



PLANNING

DESIGN & ACCESS STATEMENT

for Cat A Works

for

READING INTERNATIONAL BUSINESS PARK

FOR

Arlington

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1.0 INTRODUCTION

1.1 General

AJA Architects have been appointed by Arlington to act as Architects for a 4 Unit scheme at a brownfield site accessed off the A33, to the south of Reading just off junction 11 of the M4.

1.2 Design Proposals

The design and access proposals as shown on the accompanying drawings have been produced to meet the client brief, following a study of the site and its setting.

This statement provides a summary of the considerations taken into account in the design and access of this development. It should also be read in conjunction with the Macgregor Smith Landscape Design and Access Statement which sets out the detail of the landscape proposals.

2.0 EXISTING SITE

2.1 General

The application site comprises 3.46 hectares and sits within Reading International Business Park some 500m north west off junction 11, M4 (see Fig.1).



Fig.1

2.2 Extent

The site is bounded by Reading International Business Park to the south east and Tesco Distribution centre to northwest. To the south west is Busy Bees Nursery and the north and north east comprises varied retail units.

2.3 Existing Uses

The site has a demolished building and unused car park and is vacant.

2.4 Existing Access

It is served by a vehicular access from junction 11 from the M4, and via the A33.

There is pedestrian access to the site along existing footpaths constructed along the A33.

2.5 Existing On-Site Features

The site consists of a demolished building to floor level and an associated car park with trees and vegetation. It has a dense growth of trees to the north and east side, facing the A33 Basingstoke Road. It is relatively flat topographically and devoid of significant physical features, and the same level as the existing footpath levels along Basingstoke Road.

3.0 CONTEXT

3.1 Use and Character of Surrounding Area.

The site lies within the context of a varied mixed use of retail, commercial and distribution uses.

The character of this area lying to the south-east is Reading International Business Park consisting of offices (see Fig.2). To the corner of the Business Park is Little Lea Farmhouse cottage building (see. Fig 4). To the north-west is a large Tesco distribution unit (see Fig.3). Across the road is a varied use (see. Figs 5-9) mostly of small units comprising warehouse and light production building development, offices, retail units, hotel and car dealerships. To the south-west is a Busy Bees Nursery. In general terms, the buildings in each area are largely typical examples of their use and age in terms of form and materials.

Further afield approximately 200m away to the east are residential dwellings.



Fig.2



Fig.3



Fig.4



Fig.5



Fig.6



Fig.7



Fig.8



Fig.9

Within close vicinity of the site, to the north-west of the site is situated the Tesco distribution unit (see Fig.3). This development comprises simple vertically spanning profiled and composite clad walls, with shallow pitched metal clad roofs with parapet around.

To the south-east the Reading Business Park consists offices. In typical contrast to the distribution buildings, these offices comprise large areas of glass, with various rainscreen cladding systems, including terracotta and composite panels. The office buildings have a stepped flat roof and generally have a defined eaves feature.

Beyond this, across the road are a range of buildings, typically the over-riding character of each of these buildings are simple volumes, comprising metal clad walls and roofs, generally with a neutral base colour and contrasting feature colour, used in a variety of different ways. This provides a clean, modern appearance which is unfussy and sits comfortably within the surroundings.

4.0 DESIGN AND ACCESS

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.

4.1 Use

This submission proposes the development of 4No distribution units with associated offices, falling within Class B8 of the Use Class Order, together with vehicle and pedestrian access, servicing, staff and visitor car parking all in a soft landscaped setting (see Fig. 14).

4.2 Amount

The Site Layout Plan indicates the following gross internal areas:

Warehouse Unit 1:	32,141 sq ft	2,986 sqm
First Floor Offices:	6,510 sq ft	605 sqm
Total:	38,651 sq ft	3,591 sqm
Warehouse Unit 2:	61,570 sq ft	5,720 sqm
First Floor Offices:	7,500 sq ft	697 sqm
Total:	69,070 sq ft	6,417 sqm
Warehouse Unit 3:	21,000 sq ft	1,951 sqm
First Floor Offices:	3,150 sq ft	293 sqm
Total:	24,150 sq ft	2,244 sqm
Warehouse Unit 4:	26,318 sq ft	2,445 sqm
First Floor Offices:	3,750 sq ft	348 sqm
Total:	30,068 sq ft	2,793 sqm
Estate Road:	0.08 acres - 0.03 hectares	
Total Development Area:	161,939 sq.ft	15,045 sqm
Total Site Area: (Red line)	8.53 acres - 3.46 hectares	

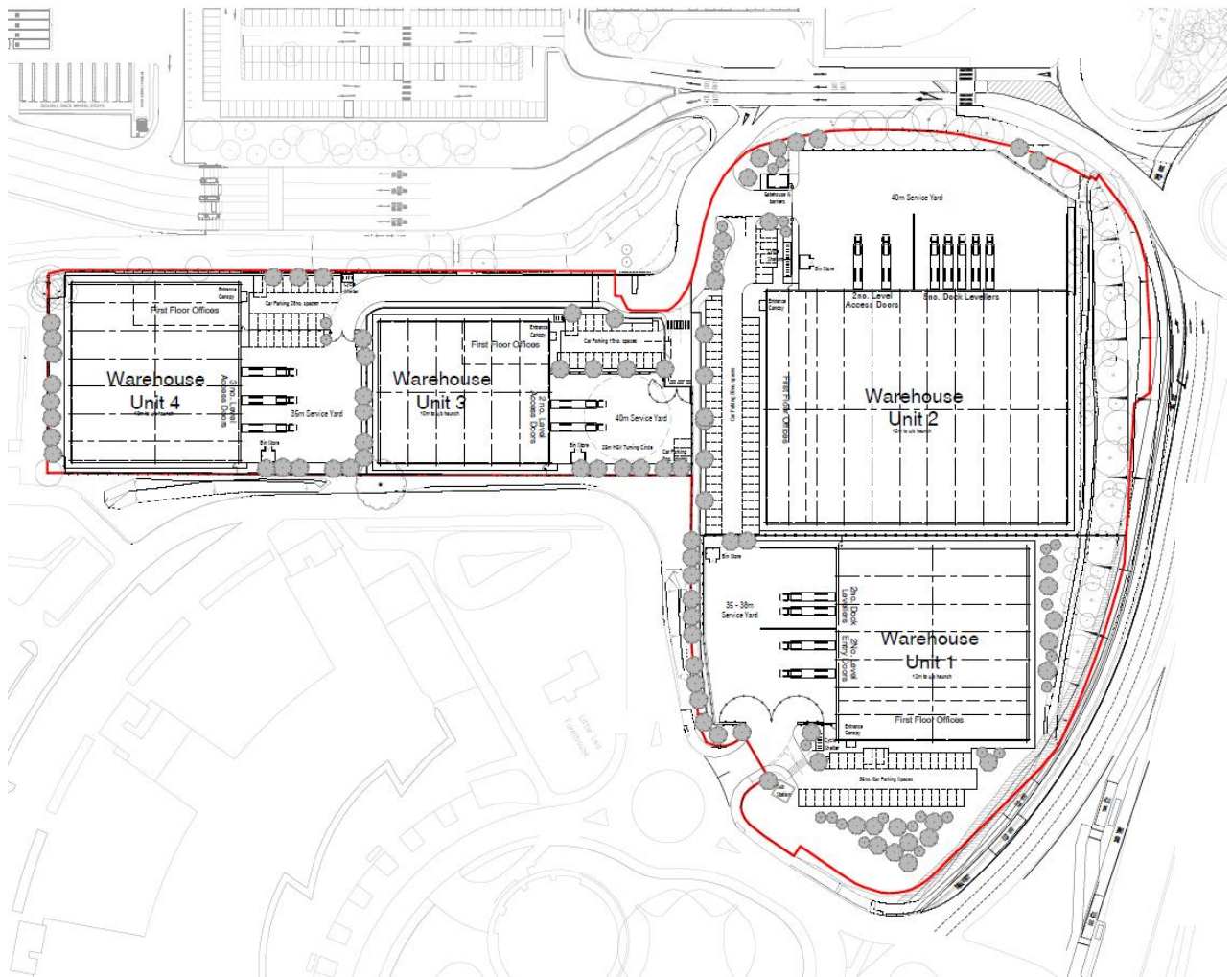


Fig.14

4.3 Layout

The layout of the site is influenced both by the shape of the site, immediate context and operational factors.

The buildings have been sited parallel with the boundary and to suit the shape of the site. This siting also provides the necessary operational requirements for service vehicle circulation, parking and manoeuvring.

To the front of the office element is located the staff and visitor car parking and cycle parking area, which will be partially screened by the proposed landscaping. This landscape treatment is set out in more detail in the accompanying Landscape Design and Access Statement.

Access for service vehicles to units 2,3 and 4 is from an existing shared access which leads from A33, past the Tesco unit. Whilst access to Unit 1 is from the business park side.

4.4 Scale

The footprint of the buildings vary in size, and approximately measure as

Unit 1 - 56m long x 55.3m wide and 12m to underside of internal haunch with a further 3.5m approximately to the ridge

Unit 2 - 87.2m long x 67.5m wide and 12m to underside of internal haunch with a further 3.5m approximately to the ridge.

Unit 3 – 49.6m long x 41.5m wide and 10m to underside of internal haunch with a further 3.5m approximately to the ridge

Unit 4 - 52m long x 49m wide and 10m to underside of internal haunch with a further 3.5m approximately to the ridge

The scale and proportion of the buildings have been designed to suit current market demand. The clear internal building heights are based on the size of the unit.

4.5 Landscaping

4.5.1 Hard Landscaping

See the accompanying Macgregor Smith Landscape Design and Access Statement.

4.5.2 Soft Landscaping

See the accompanying Macgregor Smith Landscape Design and Access Statement.

4.6 Appearance

The following measures have been taken to ensure that the proposals provide a high quality development, in keeping with the character of the area and particular, its immediate neighbours.

Fundamental to this objective, is to ensure that the building form is carefully detailed and articulated, so as to provide interesting and attractive views from both the immediate and more distant surroundings. Working alongside this approach, new soft landscaping is being provided to soften these views and assist in harmonising the new proposals with their immediate context (see Fig.15).

The external wall treatment comprises a carefully selected palette of materials, including horizontally spanning composite cladding and horizontally spanning built up cladding. In general, these cladding types have been composed to create a clearly articulated rhythm of subtly varying textures and neutral colours, combining silver with darker shades of grey, to provide emphasis to the offices element.

The different cladding types have also been used to subtly distinguish between the different internal functions within the building. The offices will be clad with flat and micro-rib profile composite cladding, whereas the elevations not so visible will be treated with trapezoidal profile horizontally spanning built up cladding.

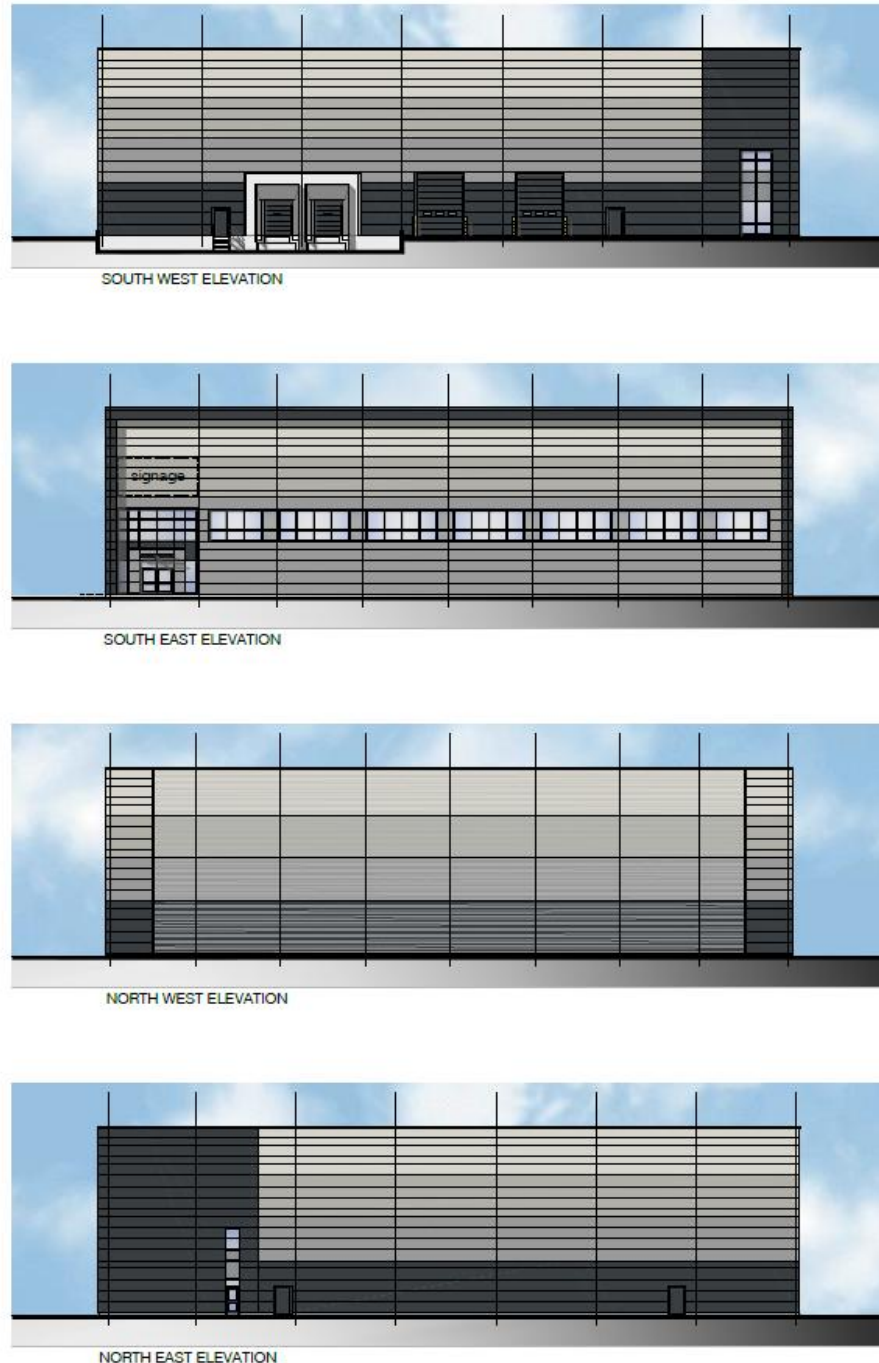


Fig.15

The general colour palette has been selected to reflect the neutral range of colours used on the adjacent buildings and to create a cohesive and refined appearance, which will sit comfortably within its surroundings and provide a sensitive backdrop to the perimeter landscaping.

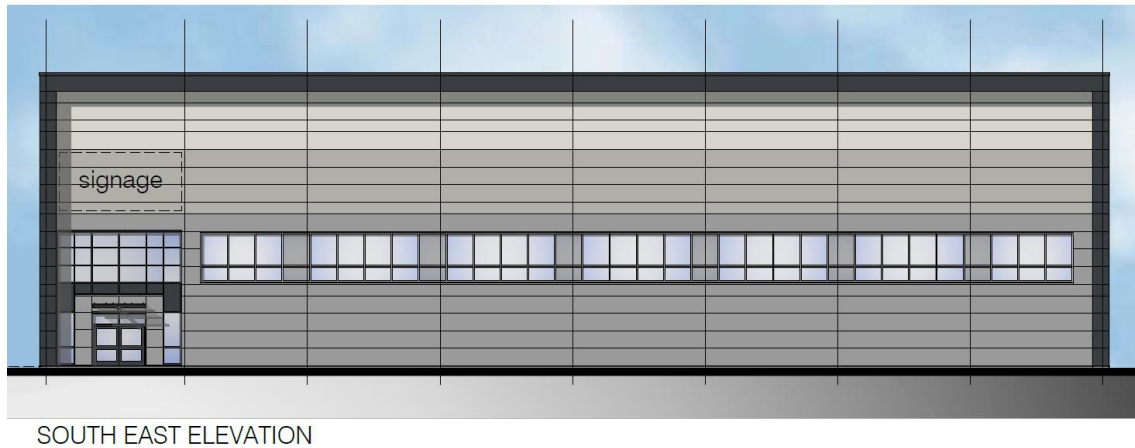


Fig.16

The approach to the design of the main office elevation is to create a high quality business park environment (see Fig.16). This is achieved through the creation of a projected feature in anthracite to create form and shadow. The entrance is double height glazed curtain walling, incorporating a solid portal within, emphasising the prominent entrance area and reinforced by the glazed entrance canopy. This arrangement will provide a focal point clearly visible from the approach to the building.

Generous areas of glazing are provided to the office areas, maximising the amount of natural daylight and offering a good internal environment. This is arranged as simple full height ribbon glazing, providing clean, simple articulation to this facade.

4.7 External Lighting

The parking areas will be illuminated during the hours of darkness, to an appropriate lighting level. The lighting design will utilise good quality, attractive 'dark sky' downward directional fittings with no light spillage above the horizontal to avoid light pollution.

The service areas will be similarly illuminated with building mounted fittings over and adjacent to service doors and column mounted lighting as required at the perimeter.

The access road will be illuminated with column mounted luminaires designed to ensure no light spillage to LPA requirements.

4.8 Access

4.8.1 Vehicle

For Units 2, 3 and 4 the vehicle access for both cars and service vehicles, is from the A33 roundabout, coming towards the Tesco unit via an existing access. The access road into the development will be wide enough to allow two HGVs to pass safely.

Unit 1 access is from the Business Park.

All plots will have combined access positions, with cars separated as soon as possible within the plot boundary, providing clear segregation and minimising potential conflict with service vehicles.

The service yards are designed to provide adequate manoeuvring space to satisfy the servicing and unloading requirements of all relevant forms of delivery vehicles. The gradients in this area will be carefully considered to allow for the safe movement and efficient use of both delivery vehicles and forklifts.

Adjacent to the main offices, accessible DDA compliant parking for disabled staff is provided.

In summary, the access solution will provide safe and efficient access and egress to the new development for all forms of traffic.

4.8.2 Pedestrian

The existing footway on Basingstoke Road (A33) provides pedestrian access on to the site adjacent to Unit 1, with a 1.5m wide footpath within the site to give access to units, 2, 3, and 4. Along the path will be planting and trees (refer to Landscape drawings)

4.8.3 Cycle

Basingstoke Road (A33) provides a combined cycleway/footway. Cyclists have easy and direct access to a designated covered cycle parking area immediately outside the building, within the car park, which is a highly visible and readily serviceable location.

4.8.4 Inclusive Access

Accessible DDA compliant parking is provided adjacent to the main offices. Gradients in the parking areas will be carefully considered to allow safe and convenient access to all.

4.8.5 Parking

Unit 1	
Staff Car Parking	34 spaces
Accessible Car Parking	2 spaces
Total Car Parking	36 spaces
Cycle Parking	10 spaces
Unit 2	
Staff Car Parking	56 spaces
Accessible Car Parking	3 spaces

Total Car Parking	59 spaces
Cycle Parking	20 spaces
Unit 3	
Staff Car Parking	18 spaces
Accessible Car Parking	1 spaces
Total Car Parking	19 spaces
Cycle Parking	6 spaces
Unit 4	
Staff Car Parking	27 spaces
Accessible Car Parking	1 spaces
Total Car Parking	28 spaces
Cycle Parking	8 spaces

4.9 Security

It is important that this development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating appropriate design features as follows:

- Car parking areas have been laid out in front of the main offices in order to assist in natural surveillance.
- The service yard area will be fenced and fitted with a lockable gates to provide out of hours security.
- Cycle stands are provided to facilitate secure parking for cycles located in a highly visible and readily supervisable location.
- External lighting will be designed in accordance with BS5489 to achieve an appropriate level of illumination in all areas.
- Landscaping will be designed so as not to interfere with the natural surveillance of public areas.
- The buildings will comprise robust construction to all elevations.
- The buildings fire exit and personnel doors will generally comprise steel doorsets.

4.10 Sustainability

In order to address the aspirations of the Government's objectives of meeting the challenge of climate change, flooding and coastal change, as set out in the NPPF, the following measures have been incorporated within the design:

- Using a balance of cut and fill in the design of the earthworks so as not to import or export material.
- Considerable areas of primarily native planting to promote bio-diversity.

- The use of 10% rooflights to increase the natural daylighting to the warehouse building.
- Large areas of glazing to the offices to increase natural daylighting.
- The provision of covered cycle parking to promote alternative means of transport.

4.11 Waste Management

This is primarily an issue for the main contractor to address during construction. It will also be for the occupier to deal with after construction works are complete.

Contractors will be required to submit details of the waste materials they expect to be generated by the works and the various trade sub-contractors. They should demonstrate how waste is to be collected, treated, stored and safely disposed of with a minimum of nuisance.

Within the service yard will be located a recyclable refuse store, where suitable containers will be housed as required for the storage and collection of recyclable waste.

Specialist waste management related to the processes within the building will be dealt with via a separate statement from the occupier.

5.0 SUMMARY

The design proposals have been developed having due regard to the existing site and its immediate context, to create an appropriately sited development which will allow the best possible access by all available modes of transport, and giving high priority to pedestrian access.

The design of all the elements of the submission seeks to make a positive contribution to its surroundings, with attractive contemporary design, which functions well and is safe to use for everyone.

In particular the issues of form, scale, materials and colour have been considered, together with the landscape treatment and the relationship of the building within its environment.

Overall, these proposals offer a form of development and quality of design appropriate to its location and in accordance with guidance offered within the Reading Borough Local Development Framework.