

9.03 Off site amenity

Although each dwelling has an outdoor amenity space that meets national space standards, the site is in close proximity to the following local amenity spaces;

1 - Battle Square Park

0.04miles – 0.07km – 1min walk

Battle Square is a landscaped park, located at the heart of the redeveloped Battle Hospital site. Located only 70m from the development site. The park features a model children’s playground and landscaped lawns.

2 - Kensington Recreation Ground

0.16miles – 0.23km – 4 min walk

A general recreation ground with sports pitches, bowls club and several all weather surface sports courts.

The park also has a children’s playground and parking facilities for 40 cars.



10.0 APPEARANCE

10.01 Appearance

Local surrounding housing along the Oxford has inspired the use of mixed stock red brick with feature glazed and textured panels of bricks.

Deeply recessed balconies add depth to the façade whilst enabling the building to front the public realm.

The elevations have been carefully considered in terms of their materiality and clear ordering and scale.

Stacked windows and balconies add rhythm and a verticality to the façade. The rhythm of the stair well windows contrast against the surrounding fenestration.

The ground floor commercial units feature large areas of glazing, adding interest to the edge of the public realm and create a visual node at the end of Curzon street and Moulford Mews.



Proposed street elevation along the western site boundary.



Proposed street elevation along Curzon Street and Moulford Mews.

10.02 Materials

The architectural form and character of the development and the proposed materials are intended to strongly reflect the style and materials traditionally used within the local area, but set within a more contemporary and sustainable context.

A limited palette of materials is used to create a cohesive building, whilst also defining the ground, central and top floors.

A single colour of brick forms the primary material, punctuated by inset balconies, creating relief in the facade and interest with the flat metal bar balustrades. Areas of perforated brick work and recessed panels of textured brick work add interest across the building.

Brick piers and anthracite framed glazing are used to help define the ground floor and mark the entrances to the commercial units, creating a visually interesting street level public realm.



Mixed stock red brick



Metal blade balustrades



Rock panel cladding



Anthracite metal Bifold doors



Recessed corner balconies



Frameless corner windows

10.02 APPEARANCE

10.2 Materials

The rear elevations are clad in white and grey cladding panels adding interest to the rear elevation and helping reduce the mass of the rear elevation by breaking up the area of brick work.

Balcony reveals are clad in white glazed brick work to reflect the local vernacular architecture where glazed bricks are used for banding on Victorian/Edwardian terraces. The glazed bricks contrast against the red brick whilst reflecting light further into the plan of the building.

Recessed panels of textured brick are integrated into the façade, retaining the rhythm of the fenestration, the panels add texture and relief to the elevation whilst reducing the stack nature of the buildings windows.

Perforated brick panels are used to screen the ground floor parking. Adding interest to the façade, allowing light to enter the parking area whilst screening the cars from view.

Overall a clean, crisp material palette of high quality architectural detailing is used to highlight the chosen aesthetic and the well proportioned facades.



Bespoke Gates to car park entrance



Perforated brick screening to the car park area



Recessed brick panels with patternated brickwork



Patternated brick work



Sedum roof



White glazed brick to balcony recesses

11.0 ACCESS AND SUSTAINABILITY

11.01 Access

Access for Vehicles:

The only vehicle access to the development is from Curzon Street utilising the existing road. The gated entrance will only be accessible by residents and will be linked to each flat by a video security system.

Fire Tender/ Delivery Access / Refuse / Emergency Access:

Service and emergency vehicles will be able to turn using the site entrance and rejoin in a forward gear.

Fire tenders can enter the site and utilise dry risers situated within the core of each residential block.

Access for Pedestrians and Cyclists:

All pedestrians will enter the site via the gated entrance located off of Moulford Mews.

Level access to all residential stair cores. All lobbies have been designed so that they face onto public routes offering additional surveillance.

- Commercial entrance route
- Refuse, fire engine and delivery turning
- Residential vehicular route
- Residential Pedestrian route
- Commercial Refuse Route



Ground floor site plan

11.01 Access

Security

The proposed scheme has been designed in accordance with the security recommendations of both Secured by Designs and Building Regulations Part Q.

Secured by Design (SBD) recommends that for developments over 25 dwellings, the following security measures are undertaken;

- Colour CCTV with image capture in line with the requirements of BS: EN 62676: 2014
- Vandal proof system
- Lift and stairwell access controlled separately
- Emergency door release systems for emergency use.
- Audio visual identification systems should be used to identity visitors at building entrances.

A fully integrated CCTV systems will be in operation throughout the proposed scheme and designed by a specialist audio visual security consultant.

Secure Bin and Cycle store:

As suggested by Secure by Design, Bin and Cycle stores will contain no windows and will be fitted with a secure door set to ensure stores are only accessible by residents. Doors should be internally operated by a thumb turn lock to avoid residents being accidentally locked inside the store.

Building Regulations Part Q:

Secure door sets to all entrances as set out in Buildings Regulations Part Q and meet the security requirements of BS PAS 24:2012.



Image 6

Image 10

11.02 Sustainability

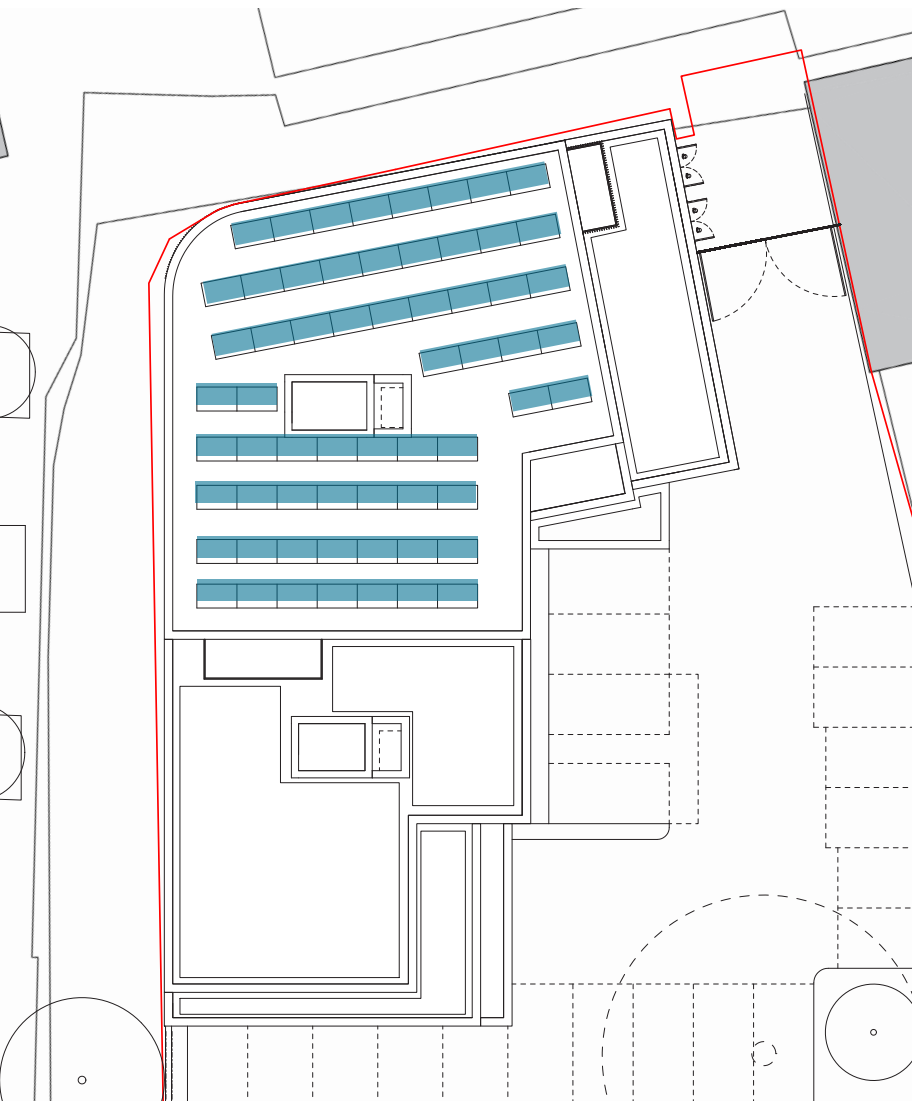
The proposed development has been design with sustainability as a key design driver. Working alongside Reading BC who encouraged a sustainable development at the pre application discussions, the proposed development will;

- develop a brownfield site with limited pre-existing ecological features of note;
- be in a location with good access to public transport;
- promote cycling and walking, and deter private car ownership;
- minimise internal water consumption to 105 litres per person per day;
- divert the vast majority of demolition and construction waste from landfill;
- incorporate measures to improve site biodiversity, including biodiverse planting, green roofs and the provision of bat boxes;
- utilise rooftop photovoltaic panels to provide renewable electricity;
- reduce surface water runoff rates to the greenfield rate through the use of sustainable drainage measures, including permeable paving and green roofs; and
- have a negligible effect on local air quality.

Overall, the proposals for the scheme are in line with the principles of sustainable development as well as the policy requirements of the NPPF, Reading BC, and will provide a development that seeks to promote these principles in operation.



Green Sedum roof



Roof plan highlighting the local of the rooftop PV panels.



Electric charging facilities



Secure cycle storage



Rooftop PV panels

12.0 RENDER VIEWS

12.0 RENDER VIEW



View of the proposed building looking north east from the corner of Oxford Road