

J R Properties

**Redevelopment of
No2 Bedford Road**

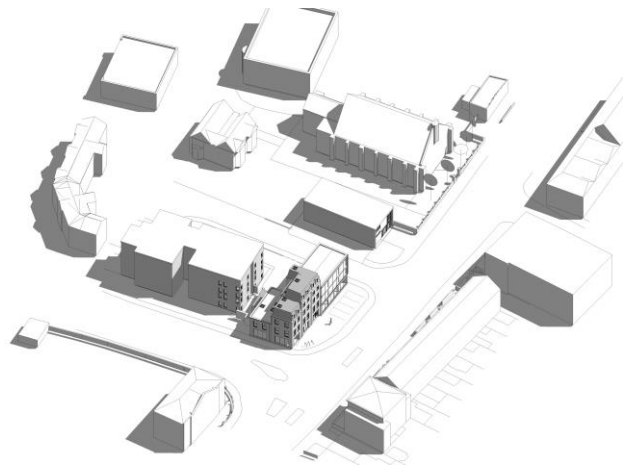
for

**A1/A2/A3 use at ground floor
and 6 apartments at the upper
levels**

**Design and Access
Statement**

15-035-200 D

Revision D- Approval issue– 25-05-18



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The following are appendices to this design and access statement, but are issued as separate documents

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Introduction:

Article 9 of The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015, requires a Design and Access Statement to be submitted where planning applications comprise a major development, the provision of one or more dwelling houses or when the floor space created by the development is 100 sqm or more.

This application falls within the last two criteria, and on that basis this design and access statement has been prepared as far as possible in accordance with the recommendations of CABI guidance 'Design + Access Statements' (London, 2006)

Notes:

- (1) Where adjoining development has been shown in submitted drawings and documents, access has not always been possible or practical to carry out a comprehensive measured survey. These buildings are shown with a reasonable level of accuracy commensurate with planning stage documents, but unless noted as subject to a measured survey are necessarily indicative.*
- (2) Drawings shown in this Design and Access Statement are not necessarily to scale, and reference should be made to the submission drawings where this is critical - which are within the limits defined above.*
- (3) Release of copyright has been provided to us by third parties where this is required.*

Process

Assessment:

The application site is located approximately 0.75 kilometres (½ mile) from the centre of Reading and approximately 300m outside the line of the ring road.

It is shown circled in white in **Figures 1** and outlined in red in **Figure 3** below.

The application site is approximately 264 sqm (0.027 ha / 0.07 acres) in plan area, of which the footprint of the existing licensed premises, “The Royal” at no 2 Bedford Road took up 170 sqm GEA.



Figure 1, 2 + 3 – The location of the site
(Top + Middle) - Aerial photography at small and large scale, showing the application site circled in white.
(Bottom) - Extract from the ordnance survey - showing the application site outlined in red.

To the south of the site, Oxford Road is the principal route in to the town centre and this joined immediately to the west of the site by Bedford Road, forming a tee junction. Bedford Road is a feeder road for the A329 ring road, and is 2 lanes per carriageway, divided by a central reservation at this point.

Noise, air quality and transport aspects are discussed in respective appendices, but the detrimental effect that the extensive road markings, barriers, lights and signs etc have on the quality of the visual and spatial environment is shown in **Figures 4 to 6** below.



Figure 4, 5 + 6
(Top + Middle) Road signage, barriers, lights and box junctions have an effect on the urban environment.
(Bottom) – Lane markings and box junctions...



To the east part of the application site, 118a Oxford Road is occupied by a two storey building dating from the 1970s, with a footprint of approximately 115 sqm (1238 sqft) gross external area (GEA). The building has been occupied by the Reading branch of the hi-fi retailer 'Richer Sounds' since 2016, when it relocated from nearby premises.

Approval (141780) was granted in 2015 for addition of a third storey and the remodelling of the south elevation, and has recently been implemented.



Figure 7, 8, 9, 10– The Richer Sounds store at 118 Oxford Road:
(**Top left**) – Front elevation (south) to Oxford Road
(**Upper left**) Side elevation (west) to Bedford Road
(**Top right**) Side elevation (east) to Trinity Place
(**Bottom right**) Rear (north) elevation



The western part of the site, which is No 2 Bedford Road, is occupied by licensed premises comprising a small but disjointed group of one and two storey buildings which date from the Victorian period.



The public house was known recently as “The Royal”. It has had a lurid recent history, which lead to a wide spectrum of complaints regarding unlicensed activities. The property was acquired by the applicant when it was offered to the market in 2015, in part at least to prevent any further detriment to the amenity of their existing retail use on the adjoining site.



As both buildings are set back from the back edge of footpath by around about the same amount (approximately 7 m / 20') the resulting opens space tends to merge visually with the road junction and create the significant gap in the urban grain, (shown in **Figures 4** and **5** above) characterised by tarmacadam, and white lining.



Figure 11, 12, 13, 14 - 'The Royal' public house – no longer trading.

(Top left) – South elevation facing Oxford Road
(Upper left) – West / side elevation facing Bedford Road
(Lower left) – From the south east
(Bottom) – The rear of the premises, seen from the north east



Figure 15, 16, 17 - Sheltered housing at 10 Trinity Place
Top– from the south west and showing the relationship to the two buildings on the application site
Middle – West elevation facing Bedford Road
Bottom – East elevation facing Trinity Place

Although the building to the immediate north of the site, number 10 Trinity Place, is almost completely without detail, it is a determinant to a large extent of the development of the application site.

The building dates from the 1970s and provides sheltered accommodation in 24 apartments on four floors. Although the only rooms which depend for day lighting on the south elevation are the small kitchens, these are relatively close to the boundary and were already prejudiced by the existing adjoining development at the time when planning approval for it was granted.

Consultation with the management and residents is noted in **Appendix 14**, and the effect of day lighting is shown in **Appendix 7**.

Zone 2 – “within the primary core area but still on the periphery of the central core area which lies at the heart of Reading Borough”.



Figure 18 - Extract from Proposals Map F

The site is not specifically identified in Proposals Map F of the 2009 Local Development Framework, but the key relationships show on the plan are:

Close to “Other Opportunity Area” site RC4a

Facing the conservation area and site RC4q

Cycle route to town centre

RC4a – 108 to 116 Oxford Road etc is indicated to have the potential for 100 to 150 dwellings.

RC4q – 143 to 145 Oxford Road is indicated to have the potential for 10 to 20 dwellings.

In addition, in the LPA’s response to the initial pre-application enquiry, the site was identified as within



The application site faces the northern boundary of the extensive Russell Street Castle Hill Conservation area, which in here is the south side of Oxford Road. The area assessment of the part of Oxford Road with the conservation area, carried out by the LPA, identified a number of negative features including:

Busy traffic
Poor pedestrian links
Poor quality shopfronts
Poorly maintained buildings
UPVC windows
Loss of chimneys

which are almost all represented in the parts of the south side of Oxford Road facing the application site.



The buildings on the application site are not protected by listing and the application site is not within the boundary of the conservation area. However, within the immediate area, buildings with Grade II status include :

118 Oxford Road
120 / 122 Oxford Road
124 Oxford Road
Holy Trinity Church
139 – 141 Oxford Road
149-169 Oxford Road
171-177 Oxford Road



Figure 19, 20, 21, 22 The northern boundary of the Russell Street Castle Hill conservation area
(Top) Looking east towards the town centre
(Upper) Shopfronts facing the application site
(Lower) Looking west from the application site
(Bottom) Looking east along the south side of Oxford Road



Figure 23, 24, 25, 26 –Existing buildings adjoining the application site

(Top) – Front (south) elevations of the Oddfellows Hall.

(Upper) – Side (west) elevations of the Oddfellows Hall.

(Lower) – Oddfellows Hall and Holy Trinity Church west

(Bottom) –The south elevation of Holy Trinity Church facing Oxford Road.

The Oddfellows Hall, does not face the application site, but is located on the east side of Trinity Place. The building dates from the 1960s / 70s and provides community facilities in the area. It is of a not dissimilar style to the existing retail use adjoining the application site, and forms an unusual small group with Holy Trinity Church to its east.

Although dating from over a century earlier in time (1845), the church building is a step up in scale to the Oddfellows Hall. The combination of an ecclesiastical boundary wall and mature broadleaf trees forms a visual barrier along edge of the public domain.

Because of their relative positions relative to the line of Oxford Road, and the intervening mass of the Oddfellows Hall, the application site has very little impact on the setting of the church.



Looking to the west, Oxford Road becomes increasingly sub-urban and is characterised by substantial Victorian terraces. Although these are up to three or four storeys in height, they include a mix of retail and service uses at ground level which is very diverse and often visually discordant.

Towards the east and approaching the town centre, the character of Oxford Road becomes increasingly urban, with less residential development, but a bigger proportion of retail and commercial use. Development up to eleven storeys in height is within a less than 500m from the application site.

Figure 27, 28, 29 – Views along Oxford Road,
Top – Eastwards showing the relative positions of the application site and Holy Trinity Church.
Upper – From the junction of Trinity Place and Oxford Road and including the Pavilion – Lifespring Church
Lower – The frontage of the Pavilion Lifespring Church
Bottom – Looking east along Oxford Road towards central Reading – up to 11 storeys.

Involvement:

The applicant has been operating from the adjoining retail use since 2015 as the Reading branch of hi-fi specialist retailer “Richer Sounds”.

When the adjoining licensed premises (were) closed down and came onto the market, towards the end of 2015, there was an imperative for the site to be acquired. This was largely to preclude further operation of the licensed premises, which had become prejudicial to the retail use and local amenity in general, but also to provide some flexibility to the retailing space. It would also add scope for residential development of the combined sites, as the applicant operates around 250 privately similar rental properties apartments throughout England and Wales.

They enjoy a good reputation amongst their tenants as a landlord for that type of rental property.

Since that time, the Applicant has consulted extensively with the local planning authority and other parties to the development process, which is show opposite:

January 16	First pre-app submission
January 16	Pre-app meeting (Officer - Jonathan Markwell)
07 March 16	Pre-appl response by letter
14 June 16	Second pre-app submission
13 September 16	Pre-app meeting (Officer - Daniel Murkin)
15 September 16	Presentation to the Design Review Panel
May 17	Meetings with the operators of sheltered housing at Trinity Place
30 October 17	Presentation to Reading Conservation Area Advisory Committee
30 October 17	Presentation to operators and residents of Trinity Place sheltered housing
January 18	Third pre-app submission
07 March 18	Pre-app meeting (officer : Matthew Burns)
29 March 18	Meeting planning officer (Matthew Burns) and conservation officer
May 18	Planning submission

More details of the consultations, the responses that were provided and the development of the proposals is shown in **Appendix 1** – planning statement and **Appendix 14** – consultation.

Evaluation:



Figure 30 and 31

Top - The place of 'The Royal' in the urban context

Bottom – The space in front of the buildings is a key determinant of how the application site can be developed.

Although the public house at No 2 Bedford Road is of greater age than the other buildings surrounding the site, it has little merit either architecturally, or as a contribution to the urban context. Its lurid past and negative impact on the amenity of the locality means that it would be unlikely to trade again. It is clearly of little value as an asset to the community, and there are a number of alternative licensed premises nearby offering many of the same (legitimate) services.

Although the buildings on the application site are not protected by listing, it is noted that there are a number of listed building nearby, and that the site faces the Russell Street / Castle Hill conservation area across Oxford Road.

Considering the diversity of the urban context in within which the site is located, although there are, in the words of the Design Review Panel, some *really lovely* buildings, which include those worthy of listing or protection though conservation area status, the photographic record reflects the variation of the context. There is much of rather of less value, and some which offers little or nothing either individually or to the street scene as a whole.

In its existing state the application site is a grim adjunct to a dreary road junction. There is little of value in the existing situation other than the cessation of the anti-social activities at the former licensed premises.

The pre-application process identified that the site has the potential for development:

for a modest retail development, supporting the existing retail uses on the site and in the locality

for new residential accommodation for which there is an anticipated need.

Existing development adjoining the application site has some considerable influence on the proposals by

establishing an architectural + urbanistic context and also through physical aspects, such as the effect on day lighting and the manner in which deliveries and collections are made.

The design review process has established some priorities for the design of the development including:

Materials

Clarity of built form

Fenestration

Addressing the corner site & highways junction

Local precedent

However, none of these constraints should preclude the development of the site in line with the proposals discussed below.

In summary, although there are some buildings of un-doubted merit quite close by, the buildings on or adjoining the application site are median if not mediocre. The current situation offers little of merit in either urban, social or economic terms, hence there is an imperative to develop the site to prevent further decline. The opportunity of new development will refresh the location in all ways, but implementation is directly dependent on a sufficient amount of viable content.

Design

Use:

The LPA's letter of 07 March 16 , which comprised their formalised response to the initial pre-application enquiry, noted that the application site was located within what they defined as Zone 2 – *“within the primary core area but still on the periphery of the central core area which lies at the heart of Reading Borough”*. Existing uses around the site include residential - including the sheltered housing at 10 Trinity Place, various types and size of retailing, community use and places of worship.

The proposals comprise:

New A1 or A3 - 107 sqm (gia)

6 no new apartments

The subsequent pre-application process had demonstrated that residential use was acceptable above ground level, on the basis of adequate justification of the lack of external amenity space. A new use, such as A1 and A3, would be acceptable at ground floor level, with greater comfort being provided by evidence of their long term sustainability, to preclude conversion to residential use in less suitable locations.

Employment associated with the new uses is discussed below.

Amount:

The application site is approximately 264 sqm (0.027 ha / 0.07 acres) in plan area, of which the footprint of the existing licensed premises at no 2 Bedford Road took up 170 sqm GEA.

The footprint of the development is 182 sqm measured on the basis of gross external area (GEA), covering 69% of the site area, and leaving a forecourt of approximately 82 sqm to the south of the building.

At ground level there is 107 sqm, measured on a gross internal basis (GIA) of new A1 / A3 space to the west of the residential entrance, which is 21 sqm GIA. Refuse / recycling and meters / incoming services are located in the north east corner of the ground floor plan and together take up 24 sqm GIA.

On the basis of the 2nd edition of the Employment Densities Guides (H&CA 2010) the new A1 / A3 use could typically deliver up to 5½ FTE jobs for either use. There would also be a contribution to employment arising from the management of the residential part of the development.

6 new apartments are provided above ground floor level as follows, with the following mix:

1 st floor	3 x	1 bedroom	up to 1 person
2 nd floor	1 x	2 bedroom	up to 4 person
3 rd floor	1 x	2 bedroom	up to 4 person
4 th floor	1 x	1 bedroom	up to 1 person

These generally comply with the spatial requirements of the DCLG 2015 Technical Standards, and would provide good quality residential accommodation for up to 10 people. **Appendix 4** considers the viability of the development with such relatively small content.

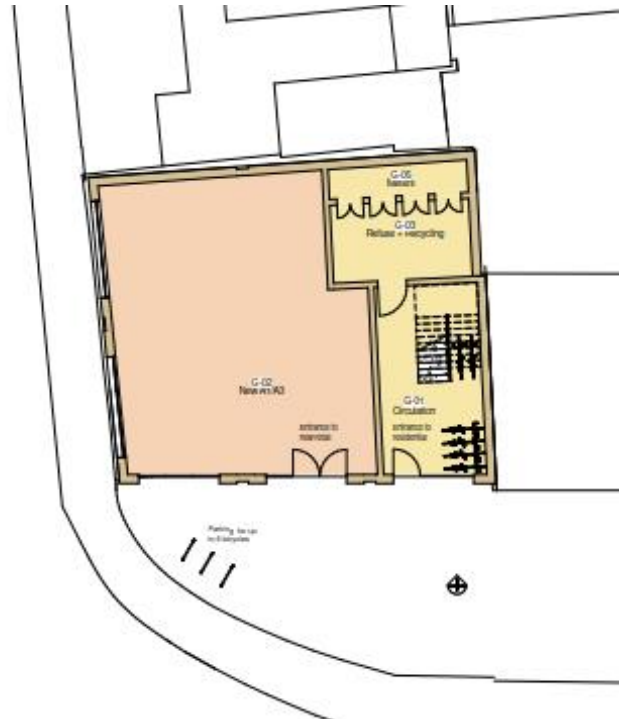


Figure 32 (above) – Ground floor layout. A1 or A3 to the west (left) and residential access to the east (right)

Figure 33 (below) – First floor layout. Apartments utilise the perimeter with the and stair along the east boundary (right).



Layout:

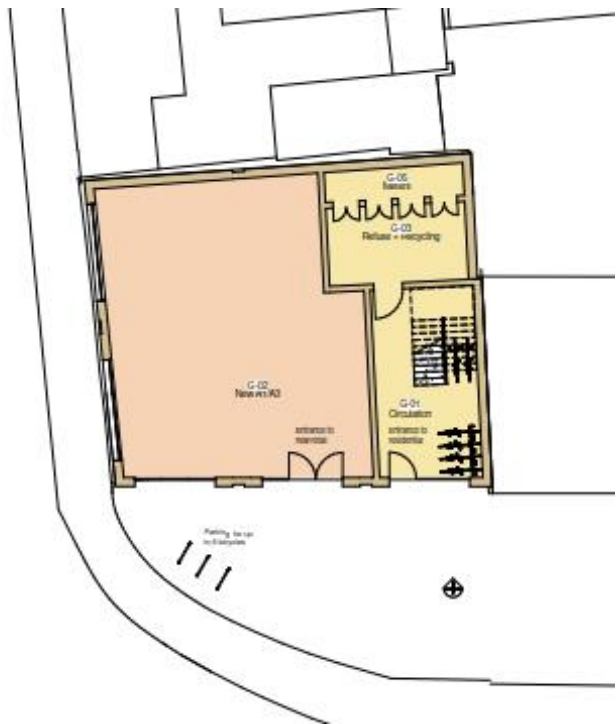


Figure 34 - Ground floor layout

The site is subject to the following constraints:

North	Existing built boundary to Trinity Place
East	Existing flank wall to the adjoining retail use
West	Back edge of footpath to Bedford Road
South	Building line equal to the south elevation of the adjoining retail use

Because this defines a relatively small developable area, it is necessary to ensure that the layout uses space as efficiently as possible. In this case, the viability appraisal in **Appendix 4** shows the imperative to optimise the content of the development through the number of residential units.

To make the best use of the available plan area for the residential use at the upper levels, the vertical circulation has been located along the east boundary,

which adjoins the existing retail use. The vertical circulation zone, incorporating the staircase and landings, has a long and thin aspect ratio. Above access at ground level, only modest amounts of fenestration are required at the landings – on the narrowest side – in order to landmark the journey up and down. This means that the longer perimeter walls, which can accommodate more windows, can be dedicated to the residential units.

Fenestration is generally generous, with many spaces being dual aspect or are top lit. Along the north elevation additional day lighting is provided by small, high level windows which preserve privacy to the adjoining development but also punctuate the elevation externally.

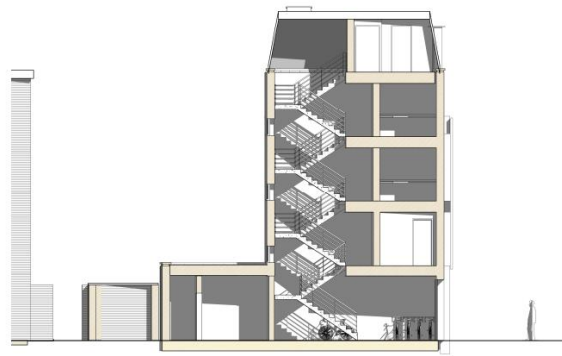
The circulation penetrates in to the centre of the plan, providing access to one, two or three units at different levels, without dedicating a disproportionate amount of space to communal circulation.

Each version of the design was tested at an early stage to consider if an alternative layout could use the space more efficiently, by locating the vertical circulation zone in a different part of the plan. No other option was nearly as efficient as this configuration.

At ground floor level, the residential access is at the south east corner of the plan, and the new A1 / A3 use occupying the western part, and occupies more than half the developable area at that level. This provides it with display glazing facing both Bedford Road and Oxford Road, and – in the case of an A3 use being taken up – the possibility of forecourt being utilised for a café terrace.



Figure 35, 36, 37, 38, 39 (Left) – Floor plans
Ground (bottom) to 4th floor (top)
Figure 40 (Right) – Transverse section



Research carried out by local agents, has indicated that there is a shortage of good quality, decent rented accommodation available at the lower end of the rental market. The strongest demand in this part of Reading is seen for single bedroom rental properties for one or two people, with reputable landlords. Larger properties, with more bedrooms are less likely to be in demand by families, as the facilities and amenities of the location tend against it. However, two bedroom units accommodating groups of between two and four adults may still be viable. The viability assessment is included in **Appendix 4**.

Whilst the results of the Air Quality assessment in **Appendix 10** do not indicate any adverse results, the Noise Study in **Appendix 11** indicates that reliance upon opening windows for ventilation may be unsatisfactory for some of the units, so “whole house” ventilation has been anticipated throughout.

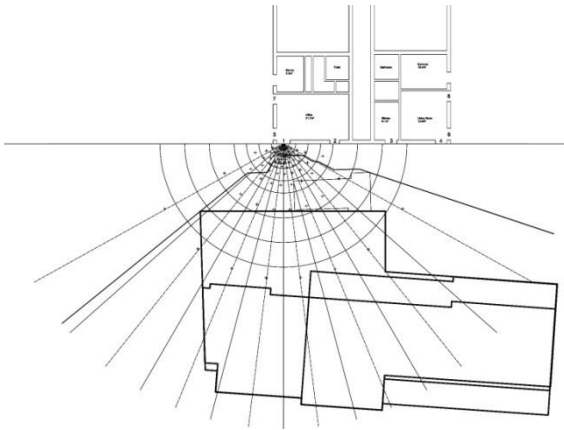
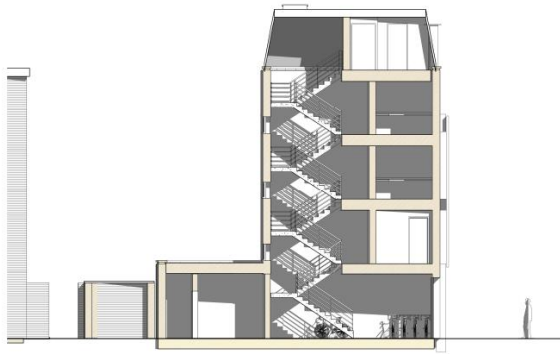


Figure 41 – Section showing how the massing is stepped to respond to daylighting .

Figure 42 – Daylighting analysis is shown in **Appendix 8** below.

Protection to day lighting of the adjacent sheltered housing to the north has been another key determinant of the developable space. To examine this aspect, a day lighting study was carried out on the basis of the methodology of BRE Report 209 - Site Layout Planning for Daylight and Sunlight – (BRE 2009). The results of the study are summarised in **Appendix 7**.

Notwithstanding that the spaces potentially affected are kitchens or are dual aspect, with other sources of day lighting such as windows facing Bedford Road, the massing of north west part of the proposals are stepped - at the expense of developable area.

Space for incoming services, meters and storage for waste and recycling is located to the north east corner of the plan. The part of this space dedicated to utilities will be infrequently accessed, and waste and recycling store can satisfactorily accommodate 10 x 360 l wheeled bins. This would allow for segregation of commercial and residential waste and, say, two different streams of recycling.

Waste and recycling would be subject to different collection times and days and would be part of an managed process by the management of the building.

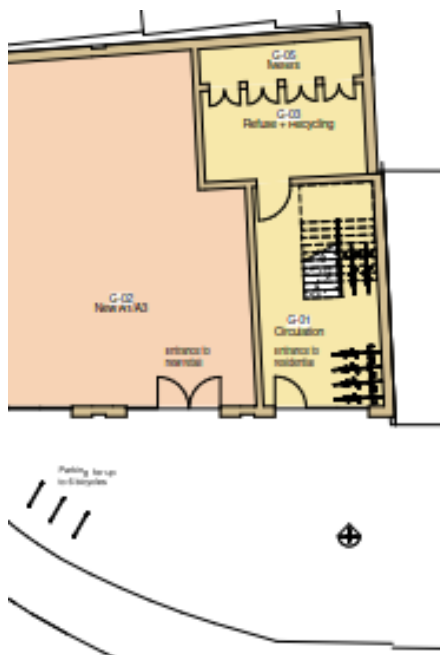


Figure 43 – Extract from ground floor plan – showing external and internal cycle storage etc.

Up to six cycles can be accommodated by the three “Sheffield” type cycle stands located externally.

In addition to this a further 6 bicycles can be stored securely with the entrance to the residential part of the development, using proprietary cycle racks and without detriment to the circulation.

Scale:



Figure 44 (Top) – Oddfellows Hall and no 10 Trinity Place define the urban scale around the application site.

Figure 45 (Middle) – Oddfellows Hall and no 10 Trinity Place define the urban scale around the application site.

Figure 46 (Bottom) – The vista is close by an 11 storey building only 400 m or so to the east.

The scale of the streetscape block encompassing the application site is defined in order of precedence by the four storeys of sheltered housing at 10 Trinity Place, the existing building at 118a Oxford Road and to a lesser extent, the adjoining Oddfellows Hall.

Looking further along Oxford Road, the scale of development builds quite quickly, until the vista is closed by a commercial building of 12 storeys, only 400 m or so to the east.

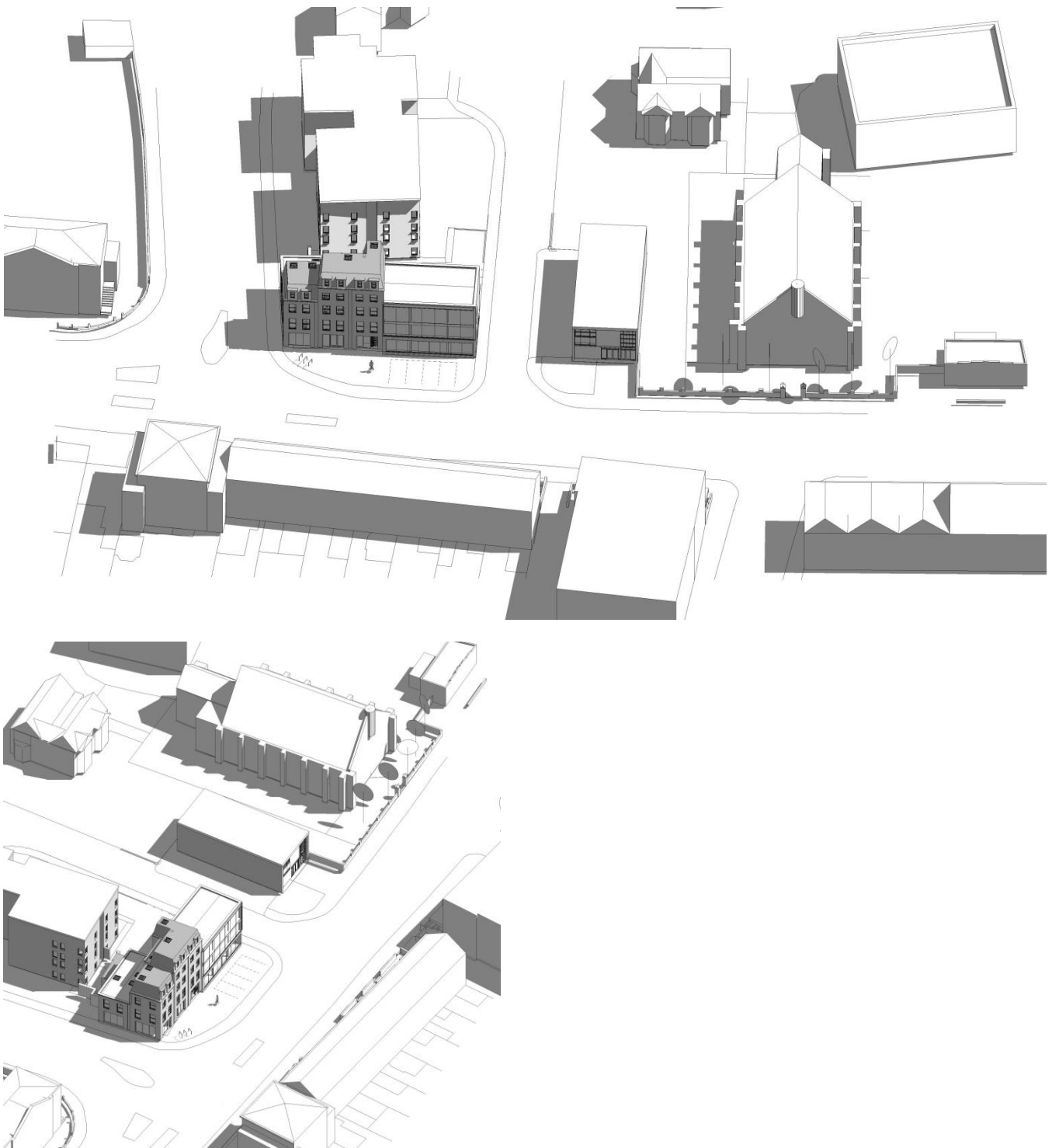


Figure 47 (Top) – Aerial orthographic view from the south
Figure 48 (Middle) – Aerial orthographic view from the south west
Figure 49 (Bottom)– Contextual elevation facing Oxford Road

Longitudinally - parallel to Oxford Road - the scale of the proposals is consistent with, the sheltered housing on Trinity Place, and is comfortable within the context.



Landscape:



Figure 50, 51, 52 – The existing landscaping of the application site:

Top– The forecourt of “the Royal” licensed premises

Middle – View west along Oxford Road

Bottom – The street frontage of both existing buildings

The area of the application site is 264 sqm of which 170 sqm or 64% is covered by the footprint of the existing building. The remainder of the site is external area with hard landscaping up to the boundaries with the adjoining property / the back edge of the footpath to Bedford Road and Oxford Road.

The existing landscaping materials comprise concrete paviors of various modules, colours and textures, which are demarcated by boundary treatments including pre-cast concrete bollards, ranch fencing stained black and half height ship lap panels. The only plants are invasive ruderal shrubs.

Overall very little is offered to the public realm apart from a grim external environment of the lowest value, very much in keeping with the redundant public house.

The footprint of the proposal would be 182 sqm or 69% of the site area and would occupy the same northern part of the site as the existing building.

The forecourt space which this creates provides a good opportunity for place-making, taking advantage of both the south facing aspect. A pleasant urban space would be created upgrading the surfaces using a varied palette of materials – mixing good quality paving slabs with smaller units such as block paviors or natural stone setts. Integrating discrete planting and street furniture, to provide definition to the space would provide a destination rather than a transitory space, such as outdoor terrace to a new A3 use, for example.

More details of materials and street furniture are shown in **Appendix 9**.

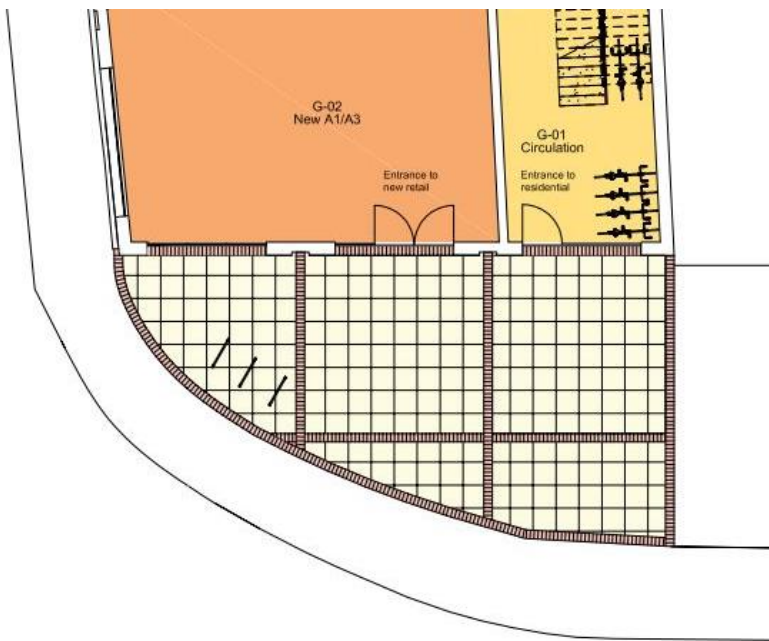


Figure 53 – Annotated extract from the ground floor plan showing hard landscape to the forecourt space.

Appearance:



Figure 54, 55, 56, 57, 58 , 59 – The diversity of styles in the vicinity
Top Substantial Victorian terraces
Upper The Pavilion Life Spring Church
Mid No 10 Trinity Place
Lower 118a Oxford Road
Bottom Oddfellows Hall + Holy Trinity Church

Within the immediate vicinity of the junction of Oxford Road and Bedford Road there is built form of a wide variety of styles and uses in which almost all periods since the early C19 are represented.

These include:

Victorian terraces of rather grand scale houses along the south side of Oxford Road

Some substantial individual villas located on the northern side of Oxford Road

A former cinema and snooker hall which is now a place of worship facing the site to the south east on Oxford Road.

The basic approach of the 10 Trinity Place to the immediate north.

The simple post-war modernism of the existing retail building.

The more quirky modernist styling of the Oddfellows Hall

High Victorian ecclesiastical styling of Holy Trinity church

Regrettably, although these include a number of interesting and valuable buildings, the excessive variation fails to create a visually cohesive environment.

For the design of the new development to be successful it is necessary not only for it to have its own coherence but also to respond to the diverse context around the site.

The appearance has taken account of the very specific input provided by the Design Review Panel, as noted above. Detail has been reduced to a minimal level, with plain junctions and openings, as far is practical. The form and proportions are informed by the other precedents in the context.

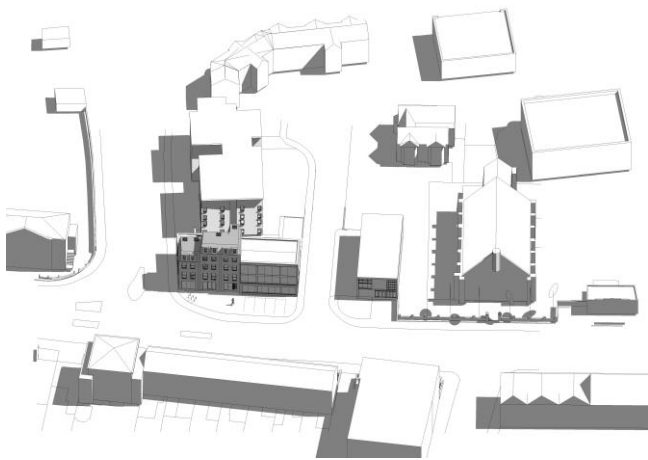


Figure 60 (Top) – The proposals complement the existing pattern of development.

Figure 61 (Bottom) – The south elevation as proposed – facing Oxford Road.

The palette of materials has been chosen to be congruent to the existing context, rather than introduce further or new options. These are discussed in more detail in **Appendix 9**.

Fenestration is restricted to the following five conditions:

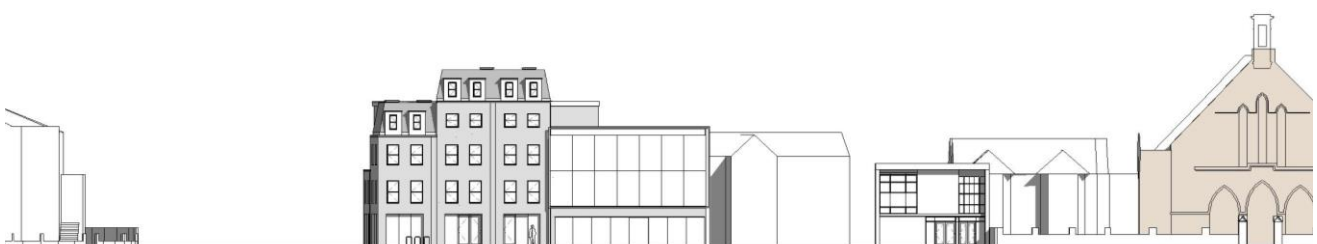
Glazing at ground level to A1 / A3 and residential entrance, which would be colour coated metal with a narrow sightline.

Colour coated metal windows to the west and south elevations in a similar format to the vertical sliding sash windows facing across Oxford Street.

Individual Colour coated metal windows, punctuating the north elevation.

Colour coated metal windows to mansard dormers in a similar format to the vertical sliding sash windows above.

Low profile roof windows to provide light and ventilation at upper levels.



The site located is at the intersection of Oxford Road, which is a major route into Reading, and Bedford Road, a feeder road to and from the ring road. The manner in which the existing built context addresses the corner that the road junction forms is shown in **Figures 62 to 64** below:

To the east, the existing building line is up to 11 m (36') from the road line.

To the west, 120 Oxford Road presents a more or less blank side elevation.

To the south, the junction is land marked by a section of terrace one storey lower than its flanking neighbours.



Figure 62, 63 + 64 The existing context at the corner:
(Top) The existing licensed premises at the north east side of the junction.
(Middle) 120 Oxford Road presents a more or less blank flank wall to the west side of the junction.
(Bottom) Terraced housing on the south side of the junction.

It is sensible for the proposals to address the corner formed by the intersections of the two roads.

A conventional approach to a corner site would be to accentuate the tangent of the corner using a vertical element distinctly taller than the building height already established or proposed.

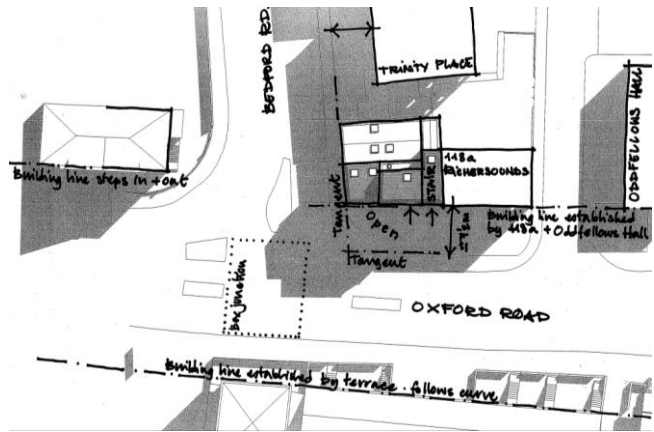
In this instance, however, the tangent of the junction is forward (south) of the façade of the existing - and proposed buildings by around 11 m (36'), an amount which is significant in this context.

Because the mass is stepped back from the corner, the visual mass of the building is revealed by following the carriageway around the junction from or onto Bedford Road.

Figure 65 (Top)– Analysis of the corner site condition. (*Annotated extract from site plan*)

Figure 66 (Middle) – The proposals address the corner site (Lower figure to be replaced by view along Bedford Road)

Figure 67 (Bottom)– The vista along Oxford Road is punctuated by the transverse part, with views through and under.



External materials can be summarised as:

Walls	Mid-red facing brickwork to suit the context
Ground floor glazing	Colour coated metal glazing with a narrow sight line
Glazing at upper floors	Colour coated metal
Roof lights	Low profile to provide light and ventilation
Mansard roof	Natural slate roof covering with mitred hips and secret valleys
Dormer jambs	Leadwork dressed over a timber background
Low pitch roof	Proprietary polyester roof membrane to visually match the leadwork mansards
External surfaces	Good quality paving and street furniture

but are more fully considered in **Appendix 9**.

Access

Vehicular and transport links:

The Transport study in **Appendix 12** considers aspects of the application site including highway access, access to public transport and the amenities to which the residents would have reasonable access.

Access for the collection of waste and recycling is constrained by the busy road to the south and west and continuous boundaries to east and north. Because of this the existing roadside collection from Bedford Road, which served the licensed premises will be maintained. The refuse and recycling store is located at ground level within the building. Wheeled bins will be brought to a collection location at the appropriate time and returned to the store by the building management operatives.

Up to six cycles can be accommodated by the three “Sheffield” type cycle stands located externally.

In addition to this a further 6 bicycles can be stored securely with the entrance to the residential part of the development, using proprietary cycle racks and without detriment to the circulation.

There is access for firefighting vehicles to 58% of the external perimeter of the building, which exceeds the requirement in Approved Document B2 of the Building Regulations for a minimum of 15% of the perimeter to be accessible by a high reach vehicle. There are no restrictions in the adjacent highway network to access and turning for either high reach or pumping vehicles.

A firefighting shaft is not required in this instance as the uppermost floor is less than 18m above ground level.

Inclusive access:

It is axiomatic that where the built environment is designed to meet the needs of disability, it will generally provide a better environment for all of those who use it.

At ground level there is level access from the forecourt space. The clear width of external doors to the new A1 / A3 use is greater than 1000mm and will be power actuated.

All the residential accommodation is above ground floor level. The experience of the Applicant has been that the capital investment and maintenance commitment of a passenger lift are not matched by the pattern of usage in small residential developments, so is not included in these proposals. However the common stair is designed to comply with Part M of the Building Regulations.

The internal layout of each apartment complies not only with the requirements of Part M of the Building Regulations but also generally with the requirements of “Lifetime Homes”. Because the construction anticipates a robust envelope of external walls and floors, there is inherent flexibility for future adaptation.

Within each apartment:

Doorways will provide a minimum clear opening width greater than 800mm.

The width of corridors is always greater than 1200 mm

Some aspects floor finishes, barrier matting and location of electrical controls, will be the subject of the development of the design following approval.

Appendices:

The following are appendices to this design and access statement, but are issued as separate documents.

Appendix 1:	Planning statement
Appendix 2:	Heritage and conservation
Appendix 3:	Sequential test
Appendix 4:	Viability
Appendix 5:	Sustainability
Appendix 6:	Energy efficiency
Appendix 7:	Daylighting
Appendix 8:	Ecology
Appendix 9:	Material details
Appendix 10:	Air quality
Appendix 11:	Noise
Appendix 12:	Transport
Appendix 13:	External lighting
Appendix 14:	Consultation

J R Properties

**A1 / A3 and Residential
Development
at
Oxford Road, Reading**

**Design and Access
Statement**

15-035-200



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