ecological areas are present. Luminaires have been chosen from the Holophane range of products, a company with a good reputation for quality and lighting design. These are both wall and column mounted as necessary to light the space evenly and to the required levels within the park.

It is vital that light spill is minimised to certain boundaries, therefore a highly controlled optical performance is critical to achieving this. The products selected have well designed optical reflectors such that light is only emitted in useful directions and that wasted, back spill light is eliminated. The polar diagram

(Fig. 16) shows the results from testing the main luminaire proposed.

The red curve indicates the illuminance polar pattern emitted from the sides of the luminaire. The wide spread of the pattern indicates a highly efficient optical design.

The blue and purple curves are the front to back illuminances, from which it can be seen that almost no light is emitted rearwards, thus creating a very sharp cut-off behind the luminaire and eliminating light spill. It should also be noted that no light is transmitted upwards, thereby being dark skies compliant.

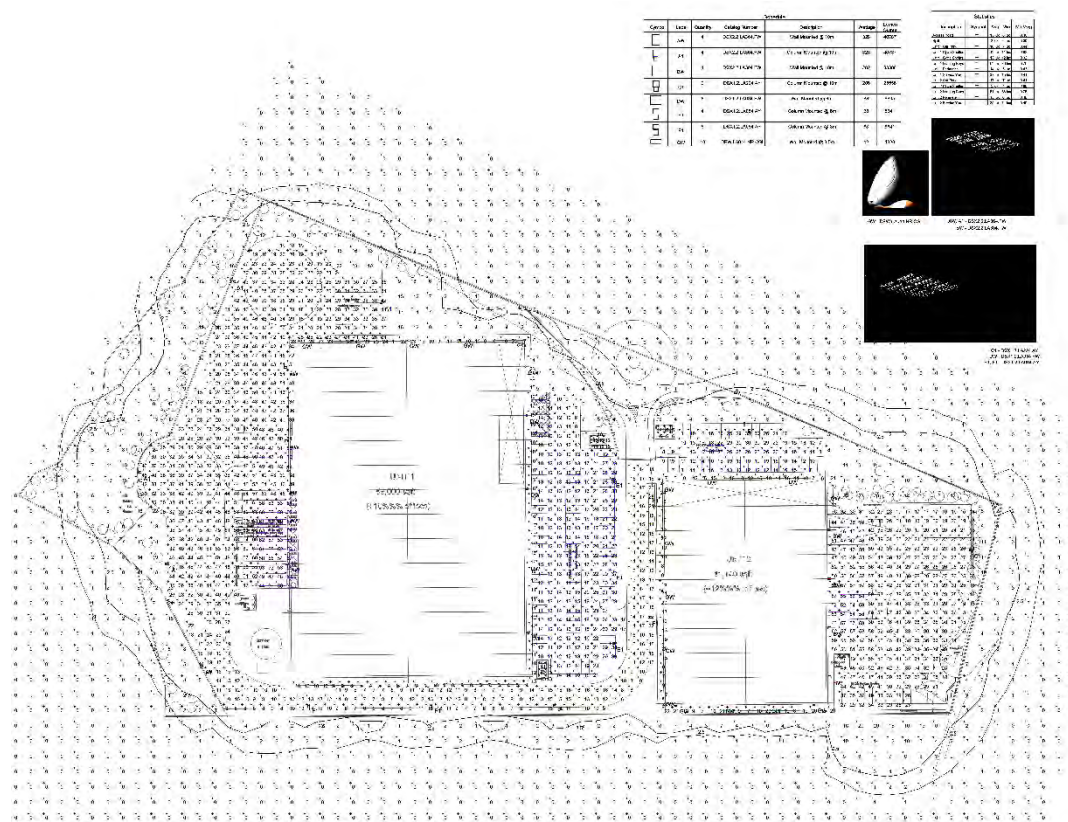


Fig 15 Lighting Levels Calculation Drawing



Fig. 16 Polar Light Spread diagram

Acoustic study overview

Consideration has been given to the potential noise impact of operational noise associated with the proposed redevelopment of the site, including HGV movements, the unloading and loading of goods, parking of HGVs and associated staff car parking.

This indicative assessment has been undertaken using propagative noise modelling using CadnaA software. This approach is considered to be appropriate for the assessment of noise for a development of this nature, however, given the outline nature of the scheme, limited information is available regarding the operation requirements (including type of vehicle, number of vehicles, hours of operations etc.). Therefore, noise levels for each source have been based on worst-case measurements from previous WYG observations of similar sized distribution centres serviced by HGVs; for the purposes of this assessment, the site is considered to be operating at 100% capacity during the daytime and 50% operations during the night-time.

A baseline monitoring survey was undertaken at six locations. Attended short term measurements were undertaken at three locations during day, evening and night-time periods with three additional locations being measured unattended over a 112-hour period.

Measurements were taken in general accordance with BS 7445-1:2003 The Description and Measurement of Environmental Noise: Guide to quantities and procedures.

A preliminary assessment has been undertaken that considers the effects of indicative operational noise of for the proposed redevelopment at Brunel Retail Park, Rose Kiln Lane, Reading.

The preliminary assessment above demonstrates that noise from the potential site is expected to be above the relevant criteria during night-time scenarios in the absence of any further mitigation at the closest existing sensitive receptors. Therefore, the site would be considered to represent a high risk with respect to operational noise. **(Fig.17)**

With the inclusion of the mitigation measures, including the provision of a 4.0m high acoustic barriers within the service yard and along the southern and western boundary of the site and consideration of the use of an Operational Noise Management Plan to manage the use of the service yard, noise levels are predicted to be below the relevant criteria during both the daytime and night-time at the closest sensitive receptor locations.

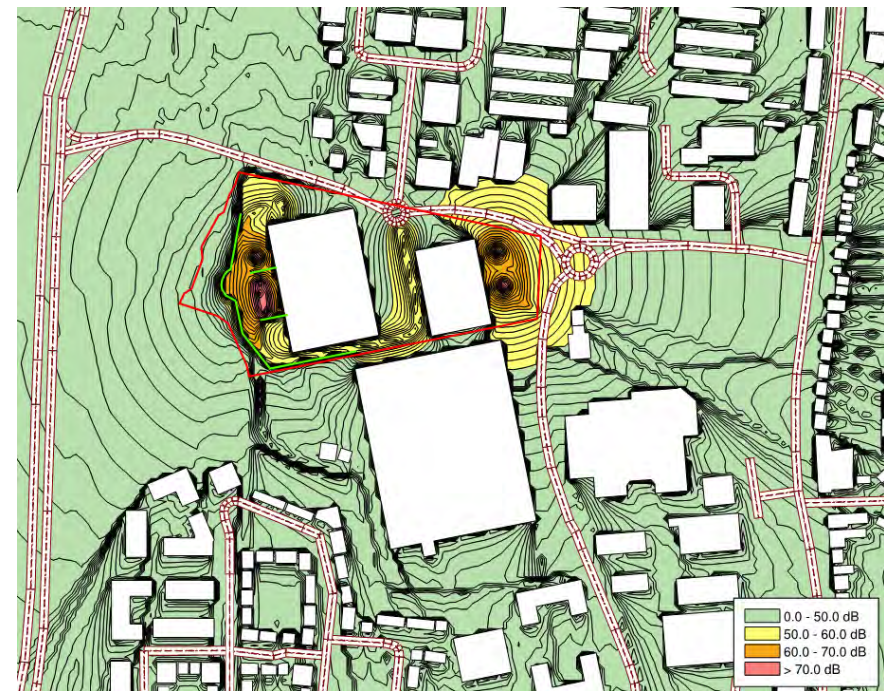


Fig 17 Acoustic assessment study

Summary

- This Design and Access Statement has been prepared on behalf of Mayfair Capital and Westmount Real Estate in support of a planning application to redevelop Brunel Retail Park in Reading.
- A sustainable development which aims to achieve meet BREEAM Excellent standards as a speculative development.
- The development proposals will consolidate and protect the commercial vitality in a rapidly changing commercial environment.
- The repurposing of the site for quality employment uses will bring added interest and commerce to the area.
- A phasing strategy is proposed in the event that only Unit A is constructed with a second planning application facilitating the continued use of the floorspace within Class E following consolidation of the retail park.
- The new building designs aim for a high grade tenant and as we have found in all of our other strategic regeneration sites throughout the UK, high quality building design attracts higher quality end users.
- High quality materials and detailing will contribute to this perception of a development set in high quality landscaping.
- The proposals have been fully considered in respect of traffic movement changes and impacts on the public highway together with the overall design and improved street scene contribution in a mixed commercial environment to benchmark a standard for further regeneration within this key Gateway location in the Borough.
- There is an aspiration to utilise local skills in both construction and future operation wherever possible. This is now a fully accepted commitment in major large developments.
- The design solution will make a positive contribution to the Borough with contemporary perceptions of use and activity.



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