

Design and Access Statement

54-58, Queens Road, Reading



Residential Extension and Roof Conversion
Pinemace Ltd
03/10/2019
Job no: 15261



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Revision	Summary of Changes	Date	Rev By	Chkd By
A	Text amended	07.10.2019	TVT	LB

1.00 INTRODUCTION

1.01 AIMS OF THE STATEMENT

This Design and Access Statement accompanies the submission of a Full Planning Application by Pinemace Ltd for an extension to the rear of an existing building and conversion of the roof space into additional residential units, creating nine new residential units. The existing building has permitted development rights to be converted into 20 residential units with Prior Approval granted on the 31st July 2018 (Application Reference 180982).

The description of development is as follows:

"Extension to existing building and alterations to roof to provide 9 flats, alterations to existing parking and access arrangements and minor alterations to existing building."

The aims of this Design and Access Statement are to show that the proposed development has been informed by an awareness of the site's context, key issues highlighted by Reading Borough Council and Local Government directives.

The statement will explain the proposals, identify the factors which have influenced this application and highlight the principles that were incorporated in the detailed design of the proposed works.

1.02 PLANNING POLICIES AND GUIDANCE

This statement is in accordance with CABE's guidance 'Design and Access Statements – How to Write, Read and Use Them', the Reading Borough Council 'Local Development Framework Core Strategy' (Revised January 2015), 'Sites and Detailed Policies Document' (Oct 2012), 'Supplementary Guidance – Revised Parking Standards and Design' (2011), the 'TCAAP' and the 'Emerging Reading Borough Council Local Plan' and the criteria highlighted within National Planning Policy Framework especially regarding 'achieving well designed places' (2019).

Each of the policies that are relevant to the development have been identified and discussed in the accompanying Planning Statement by Savills.

1.00 INTRODUCTION

1.03 PLANNING PROPOSALS MAP

The Reading Borough Council Planning Proposals Map indicates the zoning in the nearby area. For ease of reference we have isolated the items of interest to the site and immediate surrounding area (see Figure 1).

The site is within the Central Zone and only 85m from the Core Central Area for Reading. The boundary for Parking Zone 1 runs down the centre of Queens Road and as such we argue that though the site is imarked as in Parking Zone 2 it has the same transport links as the buildings on the other side of the road so is essentially Parking Zone 1.

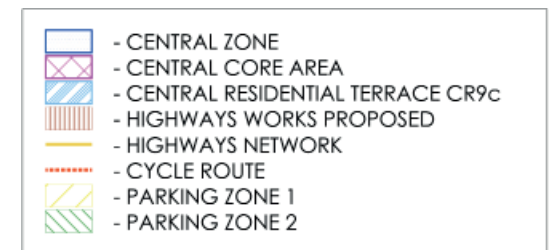
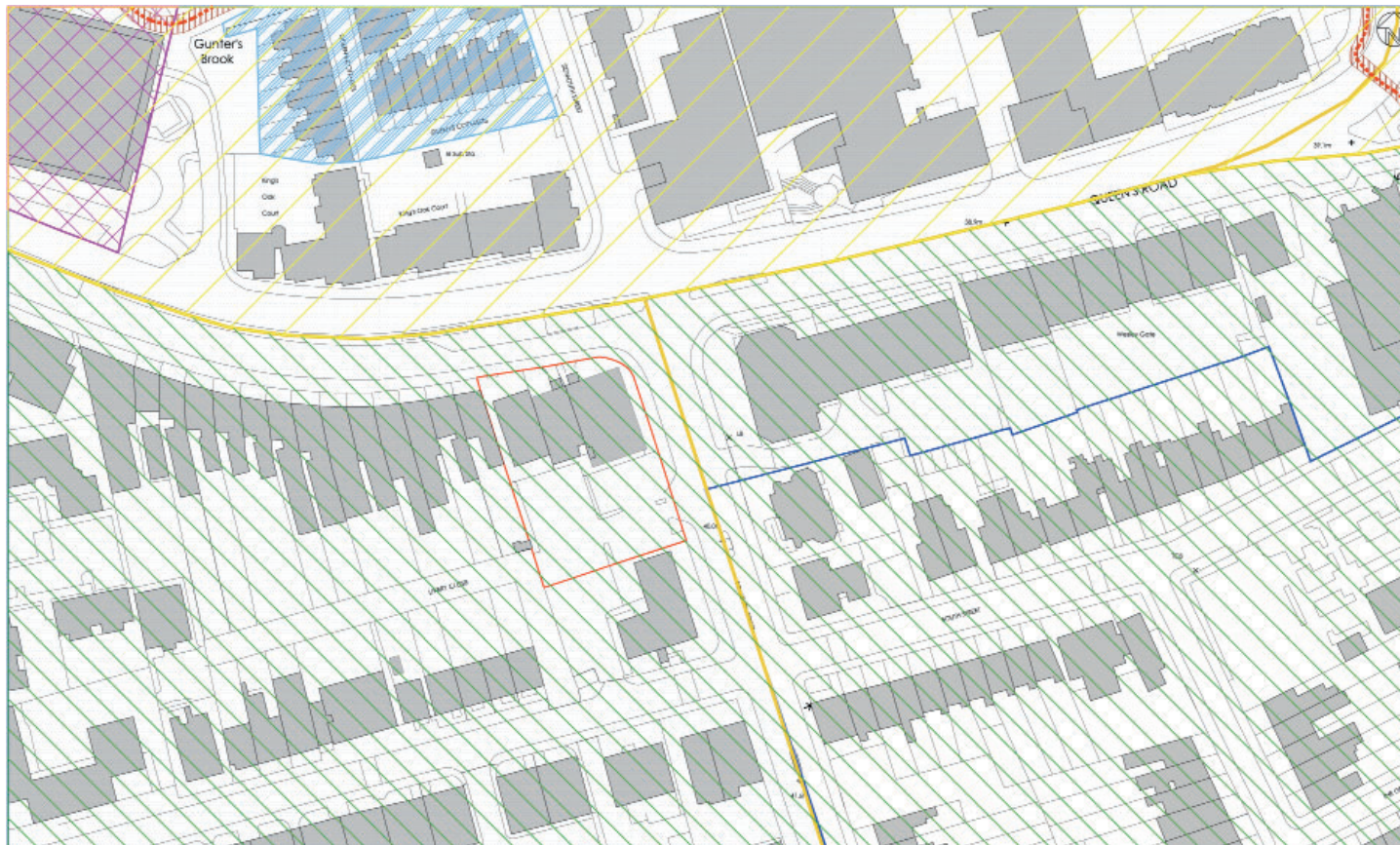


Figure 1: Planning Proposals Map

2.00 SITE ASSESSMENT AND HERITAGE STATEMENT

2.01 LOCATION AND MOVEMENT NETWORKS

The application site is an urban piece of land approximately 1,990sqm in area at the junction of Sidmouth Street and Queens Road (A329), two major distribution routes for Reading. The site is within Reading Centre area as designated by the Local Plan.

Queens Road is a four lane dual carriage way with two way traffic through Reading leading to the A33 to the west and the A4 or A3290 to the east. Queens Road has raised public footpaths which run along the length of the road at over 2m wide and with regular dropped kerb pedestrian crossings.

Sidmouth Street is a two/three lane road with two way traffic. The street has traffic lighted junctions at either end, onto Queens Road and onto London Road.

There are many green spaces within walking distance of the site. It is less than 500m from Eldon Square to the southeast and The Forbury Gardens alongside The Reading Abbey Ruins to the north. It is also within 1km of Kings Meadows to the north. The site is less than 150m from the River Kennet which forms part of the Route 4 cycle network linking Reading to Greenwich and Fishguard.

The site is accessible by vehicles via Sidmouth Street where an area of dropped kerb backed by two 2m high curved brick walls leads to the car park on the south portion of the site. This vehicular access is restricted by an automatic raise arm barrier.

To the north of the existing building the site lies adjacent to the footpath on Queens Road and there are access points for pedestrians; Unit 54 is accessed by its own set of steps leading up from the pavement; units 56 and 58 are accessed via either their own sets of steps or a communal ramp leading up from the footpath.

There are multiple bus stops within 350m of the site on Kings Road, Queens Road and the A327 to the centre of Reading and surrounding areas. The site is less than 1km from Reading Train Station which is one of Britain's largest rail hubs.

The Oracle Shopping Centre is within 300m of the site further west along Queens Road and there is a National Car Park within 110m of the site.

The site is a prominent corner location within the town located on one of the main transport routes used twice daily by commuter traffic and is within an area where there is a requirement for air quality assessment to form part of the application.

2.02 SITE AND PLANNING HISTORY

The site is currently occupied by office tenants, one unit is vacant and one partially vacant but the majority have leases in place.

The site was originally part of a larger plot developed in 1848 (commenced 29th August 1848, with opening services on the 20th March 1849) after being a former wheat crop site. The plot was to be the location of the new Trinity Congregational Church and in 1856 a Sunday school building was erected. In 1873 the church was enlarged and then again in 1888. In 1896 the school room was enlarged and by 1979, when the church closed, it had expanded to cover 70% of the plot.

The United Reform Church was granted approval on the 15th April 1985 for the construction of offices and a hostel incorporating a warden's house; as an amendment to the scheme granted at Appeal in February 1984.

The hostel was utilised as student accommodation and was retained by the United Reform Church (now Trinity Hall) but the offices were sold off. The offices, which were constructed in a terrace of three units have been occasionally vacant but in general have been in office lease use since they were built in approximately 1986.

No applications to amend the development had been submitted to the local planning authority until last year when an application was submitted and confirmed in relation to permitted development rights for the offices to be converted into 20 residential units with Prior Approval granted on the 31st July 2018 (Application Reference 180982).

The decision on application 180982 indicated that planning permission would be required for minor alterations to the existing building. These have been included within this application following discussions with the Local Authority.

Trinity Hall to the South of the property is an existing student accommodation block that is three storeys high with a pitched roof. Planning Approval was granted on 3rd December 2015 (Application Reference 151356) for the demolition of the existing building and erection of a part three, part four storey building to provide 25 student units. However, this consent was not implemented before the 3rd December 2018 and so is no longer valid.

Recently consent has been granted for conversion of several large scale offices on Queens Road to be converted to residential use.

2.00 SITE ASSESSMENT AND HERITAGE STATEMENT

2.03 LAND USE

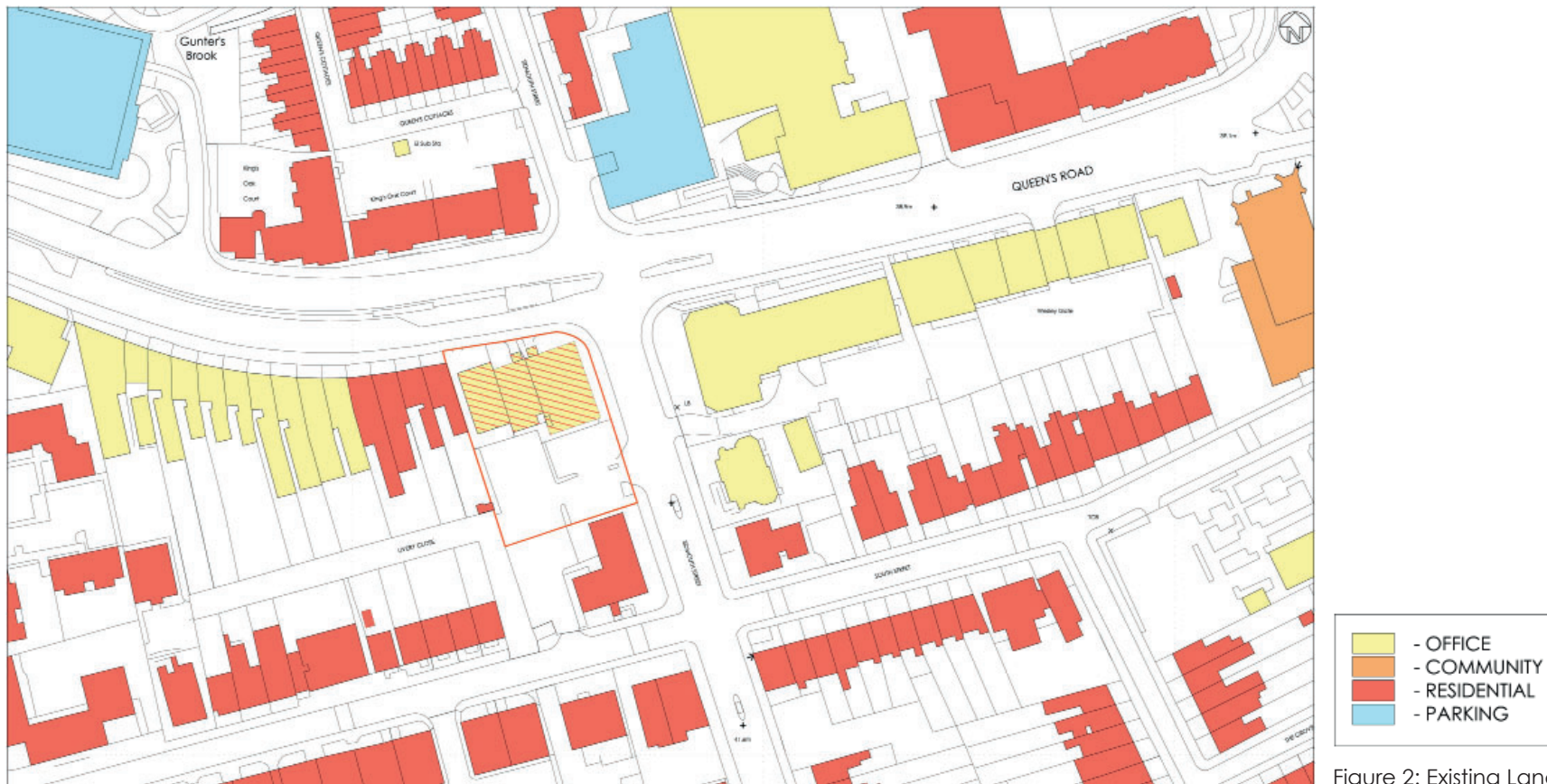
The site is currently in B1(a) office use with permitted development rights to be converted into 20 residential units. The properties contextually surrounding the site are a mixture of educational facilities, offices, residential and student accommodation;

To the north across the A329 Queens Road is 'Kings Oak Court' a residential apartment block (see Figure 2); to the east is the 'University College of Estate Management' with offices and lecture rooms and the 'Deenway Montessori School and Unicity College'; to the west Queens Road crescent, a terrace of residences and offices; and to the south is 'Trinity Hall' student accommodation.

2.04 URBAN GRAIN AND LAYOUT

The site is located in Reading Town Centre and historically the town has been developed in blocks by multiple land owners with varied plot sizes and for a variety of uses, resulting in an urban grain that is recognised as 'human-scaled'.

The surrounding area has a relatively dense urban grain with large volume buildings dominating the area and terraces with traditionally large rear gardens. The spaces between the buildings have been developed over the years and many are now hard landscaped spaces used for car parking.



2.00 SITE ASSESSMENT AND HERITAGE STATEMENT

2.05 CONSTRAINTS

Levels within the site are relatively flat within the car park but there is a notable level difference at the front of the site where the main doors meet Queens Road. In order to enter the front doors you must either use one of the two sets of steps or the ramp. The building forms a transition between the two levels as the rear car park area is approximately 1m above the road (Figure 3).

An assessment of the distances between the existing buildings, an area for the potential new structure and the surrounding properties shows that the properties are more than 20m apart and there is potential for a substantial extension towards Trinity Hall that

would not interfere with the 45degree rule in relation to adjacent existing residential properties.

The sunpath shows that there is a good potential level of daylight/sunlight for the site and that any amenity within the car park would be well positioned and development of the roofspace away from the queens road and sidmouth street frontages could be achieved with good daylight provision.

Analysis of the existing windows of surrounding properties shows only one window on the north elevation of Trinity Hall potentially of concern but this is to a non habitable room.

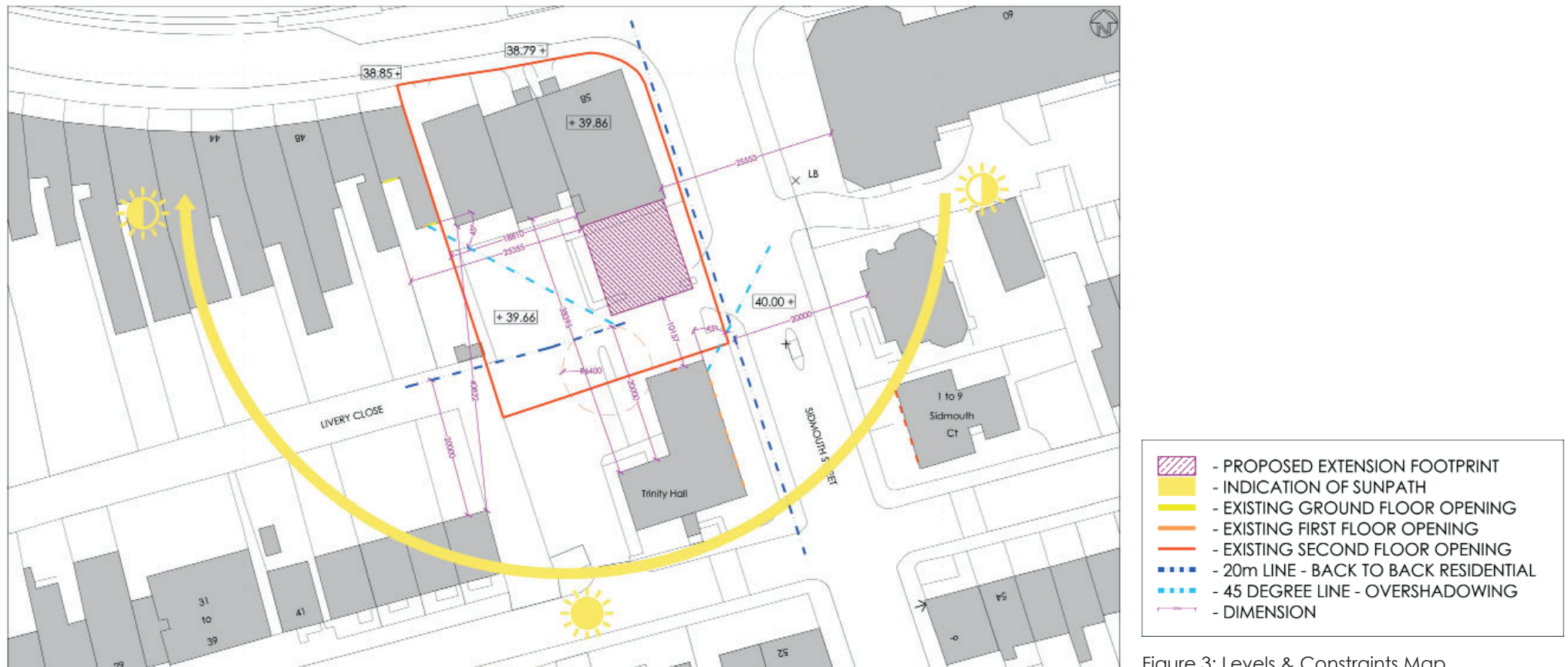


Figure 3: Levels & Constraints Map

2.00 SITE ASSESSMENT AND HERITAGE STATEMENT

2.06 SCALE AND AMOUNT

The properties in the surrounding area vary from four to two storeys with pitched roofs and ridge heights of between approximately 9m and 6m above finished floor level (see Figure 4). Along Queens Road the building heights vary considerably along its length with the predominant height being three or four storey with occasional five (or more) storey buildings at junctions and closer to the town centre.

There is one existing building on site which is a terrace of three properties that are three storey with a pitched roof. The terraced building has a footprint of 508sqm with a maximum of 19.5m in length and 29m in width. The GIA is 1,425sqm.

2.07 LANDSCAPE AND FLOODING

As part of the application for prior approval flood risk was considered for the site but it was found to not be at significant risk of flooding from any assessed sources. Subsequently the flood risk maps have been updated and the site is now shown as lying entirely within Flood Zone 1.

There are carefully managed areas of soft landscaping between the boundary and the building on Sidmouth Street and to the front of the units along Queens Road. However, the majority of the site is hard landscaped with tarmac or concrete.

There are four trees that currently exist on the site; one tree on the Queens Road frontage, two trees along the Sidmouth Street frontage and one tree within the car park to the rear of the site.



Figure 4: Existing Building Height

2.00 SITE ASSESSMENT AND HERITAGE STATEMENT

2.08 VIEWS AND VISIBILITY

The site is situated on a corner plot that is visible from most aspects. The building creates a focal point for the area due to its dual frontage and proximity to the town centre.

Further along Queens Road to the east is the Wesley Methodist Church a landmark in the area but this is divorced from visibility by the curve of Queens Road.

2.09 ARCHITECTURE

The architecture of the area surrounding the site is mixed; with Historic England Listed buildings dating back to the 1840's and other buildings from within the last forty years.

The site is over 100m from the Eldon Square Conservation Area to the East and over 130m to the Market Place / London Street Conservation Area to the West. It is not easy to view the site from either Conservation Area.

Directly adjacent to the west of the site is a three storey terrace of buildings which form the Grade II Listed 'Queens Crescent' (Reference 1113563). The buildings have similar proportions to the existing building on site but with a reduced height and an alternative roof format. The buildings are constructed mainly of Bath stone (see section 2.10 and Appendix A for the Listing information) and have been adapted and converted over the years but the front facades remain intact.

To the North of the site across the busy Queen's Road is 'Kings Oak Court' (Figure 5), a 80m long stretch of red brick building that is four storeys high. The roof has been broken up in a hipped and pitched style finished grey with red ridge tiles. This is a residential apartment development that was completed in the early 2000's with projecting vertically stacked curved white balconies and white vertical sections formed about some of the white framed glazing elements.

The building directly to the south of the site is Trinity Hall (Figure 6) a student accommodation block that was constructed at approximately the same time as the site subject of this application. The block is a three storey red brick building with pitched roof in an 'L' format.

To the East of the site across Sidmouth Street directly adjacent to the site building is a raised three storey building which is used by the 'University College of Estate Management' in red brickwork with low pitched roofs and modern detailing.

To the rear of the 'University College of Estate Management' is the 'Deenway

Montessori School and Unicity College' which is located within a Grade II Listed building (Reference 1156984: 3-5 Sidmouth Street). This building is three storey with a hipped and pitched roof in red brickwork with grey blue feature bricks. The main entrance to the building is to the North via a lower turret structure (see section 2.09 and Appendix A for the Listing information).

The existing building on site was constructed in the 1980's and is quite distinct in its architectural form with its mainly red brickwork façade embellished by buff coloured reconstituted stone detailing for the cills, lintels, feature band, entrance porches and a dentil feature to the eaves area. The existing hipped roof is broken up by the use of gables to the east and north with feature capping and expressed party walls.

To the front of the site are a series of pedestrian approaches to each of the building entrances with a low brick wall serving as a boundary line. Soft landscaping has grown between the brick wall and the building to create a green barrier.

The existing lighting for the area is primarily from highways authority street lighting or secondary illumination from within the buildings and surrounding residential properties.

The surrounding properties are mainly built from the early to mid-twentieth century. The predominant materials are red brickwork with gable roof features. Roof formats tend to be pitched front to back or hipped with clay tiling.

The on site car park is created using black stone mastic asphalt with spaces demarkated using white thermoplastic paint.



Figure 5: King Oak Court



Figure 6: Trinity Hall

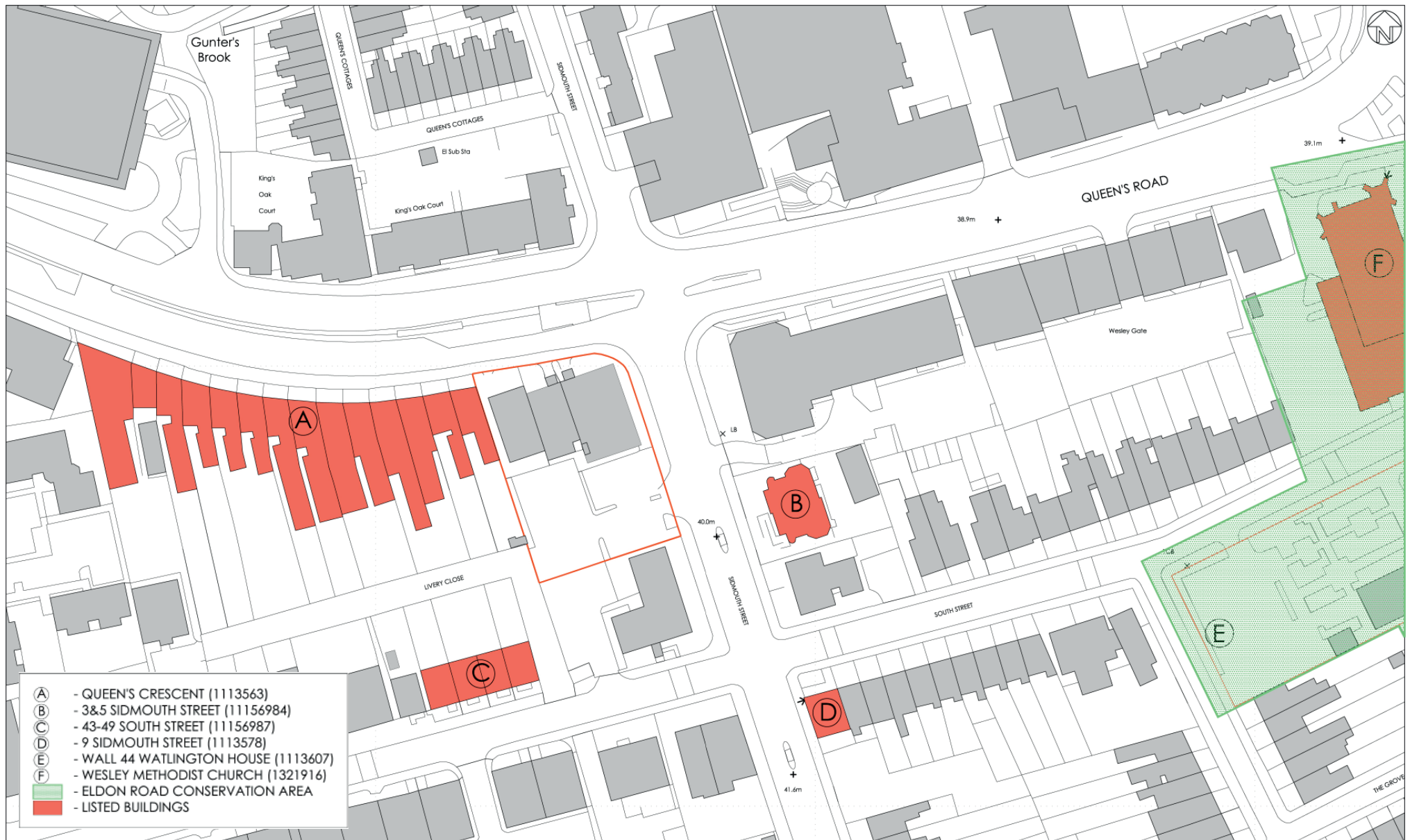


Figure 7: Local Heritage Assets

2.00 SITE ASSESSMENT AND HERITAGE STATEMENT

2.10 LISTED BUILDINGS

There are four Heritage England Listed structures within view of the site and an additional two structures in close proximity (see Figure 7).

Already discussed in section 2.08 are Queens Crescent and 3-5 Sidmouth Street but below is a brief summary of their main features with the full listing entries provided within Appendix A.

These two Listings are the most likely to be impacted upon by any proposed development of the site subject of this design and access statement. Care needs to be taken to ensure that any proposals do not dwarf or detrimentally impact on the setting of the buildings. This is especially key with Queens Crescent where the buildings are significantly lower in height than the adjoining building.

Queens Crescent (1113563) (Figure 8) – Grade II listed on 22/05/1957. The building was completed in 1841 and possibly designed by J.J. Cooper. The building is a slight crescent which follows the curve of the road. It is a three-storey building with Bath stone ashlar and plain cornice detailing. Queens Crescent has a series of butterfly roofs which are broken up by brick chimneys.

3-5 Sidmouth Street (1156984) (Figure 9) - Grade II listed on 14/12/1978. This 1880's building is 2.5/3 storeys and has a Butterfield Vicarage style to its design. It is a red brick building with subtle polychrome detail. The tiled roof is a half hipped gable with large brick chimneys extruding out of it.

The listing at 43-49 South Street is 13m from the site to the Southwest and the listing and at 9 Sidmouth Street is 46m from the site to the Southeast. It is possible to view the site from both locations. Below is a brief summary of their main features:

9 Sidmouth Street (1113578) (Figure 10) - Grade II listed on 14/12/1978. This 1850's two storey end of terrace building. It has grey colours brick with stucco lintels and plinths. The building has a hipped slate roof.

43-49 South Street (1156987) (Figure 11) - Grade II listed on 14/12/1978. The building was completed in 1852 and possibly designed by J.J. Cooper. The 2 storey (with a basement) terrace with a Bath ashlar faç

Further along Queens Road to the east is the Wesley Methodist Church with its three stage tower and steeple however this is dwarfed by the massing of number 25 Watling Street which is 9 storey on a raised plinth.



Figure 8: Queens Crescent



Figure 9: 3-5 Sidmouth Street



Figure 10: 9 Sidmouth Street



Figure 11: 43-49 South Street

2.00 SITE ASSESSMENT AND HERITAGE STATEMENT

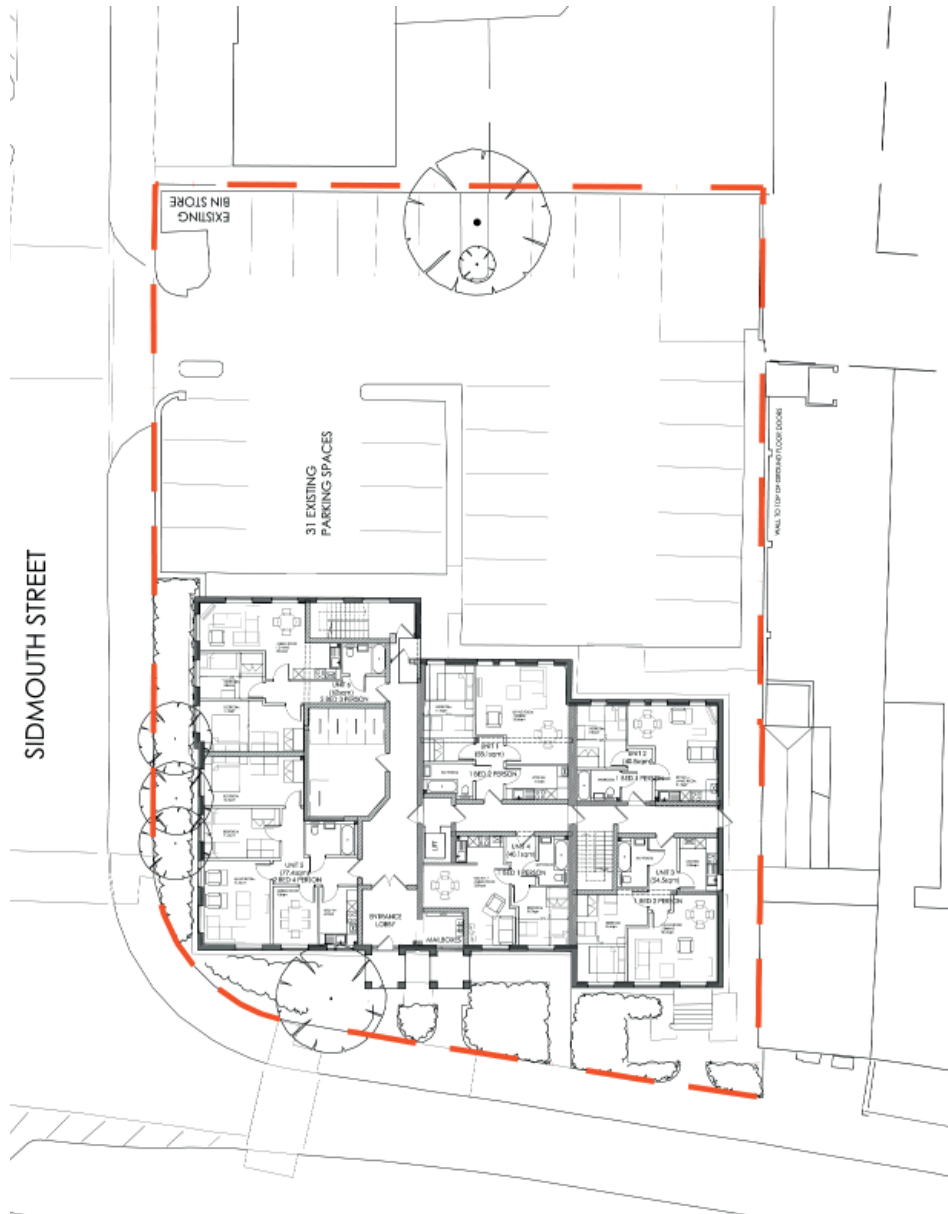


Figure 12: Permitted Development Block Plan

15261-DA01A / Design & Access Statement / 54-58 Queens Road, Reading RG1 4RP / October 2019 / TVT (PJC)

2.11 PERMITTED DEVELOPMENT

Confirmation was provided by Reading Borough council on the 31st July 2018 that a scheme to provide 20 residential units within the existing office building was acceptable under permitted development rights.

This allocated 10 parking spaces from the car park and allowed for internal cycle parking with only minimal external alterations which were indicated to require a full planning application. See figures 12,13,14,15 and 16.



Figure 13: Permitted Development FF Plan



Figure 14: Permitted Development SF Plan

2.00 SITE ASSESSMENT AND HERITAGE STATEMENT



Figure 15: Sidmouth Street Elevation - No Alteration Needed

PERMITTED DEVELOPMENT		
UNIT / FLOOR	SIZE OF UNIT	BED / PERSON
GROUND FLOOR		
UNIT 1	58.1sqm	1 BED - 2 PERSON
UNIT 2	40.8sqm	1 BED - 1 PERSON
UNIT 3	54.5sqm	1 BED - 2 PERSON
UNIT 4	40.1sqm	1 BED - 1 PERSON
UNIT 5	77.4sqm	2 BED - 4 PERSON
UNIT 6	62sqm	2 BED - 3 PERSON
FIRST FLOOR		
UNIT 7	58.1sqm	1 BED - 2 PERSON
UNIT 8	40.8sqm	1 BED - 1 PERSON
UNIT 9	54.5sqm	1 BED - 2 PERSON
UNIT 10	40.1sqm	1 BED - 1 PERSON
UNIT 11	40.4sqm	1 BED - 1 PERSON
UNIT 12	44.4sqm	1 BED - 1 PERSON
UNIT 13	62sqm	2 BED - 3 PERSON
SECOND FLOOR		
UNIT 14	58.1sqm	1 BED - 2 PERSON
UNIT 15	40.8sqm	1 BED - 1 PERSON
UNIT 16	54.5sqm	1 BED - 2 PERSON
UNIT 17	40.1sqm	1 BED - 1 PERSON
UNIT 18	40.4sqm	1 BED - 1 PERSON
UNIT 19	44.4sqm	1 BED - 1 PERSON
UNIT 20	62sqm	2 BED - 3 PERSON



Figure 16: Queens Road and Rear Elevations - Permitted Development Changes Needed

3.00 DESIGN DETAILS

3.01 PRINCIPLES OF DEVELOPMENT

It is evident from the 'site assessment' that various opportunities and constraints exist which needed to be understood when formulating a design for any development of the proposed site. For ease of understanding the main principles have been identified:

- The Grade II Listed Queens Crescent to the west of the site
- The Grade II Listed 'Deenway Montessori School and Unicity College'
- There is a change of level between the front and back of the existing building
- The existing site is brownfield land
- There is an extant consent for permitted development to provide 20 residential units within the existing building
- The area surrounding the site is mixed use due to its proximity to the town centre with a wide variety of residential property formats.
- There is an existing drainage route though the site which will restrict the potential for an extension unless the route is diverted
- The height of the existing ridgeline cannot be increased significantly
- The pitch of the existing roof must be retained as existing
- There is sufficient distance from surrounding residential for an extension from the rear of number 58 to be possible without impact on existing amenity
- Retention of the mansard roof format will reduce any potential overlooking of the Queens Crescent terrace.

There is an opportunity to develop the site to provide an additional 9 new residential units which combined with the permitted development would allow for 29 units with associated parking.

3.02 PRE-PLANNING APPLICATION SUBMISSION 1

Various points were raised as a result of the pre application submission and meeting in January 2019 which have been resolved or addressed within the details now submitted for full planning.

The scheme submitted for pre application was a maximised scheme to promote discussion about what would be acceptable on site. The scheme provided 27 additional units which would have made a total of 47 units on the whole site including the Permitted Development Proposals. The scheme proposed a rear extension with underpass to access the rear car park and the removal of the existing roof to construct two full floors. Design at low level was reflective of the existing building but with a more contemporary aesthetic for the top two floors.

This was not favourably regarded by Planning Officers and a much smaller extension and conversion was proposed for the second pre planning submission.

3.03 PRE-PLANNING APPLICATION SUBMISSION 2

A second Pre Application submission was presented in April 2019 and a meeting held in June 2019 which sought to address the issues raised within the first Pre Application.

The proposals represented a greatly reduced scheme for 9 additional units with a modest rear extension and conversion of the existing roof space.

The existing vehicular access would be moved further southwest to prevent the need for any undercroft but the height of the existing ridge would not be exceeded. The proposals include for 15 parking spaces and an additional 2 visitor spaces concurring with the recommendations within the Reading Borough Council Local Plan Policies and provide cycle parking storage beyond the minimum requirements.

Only minor external alterations would be evident on Queens Road to alleviate any impact on Queens Crescent, and the treatment of the Sidmouth Street extension would be visually in keeping with the existing on site building to reduce the impact on the Deenway Montessori School and Unicity College.

The roof space would be developed to include minimal dormers, providing two units per floor on the ground, first and second floors, and within the existing roofspace; a unit with a private balcony, two further units and a communal roof terrace with views to the rear shielded from surrounding properties by the retained hips within the existing roof format.

These proposals were received with more positive feedback and subject to accompanying documents we felt that this was the scheme we would take forward and as such forms the basis for the planning application subject of this Design and Access Statement.

We were also advised to include the minor elevational changes proposed to the existing building within the full application for the extension.

3.04 LAND USE

The proposals are to provide a Class C3 dwelling house extension and roof conversion to this site which has prior approval for conversion into a 20 unit residential scheme under Class C3.

With the retrograding of part of Queens Crescent to Class C3 and the permitted development of the site to Class C3, this will be in keeping with the site and surrounding uses.

3.00 DESIGN DETAILS



PERMITTED DEVELOPMENT		
UNIT / FLOOR	SIZE OF UNIT	BED / PERSON
GROUND FLOOR		
UNIT 1	58.1sqm	1 BED - 2 PERSON
UNIT 2	40.8sqm	1 BED - 1 PERSON
UNIT 3	54.5sqm	1 BED - 2 PERSON
UNIT 4	40.1sqm	1 BED - 1 PERSON
UNIT 5	77.4sqm	2 BED - 4 PERSON
UNIT 6	62sqm	2 BED - 3 PERSON
FIRST FLOOR		
UNIT 7	58.1sqm	1 BED - 2 PERSON
UNIT 8	40.8sqm	1 BED - 1 PERSON
UNIT 9	54.5sqm	1 BED - 2 PERSON
UNIT 10	40.1sqm	1 BED - 1 PERSON
UNIT 11	40.4sqm	1 BED - 1 PERSON
UNIT 12	44.4sqm	1 BED - 1 PERSON
UNIT 13	62sqm	2 BED - 3 PERSON
SECOND FLOOR		
UNIT 14	58.1sqm	1 BED - 2 PERSON
UNIT 15	40.8sqm	1 BED - 1 PERSON
UNIT 16	54.5sqm	1 BED - 2 PERSON
UNIT 17	40.1sqm	1 BED - 1 PERSON
UNIT 18	40.4sqm	1 BED - 1 PERSON
UNIT 19	44.4sqm	1 BED - 1 PERSON
UNIT 20	62sqm	2 BED - 3 PERSON

EXTENSION		
UNIT / FLOOR	SIZE OF UNIT	BED / PERSON
GROUND FLOOR		
UNIT B1	63.4sqm	2 BED - 3 PERSON
UNIT B2	73.7sqm	2 BED - 4 PERSON
FIRST FLOOR		
UNIT B3	63.4sqm	2 BED - 3 PERSON
UNIT B4	73.7sqm	2 BED - 4 PERSON
SECOND FLOOR		
UNIT B5	63.4sqm	2 BED - 3 PERSON
UNIT B6	73.7sqm	2 BED - 4 PERSON
ATTIC FLOOR		
UNIT B7	98.4sqm	3 BED - 5 PERSON
UNIT B8	58.6sqm	1 BED - 2 PERSON
UNIT B9	70.9sqm	2 BED - 4 PERSON

Figure 18: Proposed Site Plan and unit sizes

3.00 DESIGN DETAILS

3.05 QUANTUM

The proposals are for 9 additional residential units on a 1,642 sqm site in the following breakdown:

- 1 no 1 Bed / 2 Person flat,
- 3 no 2 Bed / 3 Person flats,
- 4 no 2 Bed / 4 Person flats, and
- 1 no 3 Bed / 5 Person flats

3.06 ACCESS AND LAYOUT

The proposals are to introduce an extension towards the east boundary with the same finished floor levels and roof line as the existing building, maintaining the width of the current unit at number 58 Queens Road and the main building line of the elevation along Sidmouth street.

We would modify the existing drop kerb vehicular access to the site by moving it closer to the eastern boundary. The modified access links to Sidmouth Street and leads to a retained area of associated residential parking on site to the Southwest.

Parking for 17 vehicles has been provided including 2 visitor spaces and one designated disabled space. Cycle parking is provided internally within the fabric of the building in the form of double stacked racking for 27 cycles on the ground floor and a further double stacked racking 27 cycle spaces on the first floor (a lift is also available for use).

A raised pedestrian route has been provided to the back of the building for the safety of any users.

3.07 SCALE

The proposed building works are for an extension and roof conversion creating 761.7sqm of internal floorspace (including 37.3sqm of covered roofspace). Visually the vertical extension for the building is no higher than the current ridgeline.

The proposals include units of a variety of sizes within the development that exceed the minimum 'Technical Housing Standards: Nationally Described Space Standards.' The prior approval proposals contained a high proportion of one bed units whilst the proposals for the extension to the rear and above are mainly for 2 bed properties.

The proposed building is an L-shaped plan building with a maximum lengths of 29m in one direction and 32.9m in the other. The block is three and a half stories.

3.08 LANDSCAPING AND OPEN SPACE

The existing soft landscaping around the building will be retained. Additional flower beds to the development will be located to the back and the extended side of the building. (Figure 19)

There will be a shared amenity space of 160 sqm for all flats located on the roof. The 3-bed property will have a 12 sqm balcony.

In terms of hard landscaping the core access road and parking spaces are to be block paving. All footpaths will be finished in tarmac.

All fenced boundaries to the site will be replaced with 1.8m close boarded fencing however the existing brick wall to the north and to the east will be retained where practical. A new low level stretch of wall is proposed on Sidmouth street alongside the extension to give the proposed landscaping a more private feel and segregate the residential windows from the pedestrians and road users, rising up as it reaches the new access point. The proposed landscaping will also enhance Sidmouth Street and add to the existing green corridors on this portion of the street.



Figure 19: Indicative Green Space Diagram

3.00 DESIGN DETAILS



Figure 20: Proposed Queens Road Elevation



Figure 21: Proposed Sidmouth Street Elevation

3.00 DESIGN DETAILS

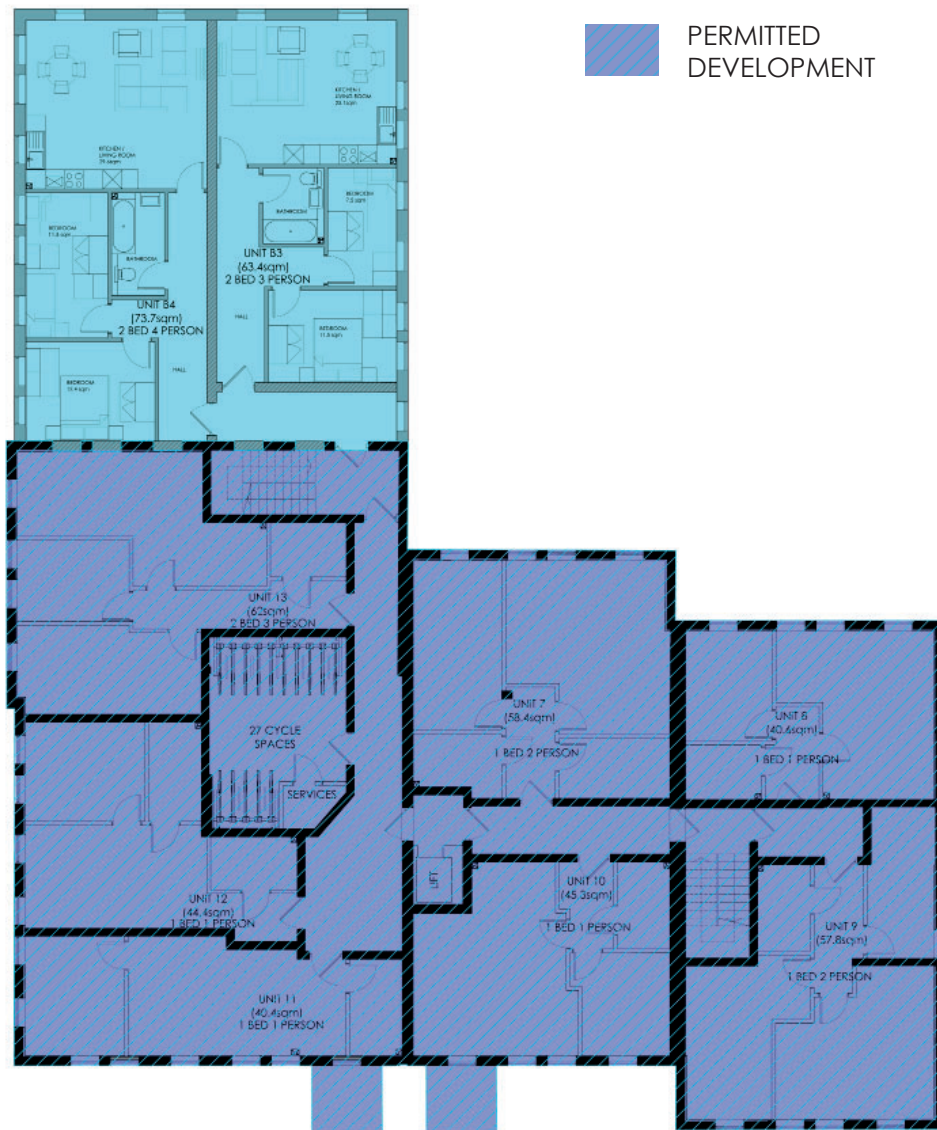


Figure 22: Proposed Ground Floor Plan

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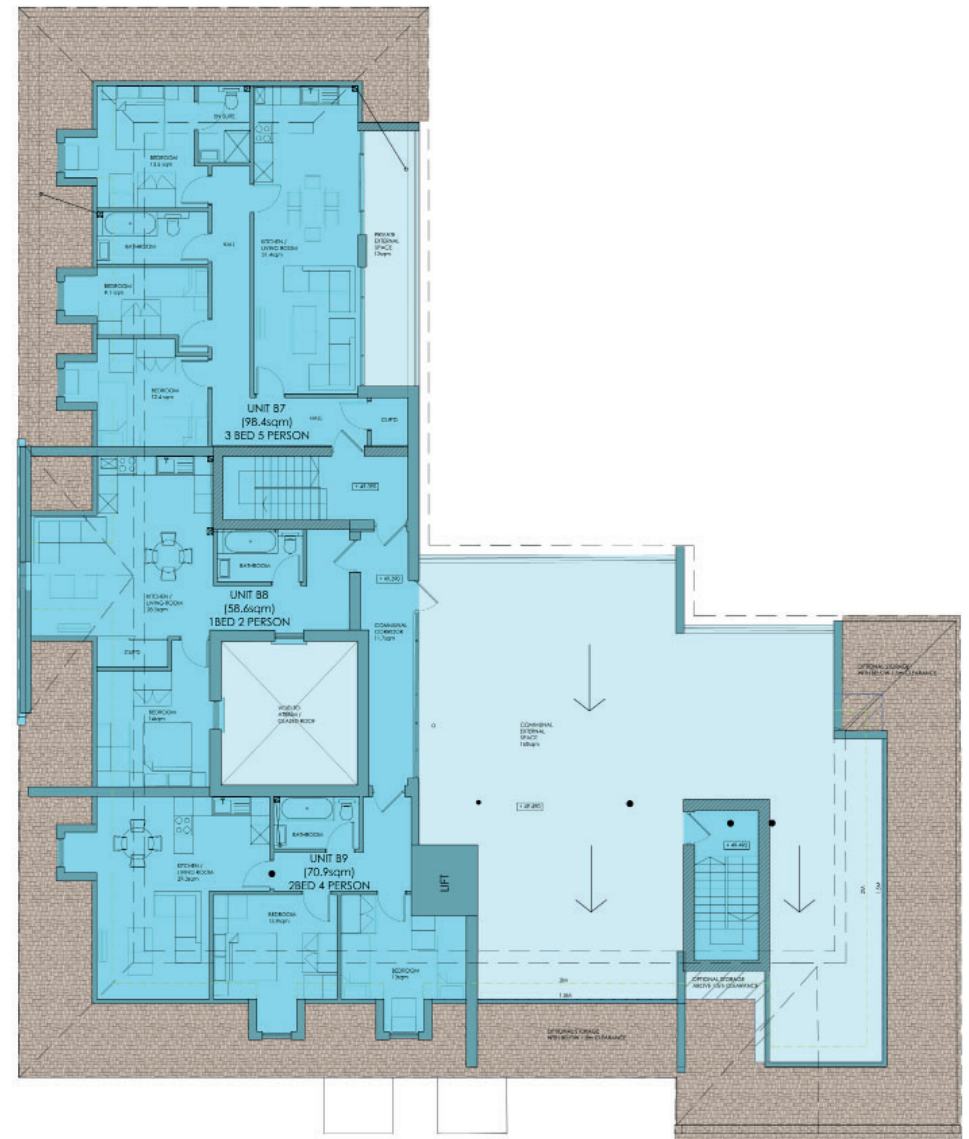


Figure 23: Proposed Third Floor Plan

3.00 DESIGN DETAILS

3.09 ARCHITECTURE AND APPEARANCE

A key component of the design ethos for this proposal was to replicate and retain as many of the existing features as possible.

Within the consented Prior Approval Application (180982) the proposals were developed to ensure that any doors removed and converted to windows would be in keeping with the proportions of the existing windows and existing visual format. These minor changes to the elevations are included as a part of this application to reiterate the transparency and honesty of the proposals.

In sympathy to the existing building the proposals for the extension have been developed with the first three floors mirroring the construction of the existing building materials and symmetry of window positioning. The proposals also include a similar feature band, cil and lintel detailing.

From the line above the existing eaves level the roof would be removed but reconstructed in a similar format to maintain the current silhouette. Limited and occasional dormers have been introduced sensitively into the new roof to allow light to habitable rooms within the newly proposed residential units.

A flat roof is currently proposed for the development with a parapet wall to ensure safe access for maintenance. A double height glazed atrium space has been included from the second floor to bring light into the core of the building.

Materials and colours have been chosen to mirror the existing building with a red marl stock brick (to match existing), reconstituted buff stone feature detailing including cills and lintels, grey framed windows and doors, and a grey tile roof.

3.10 DAYLIGHT SUNLIGHT and OVERSHADOWING

The proposed design has been developed to be sensitive to the existing amenity of the surrounding properties in terms of Daylight and Sunlight.

A Daylight and Sunlight Assessment was carried out for the first pre application submission where we had a maximised scheme showing a full additional floor and much larger extension reaching almost to the boundary and this found no loss of amenity to the surrounding properties in terms of daylight and sunlight.

The design of the roofspace has been carefully considered to ensure that the appearance is the same from the street and also to reduce the potential for overlooking the properties on Queen's Crescent.

3.11 SUSTAINABILITY

The site is located in a very convenient position for access to public transport and amenities. The site is located less than 1 km from Reading Train Station.

The residential development will meet with the following policies of the Reading Borough Council Core Strategy and Development Management Development Plan Documents:

- Policy CS1; by ensuring this is a sustainable development,
- Policy CS3; by being located in a town centre there is access to local amenities and community facilities,
- Policy CS5; by creating a range of flats on the ground floor as well as a lift for access on other floors,
- Policy CS7; by creating a high quality design and retaining the existing appearance of the site,
- Policy CS14; by providing new homes without reducing existing stock,
- Policy CS15; by creating a range of housing types and sizes,
- Policy CS16; by providing a financial contribution equivalent to provision of 20% of the development as affordable housing,
- Policy CS24; by creating two internal bike storage areas, enough for 54 cycles and providing 16 car parking spaces,
- Policy DM4; by producing necessary assessments of issues mentioned in this policy,
- Policy DM5; by building as many dwelling units to Lifetime Homes Standards as possible,
- Policy DM10; by providing communal space, and refuse storage areas.

As an extension of an existing building in close proximity to several Listed Buildings it is not possible to provide any external renewable energy collectors and as such any sustainability measures would need to be in relation to the fit out of the scheme internally.

The units will all be provided with suitable sanitary and catering equipment to minimise the use of water and energy and encouraged to source low energy white goods for the kitchens.

3.12 WASTE MANAGEMENT

Kerbside collections will be arranged with the Local Authority. The flats have a central collection point with 12 no 1100ltr bins - 6 for general waste and 6 for recycling. Each unit will be provided with sufficient internal space to allow for the collection of materials for recycling and general waste.

3.00 DESIGN DETAILS

3.13 EXTERNAL LIGHTING

The proposals will only be for minimal external lighting to assist pedestrians and for safety reasons. Care will be taken to ensure there is no light spillage to the surrounding properties. This would normally form part of detailed design for the site and we would request that it be included as a condition of consent.

3.14 CONTAMINATION

As part of the first pre application submission we commissioned a site investigation to identify and assess any potential contamination for the site and it was found to be very unlikely given the history and use of the site.

3.15 NOISE

An assessment of the impact of the existing noise on the proposed new residents has been carried out and accompanies this submission.

Carer will be taken to ensure that the correct specification glazing and dormer construction detailing is proposed to reduce the impact on the residential units.

3.16 SITE SAFETY

Care will be taken during the development to ensure the protection of the adjacent Queens Crescent buildings via additional bracing and netting to the scaffolding. The finer details will be identified within a Construction Management Plan which we would expect a requirement for as a condition of consent.

3.17 AIR QUALITY MANAGEMENT

An assessment of the impact of the proposed development on the Air Quality of the surrounding streets has been carried out and accompanies this submission.

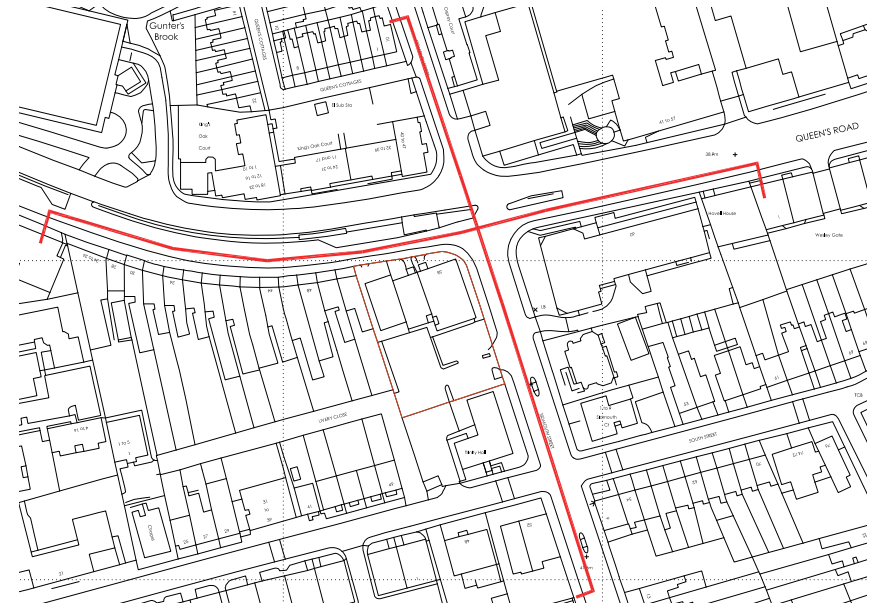


Figure 24: Section Location Plan

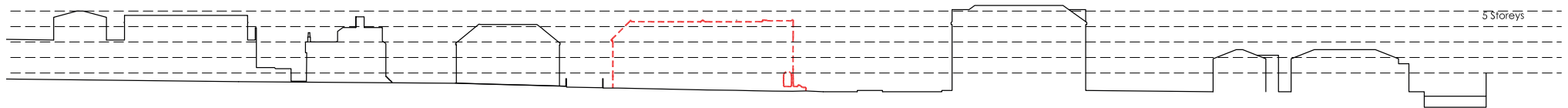


Figure 25: Section through Sidmouth Street

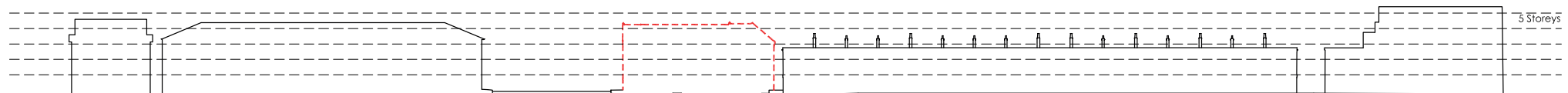


Figure 26: Section through Queens Road