

Design & Access Statement

& Sustainability Statement

9 Flats

Land R/O | 173–177 Kings Road | Reading | RG1 4EX

May 2018

Document

Client/Applicant: Fitzwilliam Trustees No.1 Ltd. C/O Christina Meyer

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Introduction

- 1.1 This Design and Access Statement has been prepared in support of a detailed planning application for the erection a new 5 storey building containing 9 flats together with access, parking, landscaping and amenity space.
- 1.2 The 9 flats in the proposed development will comprise of 1 x 1 bedroom, 6 x 2 bedroom and 2 x 3 bedroom flats.
- 1.3 The application site is located on land rear of 173-177 Kings Road, Reading. The site is previously developed land and measures 0.15 ha in area.
- 1.4 The site is behind 173-183 Kings Road, which are Grade II* Listed Buildings and is located within the Eldon Square Conservation Area.
- 1.5 The application is submitted on behalf of Fitzwilliam Trustees No.1 Ltd. C/O Christina Meyer.



Fig 1. Aerial photograph of the application site.

Planning History

- 2.1 The recent planning history of the site is set out below.
- 2.2 Application 15116, relating to 173-175 Kings Road for the, 'change of use from office (Class B1a) to 13 (1 x studio, 2 x 1, 7 x 2 & 3 x 3 bed) residential units (Class C3) and associated works,' was granted consent on 30th October 2015.
- 2.3 Subsequent applications relating to 173-175 Kings Road were submitted. Applications 160775 and 160776 for the, 'change of use from office (Class B1a) to 15 (4 x 1, 10 x 2 & 1 x 3-bed) residential units (Class C3) and associated works, including fenestration alterations at lower ground floor level, balustrade and door at rear first floor level to facilitate external terrace, rooflights and vents,' were granted consent on 22nd December 2016 and 5th January 2017 respectively. The works to implement these consents has been completed and the buildings are now in residential use.
- 2.4 Application 160750, relating to 177 Kings Road for the, 'Change of use from office (Class B1a) to 6no. residential units (ClassC3) including 2no. studios, 3no. two-bedroom and 1no. one-bedroom flats plus new front dormer and associated works,' was granted planning consent on 6th February 2017. The works to implement this consent are currently underway on site

Site & Surroundings

Site Description

- 3.1 The application site comprises of a parcel of previously developed land located to the rear of 173-177 Kings Road.
- 3.2 The site is currently a car park, which serves the existing residential properties at 173-177 Kings Road.
- 3.3 The application site as defined by the red line measures 0.15 ha in area.
- 3.4 The existing buildings at 173-177 Kings Road, located to the south of the red line application site, are within the applicant's ownership. Whilst forming part of the wider site, the existing buildings have been lined in blue to sit outside of the application site boundary. The area lined in blue measures 0.10 ha in area.
- 3.5 The application site is roughly rectangular in shape. The site measures approximately 31m in width and approximately 46m in depth.
- 3.6 The site boundaries are well defined. The southern boundary of the site is defined by the existing car park kerb edge. To the north, the boundary is defined by a retaining wall along the shared boundary with Morriss Court. The eastern boundary is defined by a 1m high brick wall along the shared boundary with 179 Kings Road. To the west, the boundary with 169 Kings Road is defined by a dwarf wall and 1.8m high metal railings. The western boundary to the vehicular access is defined with 1.8m high metal railings and matching automated entrance gates.
- 3.7 The site is relatively flat, there being a level change of approximately 600mm across the full depth of the application site.

- 3.8 The site is predominantly hard surfaced with impervious tarmac forming the car park finish. The edges of the car park are formed with bull-nosed concrete kerbs. Around the car park perimeter and in localised areas within the car park, are small areas of soft landscape.
- 3.9 Within the northern part of the site is a London Plane tree, which is the subject of a Tree Preservation Order (95/06). Around the northern and north-western perimeter of the site is a mature Cypress hedge.
- 3.10 Vehicular access into the site is achieved via an existing access driveway that extends from Orts Road to the north. Pedestrian access can be achieved via the same access route or alternatively through the common areas of the existing buildings at 173-177 Kings Road.



Fig 2. View of the site toward 173 Kings Road.



Fig 3. View of the site toward 169 Kings Road.



Fig 4. View of the site toward 177 Kings Road.



Fig 5. View of the site toward the northern boundary.



Fig 6. View of the existing London Plane tree.

Site Surroundings

- 3.11 Immediately to the south of the application site are the existing buildings at 173-177 Kings Road. The properties form part of a terrace of historic Bath sandstone buildings that extends from 173-183 Kings Road.
- 3.12 The existing buildings at 173-183 Kings Road are Grade II* Listed (List Entry Number: 1155954). The buildings are described as, 'KINGS ROAD 1. 5128 (North Side) Nos 173 to 183 (odd) SU 7273 7/141 22.3.57. II* GV 2. After 1832. The principal houses in the former Waterloo Place. Three separate blocks of 2 houses each joined together by single storey links of varying design Similar design apart from applied order. Modified Doric for Nos 173/175 and 181/183, composite Nos 177/179. Each block 3 storeys and basement, Nos 173-179 with attics. Bath stone. Slate roof with central chimney stack with many pots. Channelled ground floor with moulded string, entablature and blocking course with corner and central pilasters framing two 3 storey bows, each with 1 windows. 4 bays, glazing bar sashes (cornices on 1st floor), centre break with bows. Ground floor has 2 windows (French casements) with balconies and contemporary cast-iron rails and decoration. Doors in outer bays have segmental heads and 2 panels. No 169 linked to No 171 and No 183 linked to No 185 by recessed Ionic porticoes in antis with parapets. To rear: Nos 177/179 have full height bows; Nos 181/183 have ground floor bows. Interiors: No 173 contemporary staircase with moulded rail and stone steps, delicate undercut cornices (similar to contemporary ones in Cheltenham). No 183 contemporary staircase.'
- 3.13 The existing buildings at 173-183 are arranged in 3 blocks of 2 buildings, each 5 storeys in height. The blocks are joined together by 2 storey subservient annexes to the side, which connect the buildings to create a continuous frontage to Kings Road. The buildings are classical in their proportions and appearance. The front elevations of the buildings facing onto Kings Road are ornate and include extensive detailing. To the rear, the elevations are much simpler in their design and composition. All of the buildings except 179 Kings Road are now understood to be in residential use.
- 3.14 To the west of the application site, the existing buildings at 163-169 Kings Road are similar in character to 173-183, being constructed in Bath sandstone. The buildings are of a classical design, however have less ornamentation than found on 173-183 Kings Road. 163 Kings Road is Grade II Listed. The existing buildings at 163-169 Kings Road are understood to be in residential use.
- 3.15 169 Kings Road, which is located immediately to the west of the application site has been extensively altered and extended in the past. A 3 storey extension projects approximately 16.5m from the rear of the building and is understood to contain a number of residential flats.
- 3.16 To the east of the application site, the existing buildings at 185-189 Kings Road are also of a similar character to 173-183, being constructed in Bath sandstone. Similarly, the buildings are of a classical design. 185-189 Kings Road are Grade II Listed. 185 has been extensively modified and extended in the past when converted into office accommodation. A 5 storey extension projects approximately 35m from the rear of the building.
- 3.17 To the north of the application site is the Orts Road housing estate. Immediately to the north of the site is Morriss Court, and to the north-west is Biko Court, which are both understood to be residential blocks of flats. The buildings are 3 storeys in height, of a red brick construction with corrugated cladding, and have pitched pantile roofs.



Fig 7. View of the site access driveway from Orts Road.



Fig 9. View of the site from the rear of 179 Kings Road.



Fig 8. View of the site vehicular access gate.



Fig 10. View of the site from Orts Road adjacent to Morriss Court.



Fig 11. View of rear of 185 Kings Road.



Fig 12. View of Morriss Court from Orts Road.



Fig 13. View of 185 Kings Road.



Fig 14. View of 173-179 Kings Road.



Fig 15. View of 175 and 177 Kings Road.

Site Constraints

4.1 The site constraints have been identified as follows.

Access & Car Parking

4.2 Vehicular access into the site is achieved via an existing access driveway that extends from Orts Road. Pedestrian access can be achieved via the same access route or alternatively through the common areas of the existing buildings at 173-177 Kings Road. These access routes will be retained unaltered.

4.3 Sufficient car parking will be retained for the existing residential accommodation at 173-177 Kings Road as well as the proposed development. The existing car park will be modified to achieve a more efficient layout and increase the parking provision.

TPO Tree

4.4 The existing London Plane tree subject to Tree Preservation Order (95/06) will be retained. The foundations of the proposed building will be designed to minimise the impact of the development on the retained tree.

Heritage

4.5 173-183 Kings Road are Listed Buildings, and other Listed Buildings and buildings of townscape merit are found within the site surroundings. The application site also sits within the Eldon Square Conservation Area. The development proposals will seek to preserve and enhance the setting of the Listed Buildings and preserve the character of the Conservation Area.

Design Proposal

Amount

- 5.1 This application seeks detailed planning approval for the erection of a new 5 storey building containing 9 flats together with access, parking, landscaping and amenity space. The 9 flats in the proposed development will comprise of 1 x 1 bedroom, 6 x 2 bedroom and 2 x 3 bedroom flats. The proposed habitable accommodation is scheduled below.

Plot 1	2 bedroom – GIA 63.0 sqm
Plot 2	3 bedroom – GIA 71.4 sqm
Plot 3	2 bedroom – GIA 63.0 sqm
Plot 4	2 bedroom – GIA 63.0 sqm
Plot 5	2 bedroom – GIA 63.0 sqm
Plot 6	2 bedroom – GIA 63.0 sqm
Plot 7	2 bedroom – GIA 63.0 sqm
Plot 8	1 bedroom – GIA 48.7 sqm
Plot 9	3 bedroom – GIA 95.9 sqm

Total Habitable Accommodation – GIA 594.0 sqm.

- 5.2 Including the non-habitable accommodation such as the common areas, the total GIA for the calculation of the Community Infrastructure Levy is 710.1 sqm.

Layout

- 5.3 The layout of the proposals has been largely determined by the sites context and constraints.
- 5.4 The developable area of the site has primarily been determined by the root protection area and canopy spread of the retained London Plane tree, which prevents development in the northern portion of the site.
- 5.5 The need to maintain an adequate separation distance from the rear of the existing building at 177 Kings Road, constrains the proximity of the new and existing buildings, and restricts opportunities for development in the southern portion of the application site (noting that the flats within 177 Kings Road are dual aspect).
- 5.6 The existing vehicular access enters the site to the west, and the location of the access and the need to preserve adequate space within the car park for the turning of refuse vehicles prevents development in this portion of the site.
- 5.7 The outlook of the existing residential windows in the side elevation of 169 Kings Road, and the need to maintain adequate separation distances to these flats also prevents development in the west portion of the site.
- 5.8 The sites context and constraints have therefore informed the siting of the proposed building, which will be positioned along the eastern boundary of the site.
- 5.9 The existing car park will be modified to achieve a more efficient layout. Car parking will be arranged in an L-shape around the proposed building to provide 35 parking spaces.



Fig 16. Proposed site plan.

- 5.10 An area of soft landscaped amenity space will be created to the north of the proposed building, adjacent to the retained London Plane tree, which will improve the surfacing within the root protection area of the tree (noting that this area is currently hard landscaped with impervious tarmac).
- 5.11 A minimum separation distance of 10.5m will be maintained between the proposed building and the existing building at 177 Kings Road. The built form of the proposed building steps away from 177 Kings Road as its height increases, thereby widening the separation distance and to ensure adequate daylighting is maintained to the existing flats (noting that the proposed building is sited to the north of 177 Kings Road).
- 5.12 A minimum separation distance of 23.5m will be maintained between the proposed building and the existing rear extension of 169 Kings Road. The existing building at 169 Kings Road steps away from the application site at first floor level, and the separation distance increases to approximately 25m at first floor level and above.

Character & Appearance

- 5.13 The architectural character of the area is dominated by the existing Bath sandstone buildings sited along Kings Road, to the south of the application site. These buildings clearly make a positive contribution to the character of the area. The principle facades of the Bath sandstone buildings face south onto Kings Road, which is the main visual aspect of these buildings, the other elevations being subservient and facing away from the public realm.
- 5.14 173-183 Kings Road are connected together creating a continuous frontage to the street. Whilst the heights of the annexes that connect these buildings together are lower than the main blocks, views through to the rear are largely restricted by the continuous facade. It is therefore anticipated that the proposed building will be largely screened in views from Kings Road by the existing built form, and that there will only be glimpse views of the proposed building over the roofs of the annexes from Kings Road. The visual impact of the proposed development on the setting of the Listed Buildings and the character of the Conservation Area will therefore be negligible when viewed from the street.
- 5.15 Views of the proposed building from Orts Road are also largely screened by the existing built form and the exiting Cypress hedge around the northern perimeter of the site.
- 5.16 The only clear views of the proposed building that can be achieved from the wider site context are from within the existing car park to the rear of 179-183 Kings Road. Not being from within the public realm, this view is not considered to be an important view within the Conservation Area.
- 5.17 The rear curtilages of 173-183 Kings Road are used for car parking, and as such the area is dominated by hard landscaping, which contributes little to the setting of the listed buildings and the character of the Conservation Area.



Fig 17. Proposed front elevation.

- 5.18 Given that the proposed building will be located in a screened position, detached and to the rear of the existing Listed Building, it is considered that the proposals will not be harmful to the setting of the Listed Buildings or the character of the Conservation Area.
- 5.19 Whilst the existing Bath sandstone buildings dominate the character of the area, the classical appearance of the buildings are from another era. Rather than seek to replicate the character of the existing buildings in a pastiche style, it is proposed that the new building be of a modern design and of a distinct style and appearance.
- 5.20 The proposed building is of simple design with a central stair core serving 2 flats on each floor, with a single flat on the top floor. The floor plates reduce in size as the height of the building increases, allowing the building to step away from its neighbours on the upper floors.
- 5.21 Externally the fenestration is arranged on the facades in a symmetrical, repetitious and ordered fashion, reflecting the ordered arrangement of the classical facades of the adjacent buildings. Recessed panels will sit along side the windows in some locations to maintain the fenestration pattern.
- 5.22 The mass of the proposed building is broken up using simple planes of material. The main 'blocks' of the buildings will be constructed in yellow gault brickwork, to reflect the colour of the neighbouring Bath sandstone buildings. The 'wings' and 'plinth' of the building will be constructed in grey brickwork similar to the Victorian Reading grey brickwork found within the town. The core of the building and part of the upper storey will be of an aluminium rain screen cladding in a metallic bronze patchwork, which will add interest to the facades.
- 5.23 Relief in the facades is used to add articulation and depth to the elevations and create opportune points for the transition between materials. Further depth and relief is provided by cantilevered balconies on the front elevation.

Scale

- 5.24 The proposed building has been designed to respect the scale of the existing buildings in Kings Road. The built form of the proposed building steps away from 177 Kings Road as its height increases. The building is 3 storeys in height at its nearest point to 177 Kings Road, stepping up to a height of 5 storeys at its highest point.

Highways & Access

- 5.25 Vehicular access into the site is achieved via the existing access driveway that extends from Orts Road. Pedestrian access is achieved via the same access route or alternatively through the common areas of the existing buildings at 173-177 Kings Road. These access routes will be retained unaltered.
- 5.26 Carparking for the new and existing flats will be provided to meet the required standards. A total of 35 car parking spaces will be provided on the site to serve the 9 new flats and the 21 existing flats in 173-177 Kings Road.
- 5.27 Refuse collections will be made from the car park, as per the existing arrangement. Refuse bins will be stored in an extended bin storage area that will served both the new and existing flats.
- 5.28 The proposed flats will be accessible to the disabled and will fulfil the requirements of 'Category 1: Visitable Dwellings' as described in Approved Document Part M of the Building Regulations.

Landscaping

- 5.29 The existing London Plane tree subject to Tree Preservation Order (95/06) will be retained. The foundations of the proposed building will be designed to minimise the impact of the development on the retained tree, with the building supported on a shallow foundation slab and concrete piles. An Arboricultural Method Statement accompanies this planning application, which provides further details on this matter.
- 5.30 The retained tree is located to the north of the proposed building and it is therefore not anticipated to result in overshadowing or loss of light to the proposed residential accommodation. It is not anticipated that there will be any future pressure to reduce the crown of the tree from residents of the development, given that overshadowing will not occur.
- 5.31 An area of soft landscaped amenity space will be created to the north of the proposed building, adjacent to the retained London Plane tree, which will improve the surfacing within the root protection area of the tree.
- 5.32 The existing Cypress hedging located along the northern boundary of the site will be retained, which will assist in screening the development.
- 5.33 The existing boundary treatments will be retained unaltered.

Amenity

- 5.34 The design and layout of the proposed development has been considered to ensure there are no adverse impacts on amenity. Adequate separation distances will be provided between the new and existing buildings to avoid overlooking. Windows in the proposed building will be orientated to the east and west to avoid windows facing toward the existing buildings located to the south.

Materials

- 5.35 The materials proposed to be used in the external appearance of the building are shown on application drawing 17.35-116. The final selection of the materials will be reserved by planning condition, however a description of the proposed materials is provided below.

Yellow Gault Brick:

The main 'blocks' of the buildings will be constructed in yellow gault brickwork, to reflect the colour of the neighbouring Bath sandstone buildings. The proposed brick will be similar to Ibstock Amato Blend pictured.

Grey Brick:

The 'wings' and 'plinth' of the building will be constructed in grey brickwork similar to the Victorian Reading grey brickwork found within the town. The proposed brick will be similar to Freshfield Lanes Synthesis S20 pictured.

Rainscreen Cladding:

The core of the building and part of the upper storey will be of an aluminium rain screen cladding in a metallic bronze patchwork. The proposed cladding will be similar to Bailey Rainscreen Cladding pictured (note that the colour contrast of the cladding panels is intended to be subtler than the example pictured).

Aluminium Cladding:

The entrance canopy, balcony aprons, roof copings and flashings are to be formed in in grey aluminium cladding, such as Valcan Vitrabond or similar.

Balconies:

Balcony balustrades are to be formed in frameless glass.



Fig 18. Ibstock Amato Blend & Freshfield Lanes Synthesis S20 bricks.



Fig 19. Bailey Rainscreen Cladding in a patchwork arrangement.

Sustainability

- 6.1 The following statement provides details of the sustainable aspects of these design proposals.
- 6.2 Central Government withdrew support for the Code for Sustainable Homes in March 2015, with the intention that it be removed from all Local Plans by October 2015. A Code for Sustainable Homes pre-assessment has not therefore been provided with this application.

Sustainable Design

- 6.3 The principle habitable rooms of the proposed dwellings will be provided with large window openings, and such the flats will benefit from natural lighting throughout the day.
- 6.4 The proposed flats will be of a traditional masonry construction, and will therefore have a high thermal mass to act as a buffer to external heat fluctuations.

Energy Efficiency

- 6.5 To prevent heat loss the flats will be well insulated, and measures will be taken to limit air leakage. The flats will be constructed to meet the requirements of Building Regulations Approved Document Part L1A 'Conservation of Fuel and Power (New Dwellings)' 2010.
- 6.6 Energy efficient appliance will be provided within the flats. All light fittings will be low energy fittings. Kitchen white goods will be 'A' rated appliances.
- 6.7 All habitable rooms within the flats will benefit from good natural day lighting.

- 6.8 The flats will benefit from passive cross ventilation.

Water Resource Management

- 6.9 The flats will be designed for a maximum potential water consumption of 125 litres of water per person, per day. The design will utilise water saving devices such as dual flush toilets, spray taps, and water efficient white goods.

Flood Risk Management

- 6.10 The site is located in Flood Zone 1 and is not subject to fluvial flooding. Surface water drainage will discharge to a Sustainable Urban Drainage System, either to an infiltration system or attenuated drainage (noting that the site area is currently hard landscaped with an impermeable surface and will therefore have a high flow rate of surface water runoff).

Biodiversity:

- 6.11 A landscaping scheme utilising native planting will be submitted as part of the discharge of planning conditions which will seek to enhance the biodiversity of the site.

Waste, Recycling & Composting Facilities

- 6.12 The proposals will encourage responsible waste management. Recycling and general waste bins will be provided within a communal storage area located adjacent to the vehicular site access.
- 6.13 Site waste generated in the construction of the development will be managed to both limit the amount of waste generated and to recycle or re-use any waste that is generated by the development.

Sustainable Transport

- 6.14 The site is located in a highly sustainable town centre location in close proximity to a range of local services and facilities.
- 6.15 Secure storage will be provided on site for bicycles.

Sustainable Construction

- 6.16 Where possible, materials with A and A+ Green Guide rating will be specified in the development. Timber will be sourced from sustainable certified sources wherever possible.

Summary & Conclusions

- 7.1 This application seeks detailed planning approval for the erection of a new 5 storey building containing 9 flats together with access, parking, landscaping and amenity space. The 9 flats in the proposed development will comprise of 1 x 1 bedroom, 6 x 2 bedroom and 2 x 3 bedroom flats.
- 7.2 The design of the proposals has been informed by the sites context and constraints.
- 7.3 The proposed building will be largely screened in views from Kings Road by the existing built form, and there will only be glimpse views of the proposed building from Kings Road. The visual impact of the proposed development on the setting of the Listed Buildings and the character of the Conservation Area will be negligible when viewed from the public realm.
- 7.4 The proposed building will be of a modern design and of a distinct style and appearance from the existing Bath sandstone buildings that dominate the architectural character of the area. The proposed building however takes cues for its appearance from the adjacent classical buildings, in the symmetrical, repetitious and ordered arrangement of fenestration on its facades and in the selection of complementary materials.
- 7.5 The design and layout of the proposed development has been considered to ensure there are no adverse impacts on amenity. Adequate separation distances will be provided between the new and existing buildings to avoid overlooking.
- 7.6 The proposed development makes more efficient use of this previously developed site, increasing the development density of a town centre site, and providing much needed new housing within a highly sustainable and accessible location.

Spires Architects

9 Monks Way | Reading | RG30 3DP