



DESIGN & ACCESS STATEMENT

Proposed additional flats (4 x one-bed flats) at current roof level
at

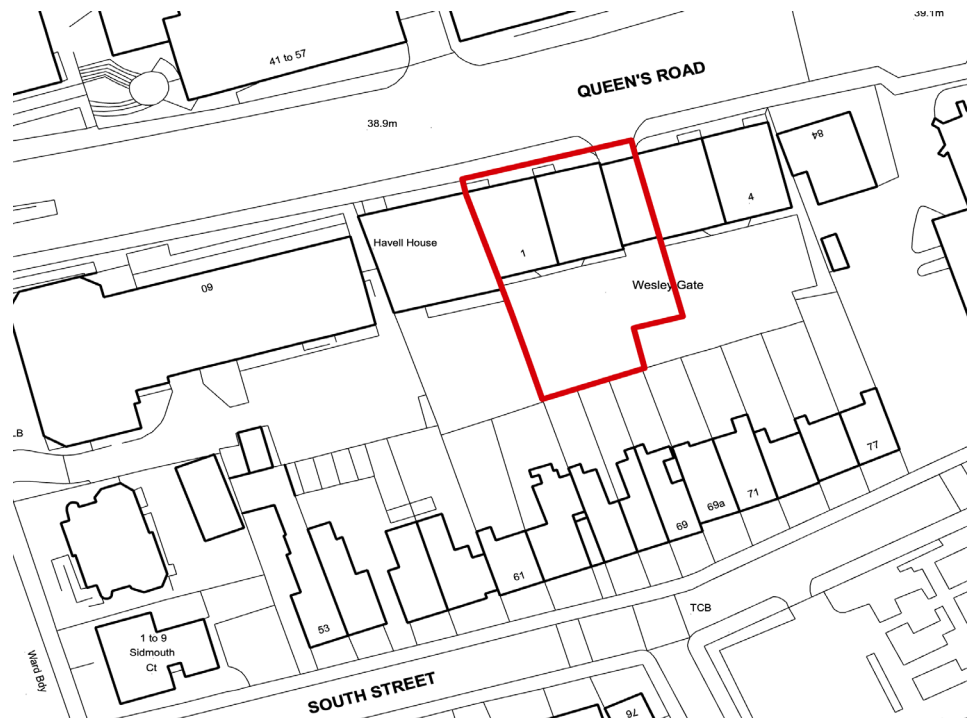
Units 1 and 2 Wesley Gate, Queens Road, Reading RG1 4AP

2737- 003 October 2019

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2737 003revP4

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Site Location Plan

Introduction

We apply for planning permission on behalf of our client, Wesley Gate limited.

The application site benefits from a prior approval permission (181321) to convert to residential use, and a further prior approval application has been issued for a very similar layout, in September 2019.

We propose the removal of the existing pitched roof at 1 and 2 Wesley Gate to create a further 4 flats. These flats would be created to complement the existing permission for the current office use (B1) of the building, to be replaced with residential (C3) use, within the existing parts of the building. The proposed additional flats would therefore form part of a fully residential building.

Units 3 & 4 Wesley Gate which are part of the same development, have permission to be extended in a similar fashion, as per planning permission 172162FUL.

Our proposal is similar in design and would provide the same simplified roof scape, set-back, and materials as already approved on the adjoining building. We expect therefore that this application is not controversial and would not raise any design objections.

The creation of additional flats constitutes a relatively small increase in floor area and a lowered ridge height. The proposal would be considerably lower than the adjoining Havell House.

This Design and Access Statement responds to the need to explain and assess the proposal against policy.



View of Queens Road, showing the adjacent taller Havell House, with set-back upper floor, and Wesley Methodist Church in the background

1-2 Wesley Gate, Queens Road, Reading



Rear of the building with carpark and undercroft access, with Havell House in the background

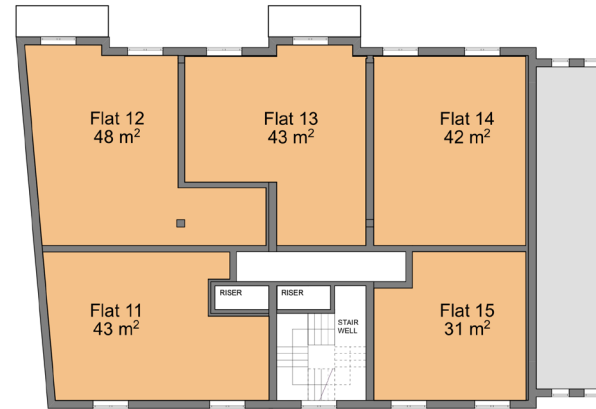
Design and Access Statement 2737 003revP4

Information issued for planning:

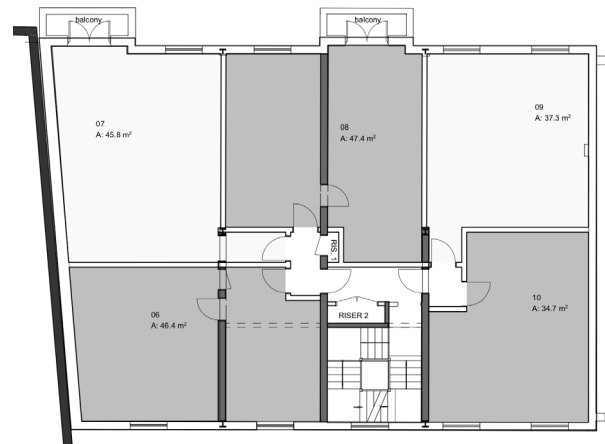
- Design and Access Statement
- Application Form
- CIL Form
- Site Location Plan
- Existing GA Plans
- Existing Elevations
- Block Plan (on site location plan)
- Proposed GA Plans
- Proposed Elevations, section
- Arboricultural Survey, report and plan
- Air quality Statement (within this document)
- Transport Statement (as issued with the PD application for change of use)
- Affordable Housing Statement (within this document)



Rear of the building with carpark and undercroft access, with Havell House in the background



Typical plan for conversion of the ground, first and second floors to flats, as approved in 2018



Typical plan for conversion of ground, first and second floors to flats, as submitted with new PD application in 2019

Land use

The application site benefits from a prior approval permission (181321) for change of use from Class B1(a) (offices) to 15 x Class C3 (dwelling houses, namely 15 1-bed flats), as granted in September 2018. The client has made a further PD application which is similarly for 15 flats, submitted on 20th September 2019.

Our current proposal to extend upwards would be part of a wholly residential use of the building, the principle of the proposed residential use has been advised as being acceptable by the adjacent units which already have the permission to extend upwards, which aligns with the broad objectives of Policy CS14.

The proposed mix of 4x1-bed units would in this Reading Central Area Action Plan location align largely with policy RC9i, which supports smaller 1-bed units at this location, whilst it is felt that the third floor situation does not lend itself to family (2-bed) accommodation.

Affordable housing

We understand that the LPA will be seeking an affordable housing contribution in any new residential proposal at the site, in line with policy DM6.

As per policy DM6, applications for residential development of 1-4 dwellings shall provide a financial contribution.

Our client does not object to this financial contribution and he wishes to provide a policy compliant affordable housing financial contribution – which in practice would be 5% of the gross development value – GDV - of the



Extract from planning flood map

scheme.

Only the 4 additional flats would attract affordable housing payments, as the flats within the existing building would be created under PD.

We have requested that the client obtain valuations for the proposed flats, so that these can be shared with yourself to calculate the contribution.

Proposed amenity space: private roof terraces accessed off living rooms and bedrooms, provided for each flat at front and rear of the building, smallest is approximately 8m²

Flooding

The site is not located within a flood risk area, as can be seen from adjacent extract from the FRA planning map.

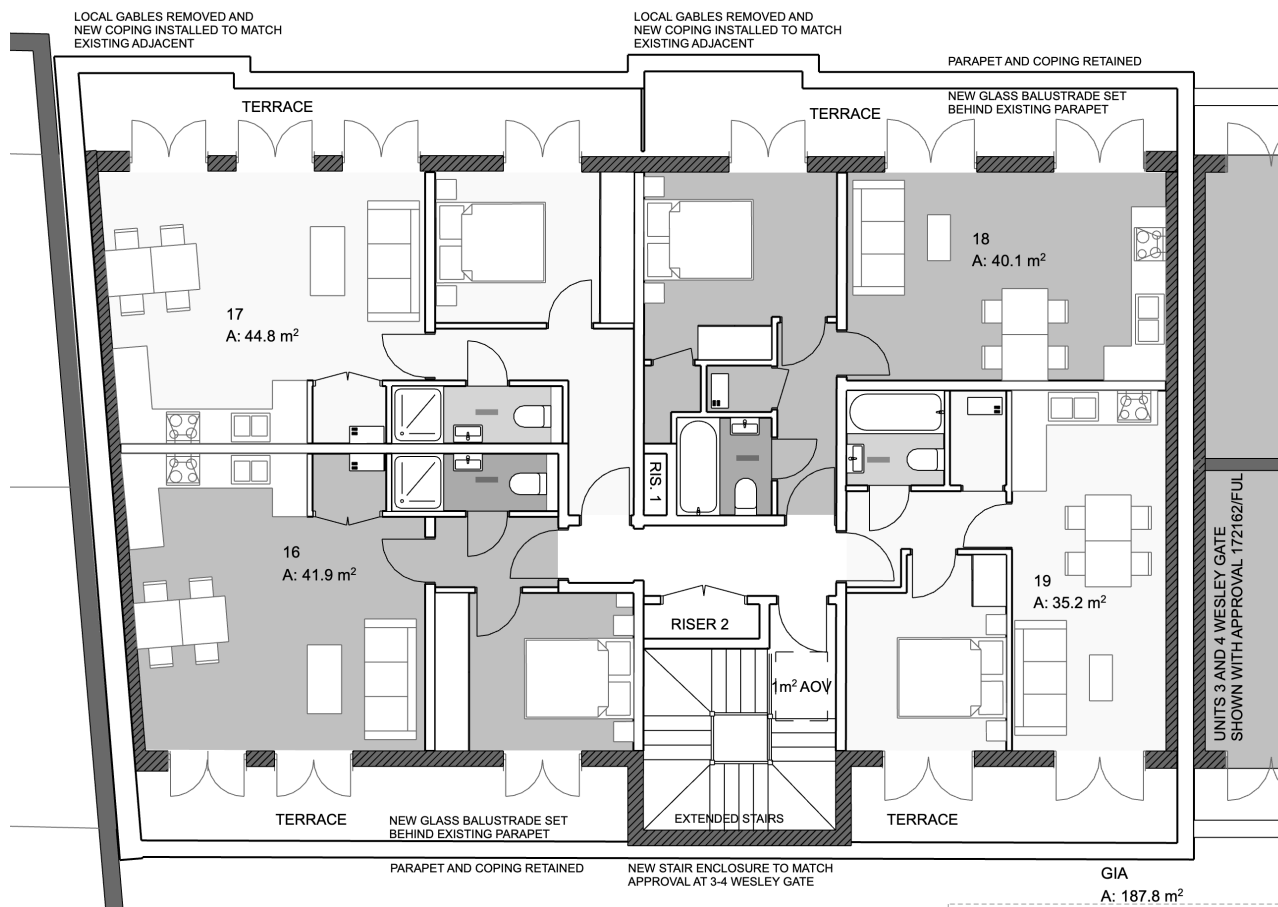
Amenity

Policy DM4 outlines a range of matters to consider. Both the potential impact on existing/future nearby occupiers and future occupiers of the proposed residential units themselves should be considered.

The previous permission at units 3-4 confirmed that the proposal would not have significant adverse amenity impacts and the small private amenity spaces proposed were welcomed.

Where 2 terraces adjoin at the front of the building we propose a lightweight, opaque glazed screen, to be shaped as shown on the elevation drawings, in order to reduce it's impact on views at Queens Road.

We propose a shaped frosted glass screen (shown on the drawings) between the adjacent units at the front of the building, as this would let through light, but





Proposed elevations to match the proposals at 3-4 Wesley Gate.

The proposed materials would also match those proposed previously.

provide privacy between the two units. At the rear of the building, where impact on views to buildings around is less critical, the new element containing the extended stairs would provide the required separation.

Windows to bedrooms and living rooms are of a generous size and made full height to allow further light into rooms, whilst also aligning with the windows below. It is proposed that roof lights, and sun-tubes, in 'flat' roof, allow additional light and ventilation to the living rooms and internal bathrooms

The larger rooflights for the two north facing flats ensures that these single aspect flats will benefit from Sun from the south.

Space standards of the additional, new build flats, are largely in line with the Nationally Prescribed Space Standards for single occupancy 1-bed studio flats, although we understand that the requirements for NPSS may not apply to central area flats within Reading, and one of the flats is just under the recommended 37m² for a single occupancy studio. All flats fall within the minimum 30m² requirement for mortgages.

Transport

A transport statement has been provided by Peter Brett for the PD conversion scheme at the site. This deals in more detail with parking requirements for the existing flats, and justifies 7 parking spaces for the PD conversion.

For the proposed additional flats we propose a further 4 parking spaces, in line with local policy.

Thus the resulting in the provision of 11 spaces for the 19 flats in total, all 1-bed flats, in the completed development.

The site is located within Zone 1 (the primary core area)

but on the periphery of the central core area. In accordance with the adopted Parking Standards and Design SPD, the development would be required to provide 1 space per unit, which is achieved in these proposals.

We propose that the parking spaces are allocated at one per flat.

Queens Road and the surrounding road network all have parking restrictions preventing on- street parking, therefore, any overflow in parking would not affect the flow of traffic on the classified road network, whilst parking permits are not expected to be available for this development.

One wheelchair accessible parking space is provided within the overall provision.

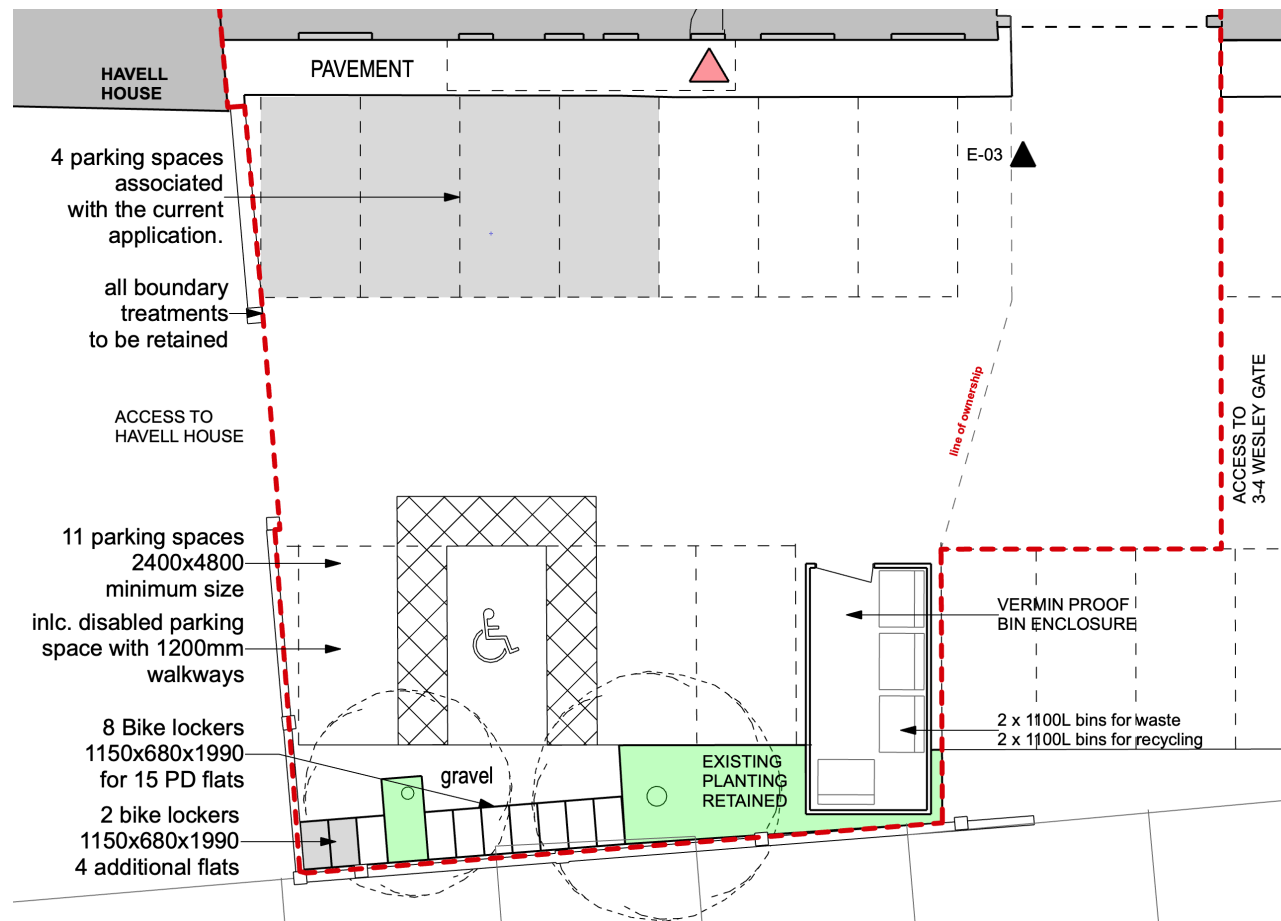
Cycle parking has been provided at one space per 2 flats, in line with the Reading Borough Council, Revised Parking Standards and Design SPD (2011). These spaces would be provided in upright bicycle stores, which have been approved elsewhere in the council, and also on the similar development next door.

Refuse Storage

Refuse storage provisions comply with the Council's Waste Management Guidance. Bin Storage for 19 flats in total is proposed as follows:

2x1100l containers for general waste
2x1100l containers for recycling

A vehicle tracking exercise was submitted with the PD



Proposed block plan showing the 4 parking spaces previously excluded from the PD application, and further bicycle and bin storage added to suit the total of 19 flats.

Air Quality

As the proposal and location here are equal to application 172162, where no air quality statement was required, we assume that the same applies, and that the proposal to provide new flats with MVHR, with make-up air taken from roof level, would be a suitable measure to deal with the site being within the AQMA in this instance.

It is expected in any case that measures taken by the council, and the shift towards cleaner engines and electricity powered vehicles would further improve local air quality.

Construction issues are proposed to be dealt with as follows.

Nuisance from dust created from the works will be minimised through pre-fabrication off-site where possible. Where this is not possible operations will be carried out in a designated area using dust extraction and filters on the cutting tools.

Regular damping down and the use of suitable screens to prevent dust spreading will keep dust creation during demolition etc. to a minimum.

Dust will be regularly cleared up using suitable vacuum devices. Sweeping, which tends to spread dust, will be avoided where possible.

Loaded lorries and skips will be covered with netting/ sheeting, and the wheels of vehicles/plant leaving site will be cleaned when required so that dirt is not spread onto the surrounding roads.

Sustainability

The development as a whole will benefit from improved U-values and airtightness across windows as these will be new or have glazing replaced to meet the thermal requirements.

Due to the proximity of noise sources we also propose a mechanical ventilation system with heat recovery for the new build flats facing Queens Road, which allows windows to remain closed most of the time, whilst providing continuous ventilation without significant loss of heat, and energy.

This method of ventilation is considered as the most energy efficient option for ventilation, and would also allow intake air vents to be located away from Queens Road and at high level, to allow cleaner air to come into the building.

S106 Legal Agreement and CIL

The client is happy to enter into a S106 negotiation as part of the application process. No heads of terms are proposed currently.

The proposals would be CIL liable, and a CIL form is included with the application.

Due to the loft space being in existence currently, in particular the plant rooms, there is only a relatively minor uplift in overall areas across the building.

Consultation

Although applicants are normally encouraged to engage with the local community, local groups and ward councilors prior to submission, we do not propose to do so as this submission is so similar to the one approved next door, where we did not receive objections from local residents or groups.

No objections are expected from units 3-4, as these are currently being converted for residential use, and have applied for the same roof extension.

The only issue raised at approval 172162, was around impact on the conservation area and listed church and also the vicarage next door, which clearly is now not a concern due to this site being further away from these buildings, and also following the same design rationale for the extension.

Conclusion

This application follows largely the same principles of design and use as the application previously approved at units 3-4 Wesley Gate.

If anything the application should be more straightforward as the development would impact even less on the listed building and conservation area adjacent to no's 3-4, and as it would be in line with and complete the proposed development next door.

The original application raised some concerns about symmetry between the two parts of the building being lost, and with this application, once constructed on both sides, the original symmetry would in fact be restored.

We understand that the owner of 3-4 Wesley Gate intends to construct the upper floors within the next year, and it is likely that both applications would be implemented by the end of 2020.

We have shown in elevations that the impact of the proposal on the street views, amenity and character are insignificant, and that the simplified building outline, and more modern, yet understated character, would provide a positive contribution to Queens Road.

Thanks to the insertion of a new slab at a lower level than the existing roof trusses, it is possible to create the roof conversion without additional height increase.

The proposal has been carefully designed to limit the impact on the street scene by its reduced ridge height and increased set back from the front elevation.