

# SGP

Architects + Masterplanners

## Unit 1, Stadium Trade and Business Park Design & Access Statement

July 2020



## Design & Access Statement

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## Design & Access Statement

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### 1. Introduction

#### 1.1 Proposed Development

This Design & Access Statement has been prepared by Stephen George + Partners, in conjunction with the wider consultant team, on behalf of the applicant, Cube Real Estate and is in support of an application for full planning permission for the replacement of the fire-damaged Unit 1, Stadium Way, Reading. The application seeks approval of the erection of a like for like replacement building shell that has flexibility to be let as 4no. smaller units to provide a greater spread of unit size across the estate and increase employment opportunity.

A recent fire damaged Unit 1 Stadium Way beyond economic repair and this application will seek to replace that unit. Therefore, we do not feel that the principal of development is in question, and this application will thus seek to replace the building in its existing form and mass.

The proposed development will provide up to 1,410m<sup>2</sup> (15,178 sqft) gross external (GEA) of Building Class Uses B1c/B2/B8.



FIGURE 1 FIRE DAMAGE WITHIN UNIT 1

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### 1.2 The Project Team

- Client – Cube Real Estate
- Project Managers – PSK
- Architect – Stephen George & Partners LLP
- Civils / Structural Engineer – Mason Navarro Pledge
- Transport & Travel – Steer Group

### 1.3 Purpose of Design & Access Statement

The Communities and Local Government Guidance on Information Requirements and Validation sets out the requirements for the Design & Access Statement (DAS). Article 9 of the DMPO 2015 sets out the detailed requirements for a statement in relation to planning permissions. One statement should cover both design and access, allowing applicants to demonstrate an integrated approach that will deliver inclusive design, and address a full range of access requirements throughout the design process.

In accordance with advice published by the Commission for Architecture and the Built Environment (CABE) in connection with Design & Access Statements, the process has been fully informed by a consideration of issues, including:

- Use: What buildings and spaces will be used for;
- Amount: How much would be built on the site;
- Layout: How the buildings and public and private spaces are arranged on the site and the relationship between them and the buildings and spaces around the site;
- Scale: How big the buildings and spaces are;
- Appearance: What the buildings and spaces will look like;
- Inclusive Access: How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

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### 2. Location and Context

#### 2.1 Location

The site is situated within the Stadium Trade and Business Park, Stadium Way, off the Oxford Road west of Reading town centre. The application site is developed, and the existing industrial unit has recently become fire damaged beyond economic repair. The established industrial site has good transport and pedestrian connections. The site is accessed from the M4 motorway via the A33 and is less than 3mi from Reading Station and less than 1mi from Tilehurst with direct bus routes.

The A40 links, via the M40, onto junction 16 of the M25 orbital motorway. The M25 in turn linking with the wider National Motorway Network.

#### 2.2 Context

The application site comprises of existing industrial buildings currently in warehouse and trade counter use with ancillary office floorspace on the ground and first floor levels. The warehouse units form part of the wider industrial estate known as Stadium Trade and Business Park.

The site is bound to the north by railway lines and beyond that the River Thames. The site is bounded to the site by the Oxford Road and more immediately, the existing units.



FIGURE 2: STADIUM WAY, AND THE APPLICATION SITE

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The existing buildings within the estate will remain unaltered by way of this application and we have therefore, endeavoured to retain the recently destroyed building's existing mass form and proportions so that it can tie into the existing terrace of buildings.



FIGURE 3: STADIUM TRADE AND BUSINESS PARK AS EXISTING, UNIT 1 IN THE FOREGROUND

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### 3. Design

#### 3.1 Principles

The principles for the proposed layout for the plot respond to the following factors:

- Market demands in the industrial and distribution sectors;
- The need for high specification building space that meets the needs of the future trends in the sector;
- Both economic and operational viability;
- Particular operational requirements with regards to;
- Clear internal building heights (removal of first floor offices)
- Flexible base build layouts;
- Accessibility for vehicles and pedestrians to and from the facility including door loading and servicing provision;
- Response to the location of the development site;
- Site constraints of topography, retained existing landscape and accessibility;
- Existing road network.

#### 3.2 Parameters & Area Summary

|                            |                                  |
|----------------------------|----------------------------------|
| Gross Site Area            | 1.116Ac 0.45Ha                   |
| Proposed Use               | Building Class Uses B1c/B2/B8    |
| Gross External Area (GEA): | 15,178 sqft / 1410m <sup>2</sup> |
| Gross Internal Area (GIA)  | 14,316 sqft / 1330m <sup>2</sup> |

The application seeks permission for the proposed new unit to be lettable as B1(c), B2 or B8 across the maximum GIA to provide flexibility. We anticipate that the small units will be attractive to trade counter tenants and therefore need B8 usage.

#### 3.3 Layout

The existing fire damaged unit was in general industrial use with a warehouse and two-storey offices to the principal elevation. This application seeks approval for an alternative layout that provides more flexibility and can better meet with current market requirements. Thus, allowing the building to be let by local industrial tenants, such as industrial trade counters who prefer more modest units.

The layout indicated on the application drawings is presented as a Landlord Base Build drawing which gives complete flexibility to future tenants to fit out the units. We seek permission for the 4 unit split for the following reasons, as stated by the agent:

- 1) Stadium Trade & Business Park comprises larger units ranging between 6,000 - 15,000 sqft and therefore by creating 4 smaller units of approximately 2,500 - 3,500 sqft each will provide a more diverse range of size options.

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- 2) Units of 2,500 - 3,500 sqft will prove appealing to the market, especially trade occupiers who typically prefer units of 3,000 - 4,000 sqft.
- 3) There is a general shortage of new / modern high-quality units in Reading between 2,000 - 4,000 sqft.
- 4) The main entrance to Stadium Trade & Business Park is not appealing and utilising the existing yard / parking areas to the rear and side of Unit 1 for access into two of the new units facing Scours Lane will greatly improve the entrance, overall appearance and in turn appeal of Stadium Trade & Business Park.
- 5) Although by constructing the new units to a shell and not rebuilding the first floor office will reduce the GIA, the overall annual rent is will increase as 4 smaller units provide a better business option for the applicant. Providing a more diverse size range, as well as an uplift in annual rent will in turn increase the investment value of the asset.

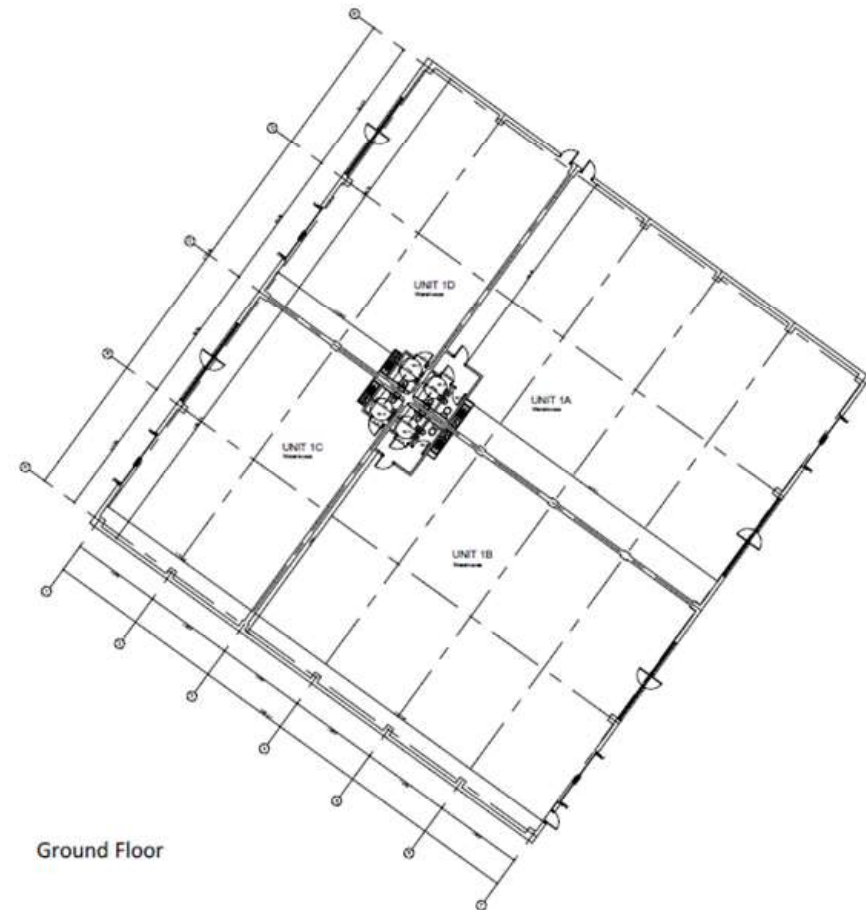


FIGURE 4: PROPOSED 4 UNIT SPLIT

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### 3.4 Elevation Treatment

The selection of materials must have due regard to the embodied energy for construction, environmental impact and ongoing maintenance. The use of recyclable materials, where appropriate, will be considered.

The selection, detailing and maintenance of all external materials was considered at the outset of the design process and only products with proven lifespan and quality will be specified. Particular attention will be given to detailing to ensure continued performance especially at joints and abutments.

The existing buildings at Stadium Trade and Business Park have reached a point in their lifecycle where sitewide improvements are required to provide a more contemporary aesthetic.

This is being undertaken by refinishing the existing roller shutter doors in Anthracite (RAL 7016), in addition to some other permitted cosmetic improvements.

The fire has provided opportunity to upgrade Unit 1 elevations. We propose that the roller shutter doors are also finished in Anthracite to match the proposed improvements. In addition, the applicant seeks permission to clad the NW & NE elevation with a more contemporary metal cladding.

These two elevations form the gateway onto Stadium Way from Scours Lane and the proposed elevation treatment will form a more contemporary aesthetic on approach and will be more appealing to future tenants of Units 1C & 1D. The cladding would be a wide profile sheeting below the trapezoidal sheeting.

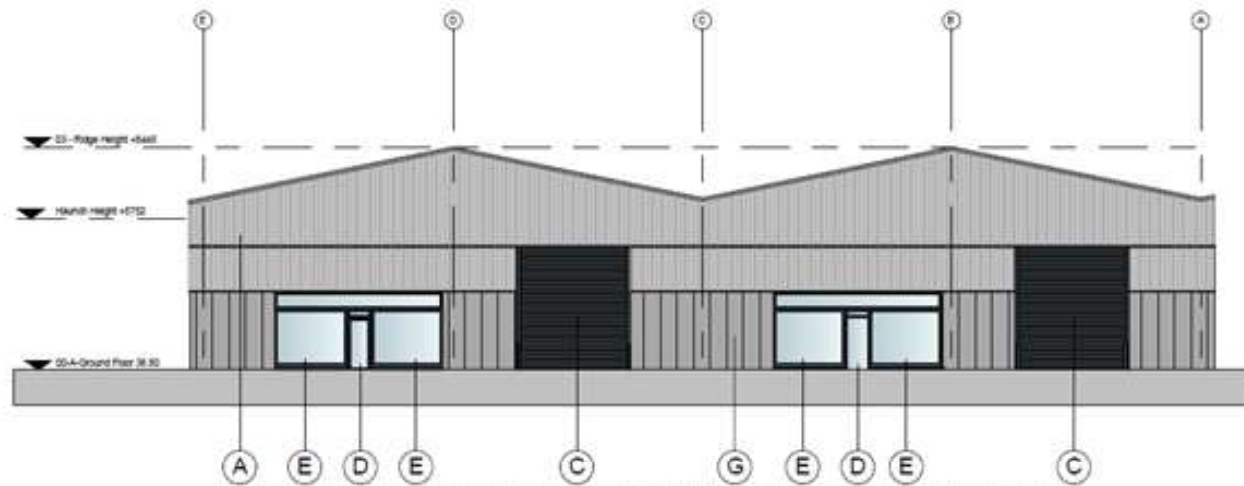


FIGURE 5: NORTH WEST ELEVATION

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### 4. Access for All

#### 4.1 Site Access

The proposed development site is located and will be accessed directly off the Stadium Way within the Estate.

#### 4.2 Pedestrians & Cyclists

The building and its immediate surroundings, including external works to and from the proposed car park areas and building approaches, will be designed to be accessible by all staff and visitors.

Best practice design ensures that access is available to all regardless of any special mobility problems or restrictions. Level thresholds, gentle slopes or ramps and ambulant disabled stairs will therefore be designed in as standard.

On site facilities for cyclists will be provided with sheltered secure storage facilities being provided and conveniently located adjacent to the office entrance.

#### 4.3 Parking and Provisions

Car parking will be provided in accordance with Local Authority standards and designed to meet all current UK Building Regulations 10% of all car parking spaces will be provided specifically for disabled use. These accessible car parking spaces will be positioned closest to the main office entrance. The design of these spaces will respond to the latest version and provisions of the Equality Act.

Steer Group have demonstrated within their appended document tracking diagrams for HGV access to all units.

The development has been designed to permit effective access by all modes as follows:

- 34 parking spaces are proposed, which will cater for carborne visitors and employees
- 4 of the spaces will cater for Blue Badge users
- 3 of the spaces will be fitted with Electric Vehicle Charging Points
- 6 of the spaces will be fitted for van spaces.

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### 5. Arboriculture

There are some existing trees along Scours Way that have TPOs. These have been indicated on the proposed site plan. Although there is some hard landscape within the RPA area of the TPO trees, this is existing hard landscape and is therefore unaltered by the proposals. The proposed development will seek to protect all existing trees, and there is no intention to remove any existing trees.



FIGURE 6: TPO TREES INDICATED AS GREEN RINGS.

### 6. Drainage Strategy and FRA

The site is located in flood zone 2 / 3 which is defined as an area with medium to high risk of flooding. A Flood Risk Assessment Report is therefore required to support the planning application, this will be prepared and issued by Mason Navarro Pledge.

From a drainage survey undertaken at the site the existing surface water drainage connects to the mains sewer in Stadium Way and the foul water drainage connects to a foul sewer serving the existing units. It is proposed that the existing below ground drainage will be maintained and reused. From a structural point of view – the reinstated Unit 1 forms integral part of the building structure which did not suffer in the fire, i.e. it would not be possible to remove Unit 1 without impact on the rest of the building. So, the reinstated Unit 1 cannot be treated as stand alone structure.

The use of a lined permeable surfacing for areas of reconfigured car parking will be investigated to help provide a SuDS drainage solution for the development and ensure that there is no increase in surface water runoff from the site. These would be feasible only to the west of the proposed units, away from the largely unaltered yard to the east.

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### 7. Sustainability and Energy Conservation

Throughout the design process, the design team will form close links with the supply chain who will deliver the development. Consultants, contractors, sub-contractors and suppliers are and will continue to be involved in all stages of the development design to achieve a sustainable and viable solution.

In summary the project is committed to:

- Fit LED lamps wherever possible
- A significant improvement in terms of thermal performance for roof lights, external dock and level access doors and external
- Windows. This will offer significant energy and CO<sub>2</sub> savings over the traditional warehouse in the marketplace;
- Robust detailing developed with the supply chain;
- Controlled internal lighting designed with PIRs, zoning, daylight override and dimming facility combined with a commitment to 12% rooflights in order to minimise electrical loading. Again, this will offer significant energy and CO<sub>2</sub> savings;
- Comply with Part L of the published Building Regulations relevant at the time of construction;
- Incorporate decentralised and renewable or low carbon energy equipment to reduce predicted carbon dioxide emissions by at least 10%;
- Improved Air Leakage rates

### 8. Waste Management

A compliant Site Waste Management Plan will be adopted by the contractor during the site works in order to reduce all aspects of onsite waste. Adequate areas have been made available to the end user with regards to waste storage.

### 9. Conclusion

The scheme has been designed to encourage sustainable passage of transport to work, through cycling and the use of electric vehicles.

The proposed buildings will also be more attractive and will provide better functionality. These improved buildings will be delivered without causing unnecessary harm or impact on the immediate context.

Considering the above information, it is considered that the proposed development will form an important part of the Stadium Way Trade and Business Park. The new building will be designed speculatively, and the planning application has been prepared accordingly in order to ensure maximum flexibility. Hence the planning application applies for a range of use classes should it be necessary to put the buildings in hands of different tenants.

The proposal is accessible, sustainable and accords with the relevant planning policy considerations.

It is therefore concluded that the proposed new redevelopment is acceptable in respect of the proposed use, amount, layout, scale, appearance, landscape design, accessibility and energy use