

portman way, reading





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introduction

Bellway Homes is seeking Full Planning Permission, from Reading Borough Council, for a residential development of 215 homes located at Portman Way, Reading; with associated access, cycle path provision, parking, landscaping and open space provision, following the demolition of the existing buildings.

This Design and Access Statement describes the design principles for this application in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the National Planning Practice Guidance (Validation Requirements) paragraphs 029 - 031.

We recognise and welcome the increasing necessity for high quality design in new developments, set down within the National Planning Policy Framework and associated design guidance. The high standard of design which this application embodies is essential to the positive contribution that the development will provide, both to the local character and to the community.

The design and development standards set down within Reading Borough Council's policies and guidance have been responded to and developed within our planning and architectural proposals, and we have also been directed by our detailed appraisal of the local context and the established development pattern and character, as well as several stages of pre-application consultation with the Local Authority and a comprehensive Professional Team across a range of disciplines. In particular, the following consultants have contributed to this Design and Access Statement:

- | | | | |
|-----------------------------|--------------------------------|------------------------------|----------------------------------|
| ■ Architectural Consultant: | DHA Architecture | ■ Landscape Architect: | Aspect Landscape Planning |
| ■ Planning Consultant: | Armstrong Rigg Planning | ■ Arboricultural Consultant: | Aspect Arboriculture |
| ■ Transport Consultant: | i-Transport | ■ Engineering Consultant: | Odyssey Markides |

In accordance with best practice the final submission has been informed by feedback obtained from a public exhibition which took place on 13 December 2017, as well as ongoing discussions with key stakeholders and consultees. The public exhibition was publicised by the delivery of some 1,200 leaflets to local residents and stakeholders. The event was attended by local Councillors and residents who were interested in the proposals to bring forward development on this long-standing allocated development site.

In the following chapters we set down our design strategy, detailing the urban design, landscape design, architectural approach and access principles for the scheme, and describe the way in which the form of the site and the open space areas provide a legible and positive experience of the development, enhanced by a consistent architectural style and materials palette.

The development offers a sensitively designed, high quality built environment, meeting local and national aspirations for sustainability and character.



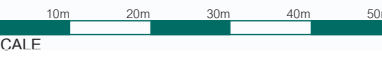


design overview



- In developing this site, Bellway Homes is seeking to create a new environment which enhances both the landscape and the built character of the neighbourhood, delivering sustainable development for Reading. We aspire to create a thriving, flourishing place, where residents engage with the locality, are keen to connect with each other and with the area, and are inspired to look after and maintain the high quality of their surroundings.
- To achieve a successful development the Bellway Homes team has sought to understand the site and how it relates to Portman Road, Portman Way and the new residential development on the former Battle Hospital site, as well as to the wider neighbourhood of this part of Reading. Technical studies have been undertaken to support this analysis, including assessment of the landscape, visual setting, the character of the area in built form and spaces, movement and access, ecology, hydrology and sustainability.
- Engagement has also taken place with a number of key stakeholders including the local planning authority and the local community to understand the needs and aspirations of the town in relation to its potential for growth.
- This knowledge guided the evolution of the development layout, landscape strategy, access principles, architectural design, and eventually the new place. The new development will create buildings and spaces which will enrich the character of this part of Reading, creating a strong presence at the major junctions in the context of the recently developed apartments and superstore, and building on the more domestic scale of the new housing to the south.
- The proposals respond positively to the emerging Local Plan which recognises more efficient use of allocated brownfield sites such as this will be needed to keep pace with growing future housing needs. The development will provide a mix of housing to meet local need: 215 new homes are proposed, which will include a variety of types and sizes - from 1-bedroom apartments to 3-bedroom family houses.
- In line with pre-application discussions larger apartment buildings have been located on the northern and western edges of the site. This provides an appropriate response to the busy Portman Road, the larger scale commercial buildings opposite and the high rise apartment buildings on the Kings Oak scheme to the south. In doing so the proposed apartment buildings act as a buffer for the remainder of the site where family sized housing is proposed.
- Access to the site and parking provision have been carefully considered and agreed with Reading Borough Council as part of the pre Application discussions.
- The development will also provide attractive open space opportunities for amenity and recreation, which meet the needs of the new residents, as well as enhancing biodiversity on the site and creating new habitats. The existing trees to be removed as part of the demolition works and redevelopment have been discussed with Officer's and a scheme of high quality semi-mature replacement tree planting are proposed that will mitigate for the tree removal and provide longevity to the treescape.
- A coordinated landscape scheme incorporating tree planting, formally clipped hedgerows, metal railings, earth bunding with shrub planting and grass swales are included adjacent to Portman Road to provide a green edge to the development and assist in softening and integrating the built elevations.
- New pedestrian and cycle links will be provided within and through the site, interconnecting with existing services and facilities in the local area.
- The Bellway Homes team recognises that this development will be perceived, not as a standalone 'development parcel', but as an integral part of the neighbourhood and built fabric of Reading, which will promote sustainable living for existing and future residents.

The Proposed Development





the context of the development

The steps taken to appraise the context of the development, and how the design of the development takes that context into account

the wider setting of the application site

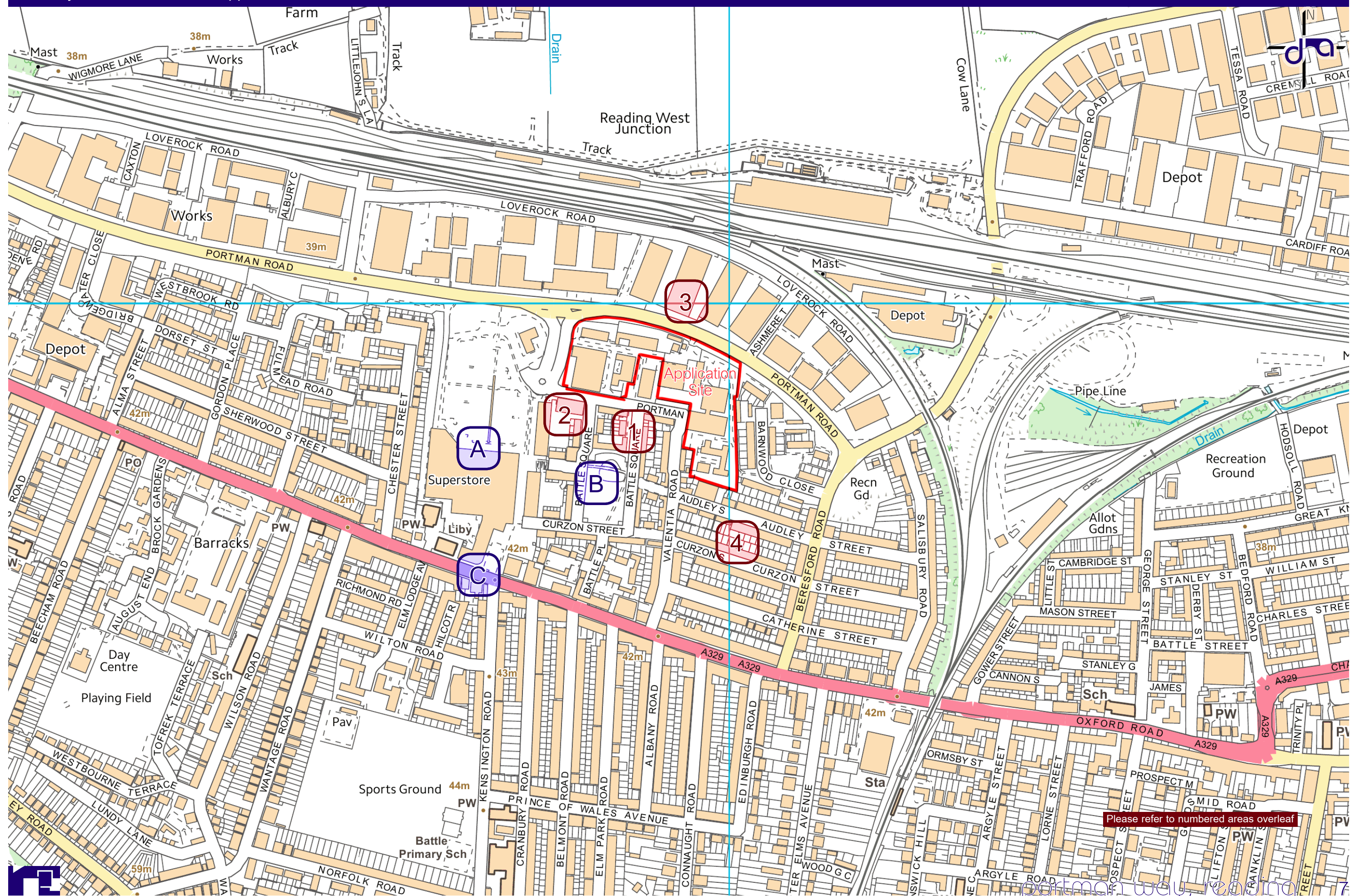


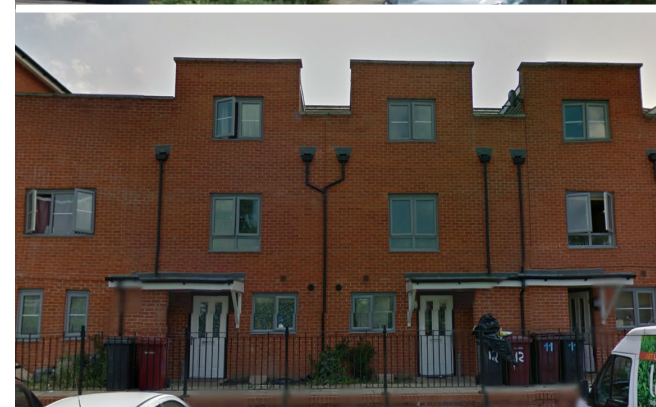
The steps taken to appraise the physical context of the development

- This part of Reading is an established mixed-use area, incorporating residential areas, a superstore with apartments above, local shops and services, and commercial/warehousing premises as part of its character.
- The residential areas in the vicinity of the application site comprise both domestic-scale houses on 2 and 3 storeys, and multi-storey apartments. The recently developed residential development on the southern part of the former Battle Hospital site is contemporary in its design approach, in brick and render with monopitched roofs, and predominantly terraced; the more traditional early 20th Century housing is also terraced, and shows Reading's characteristic polychromatic brickwork. Various other eras of residential development are also apparent, including the 1960s-era Barnwood Close to the east of the application site. These areas are illustrated overleaf.
- The recently constructed modern apartment buildings to the immediate southwest of the application site (illustrated overleaf) extend to 7 storeys set around courtyard gardens. Their increased scale addresses the wide expanse of the superstore car park and Portman Way roundabout.
- Portman Road (illustrated overleaf) is a wide movement corridor with a variety of large-footprint commercial buildings along its northern side and a mixture of residential and commercial to its south, generally backing onto the street. The road is flanked by a shared footway / cycleway separated by a verge on its northern boundary and stretches of verge along most of its length on its southern side.
- Oxford Road is a high quality bus route, with a turn up and go bus service.



The Physical Context of the Application Site





3 Portman Road - commercial



4 Beresford Road Area - housing





the particular characteristics of the application site



The application site is 2.78Ha in area and is presently occupied by disused medical support facilities, shown left.

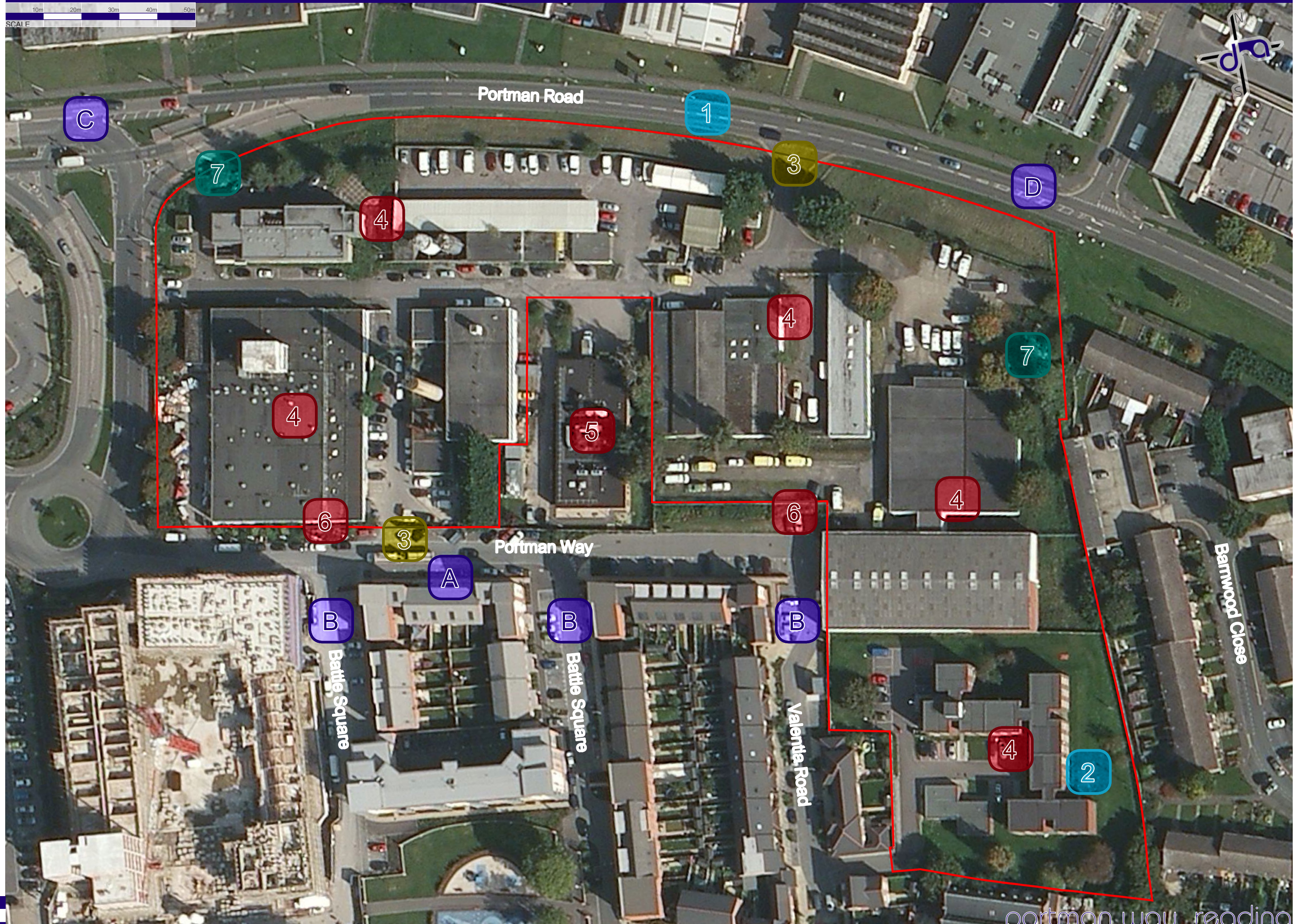
The partially disused and previously developed nature of the application site provides clear opportunities for a sustainable high quality residential development that would tie into the recent residential development to the south, whilst also being successfully integrated within the townscape context and provide localised landscape enhancements.

Key aspects of the site include the following:

- 1 Portman Road - substantial movement corridor into Reading.
- 2 Embankments surrounding the former Nurses Accommodation buildings.
- 3 Existing accesses into the site from Portman Road and Portman Way to be stopped up as part of the new development.
- 4 All existing buildings disused and to be removed as part of the application proposals.
- 5 Existing ambulance accommodation outwith the application boundary - access to be maintained.
- 6 Prominent views of the site along the Battle Square and Valentia Road vistas.
- 7 The site's principal tree cover consists of a collection of pollarded Lime, with Alder and young London Plane which links Portman Road with Portman Way. Whilst of limited individual significance, and of indifferent structural condition, the trees are visible from the adjoining road corridors and are covered by a TPO (Ref 103/003).

It has been acknowledged that the demolition of the existing site components may necessitate the removal and replacement of the trees, and any redevelopment of the site will need to ensure a comprehensive and coordinated landscape scheme is achieved that mitigates for the tree removal.

The Application Site



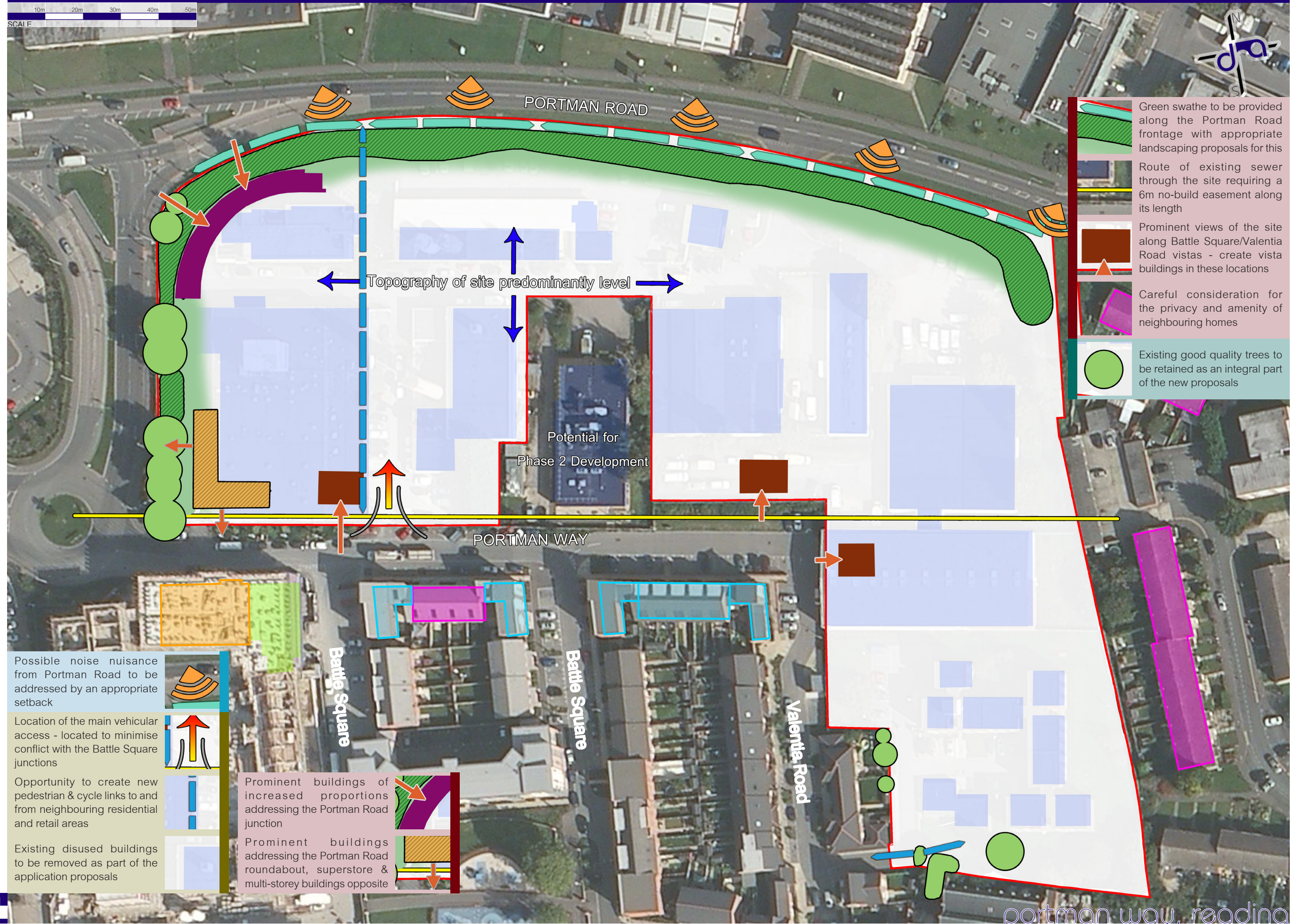


design parameters and approach

How the design of the development takes the physical context into account

- The frontage to Portman Road, and the section of Portman Way to the west, has been addressed with a formal frontage of apartments and a landscape buffer with an avenue of semi mature tree planting. The landscape buffer incorporates a number of swales to accommodate excess surface water run-off and are landscaped with plants tolerant of wet environments.
- Also within this buffer are a number of landscaped bunds, interlocking with the swales, to screen the limited car parking between the blocks.
- The Portman Road frontage is defined with four blocks of four storey apartments, with the top floor set back to reduce the visual effects, and with flat a roof; to respond to the size and massing of the commercial units on the opposite side of the road. The blocks are planned with space between them to provide a visual link into and out of the site and to provide pedestrian links, which are enhanced with landscaping at three locations.
- A focal point building is incorporated on the north-west corner of the site, facing onto the large roundabout at the junction of Portman Road and Portman Way, to signify the approach to the development. This forms the northern end of a five storey apartment block facing onto the western section of Portman way, the southern section has been designed to step up to six storeys, towards the existing seven storey block of apartments in the adjoining development at this location, providing a transition in scale.
- The landscape buffer to the frontages is to reflect the similar landscape frontage to the commercial properties opposite. It has been agreed with the planning team at Reading Borough Council that a number of the existing trees can be removed, as they are not appropriate for residential development and these are replaced as part of the avenue of semi-mature trees on the main site frontage. A TPO-protected tree has been retained at the south of the site, where it forms a focal point at the end of one of the new roads.
- The access into the site from Portman Way is a fixed due to legal restrictions but the layout has been designed around this and ensures that frontage development is presented to Portman Way and Valentia Road to reflect the character of the existing development on the opposite side of these two roads, with the vista at the ends of roads addressed with built form.
- At the Valentia Road/Portman Way junction there are a number of ownership restrictions along the site frontage, either unregistered land or land in the ownership of a third party. However, the layout has been designed to present a frontage to these roads and the detailing designed accordingly.
- The landscape proposals include a hedgerow along the existing ditch to the eastern boundary, behind the properties in Valentia Close, to protect this feature and to reinforce its ecological character.
- An emergency link has been provide at the southern end of the site to Valentia Road, connecting to an existing spur road.

Parameters and Approach





Layout Evolution

For some years various developers have sought to establish pre-application proposals for this site. Bellway Homes' interest in the site has now brought about productive pre-application meetings and this resulting Planning Application.

Bellway First Stage Pre-Application Proposal

- Officers considered that the Portman Road frontage was too close together and lacked both visual and physical permeability.
- Whilst the block of apartments facing the roundabout on the north-west corner was welcomed, Officers considered that the apartments addressing Portman Way should be linked to form one block and should address the southern corner more.
- It was suggested that there was inadequate open space, and whilst some allowance was made for potential flooding by way of levels, it was felt that open space in the appropriate location would be a better way of addressing both issues.
- The road providing access to the houses facing towards Valentia Road was considered to be too car dominated.
- There was considered to be too much "leakage" in the terraced housing, with inadequate enclosure of the street.

Bellway Second Stage Pre-Application Proposal

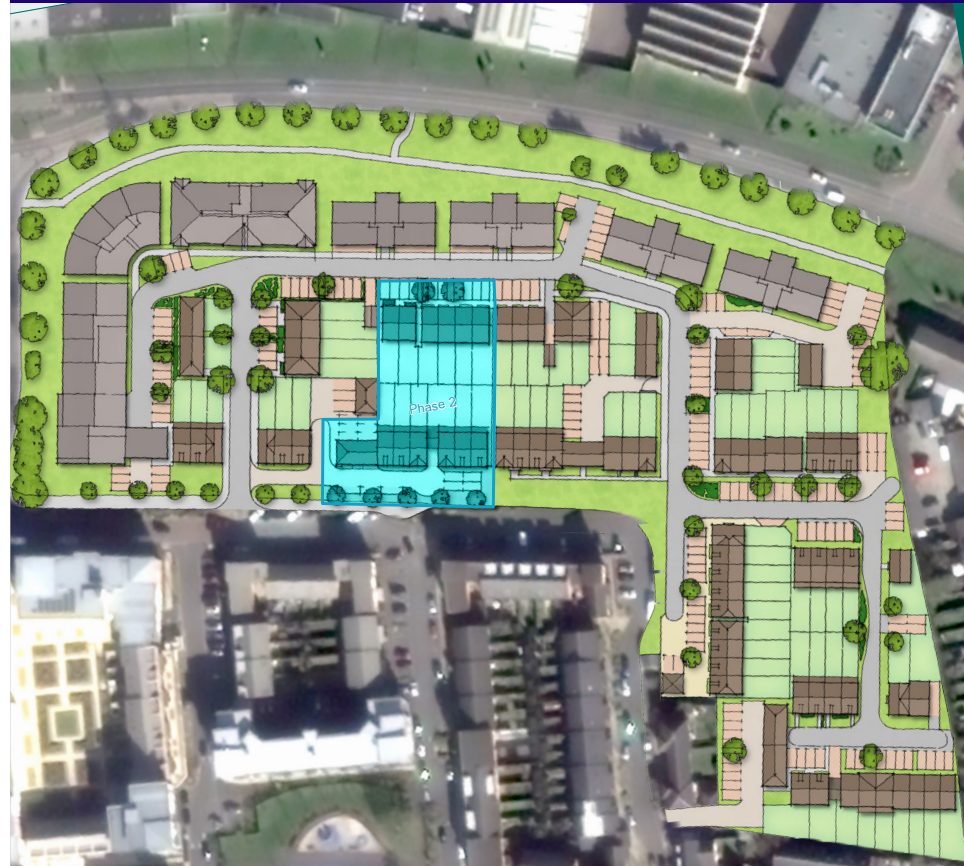
- The block facing onto the first part of Portman Way has been linked to form one element, and was well received by Officers.
- Additional Public Open Space has been provided with the added benefit of also being available for storage should flooding occur. However, concerns were expressed about the lack of a pedestrian link through this area to the north-east.
- The ground floor to the Portman Road frontage of the apartment blocks was criticised, and the lack of active frontage due to undercroft parking.
- Concerns were raised about the usability of the rear gardens to the housing cell in the south of the site.

Bellway Third Stage Pre-Application Proposal

- The road through the development has been re-aligned, to allow the footway to be constructed without the phase 2 land being required.
- The Portman Road apartment blocks have been reconfigured to reduce the impact of undercroft parking when viewed from Portman Road.
- The pedestrian link through the open space to Portman Road has been included, but more detail of the Public Open Space was requested.
- Green Links have been provided between the apartment blocks from the Portman Road frontage, with natural surveillance from windows in the ends of the apartment blocks. Also, landscape mounds have been incorporated in the landscape buffer to provide a screen of landscaping to the reduced element of parking between the blocks (reproduced overleaf).
- The road into the southern section of the site has been redesigned to reflect the double-sided character of roads in the area, ensuring that the proposed houses to the east do not adversely affect the amenity of the houses in Valentia Road behind.

Conceptual sections are reproduced overleaf, illustrating the relationship of roads, parking, amenity and the built form, and showing how the landscape mounds will address views towards the ground floor of the apartments.

First Stage Pre-Application Proposal



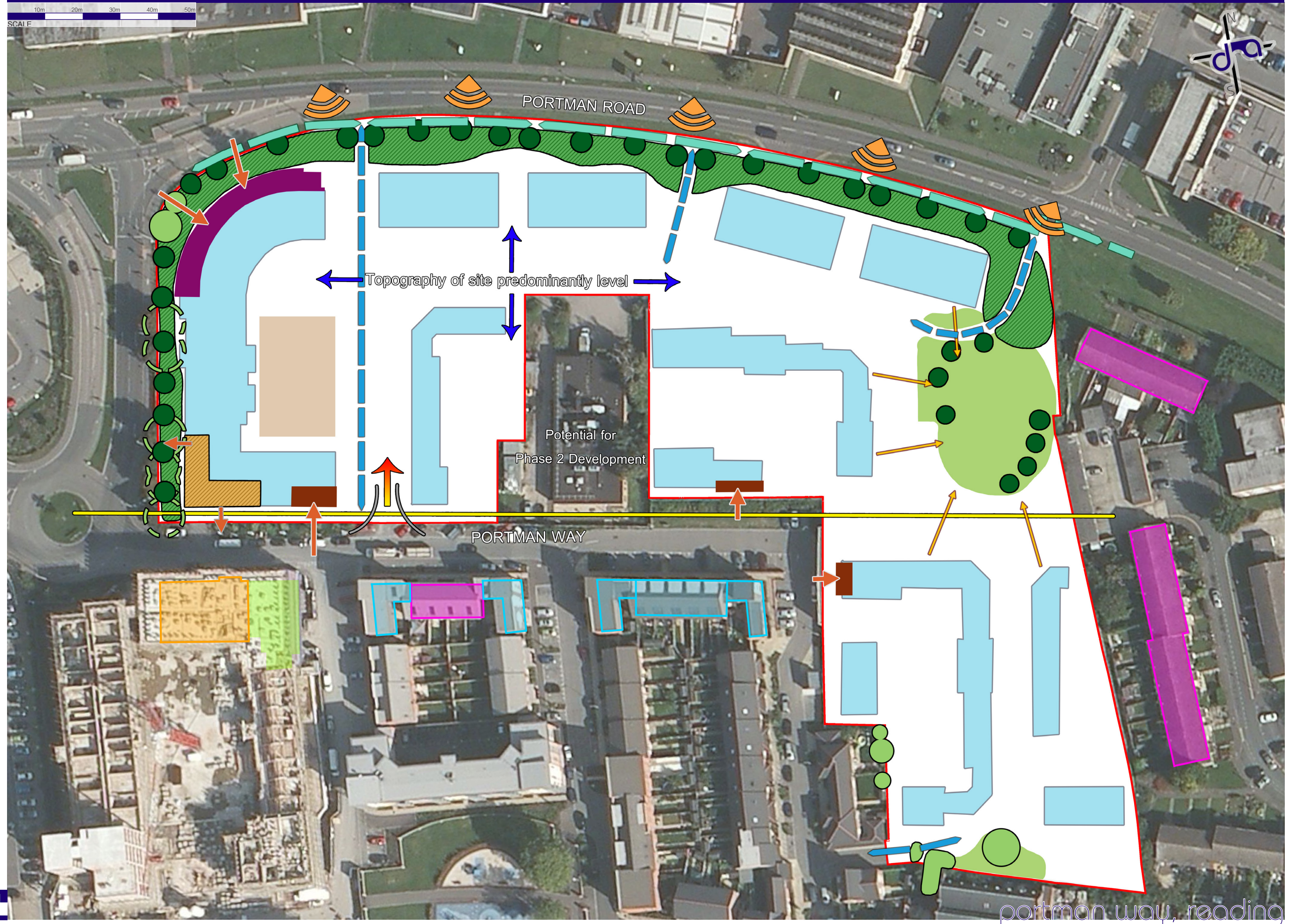
Second Stage Pre-Application Proposal



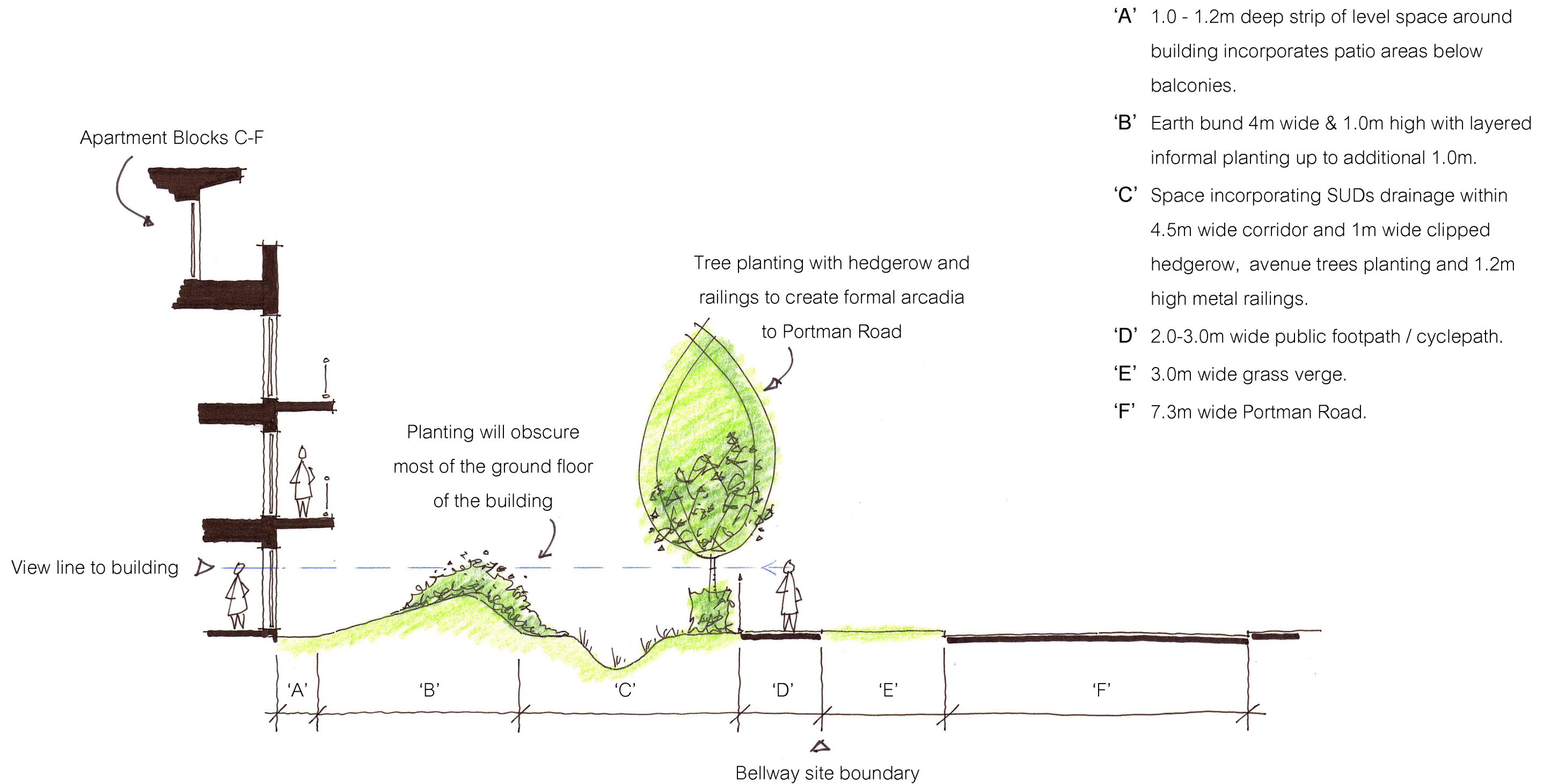
Third Stage Pre-Application Proposal



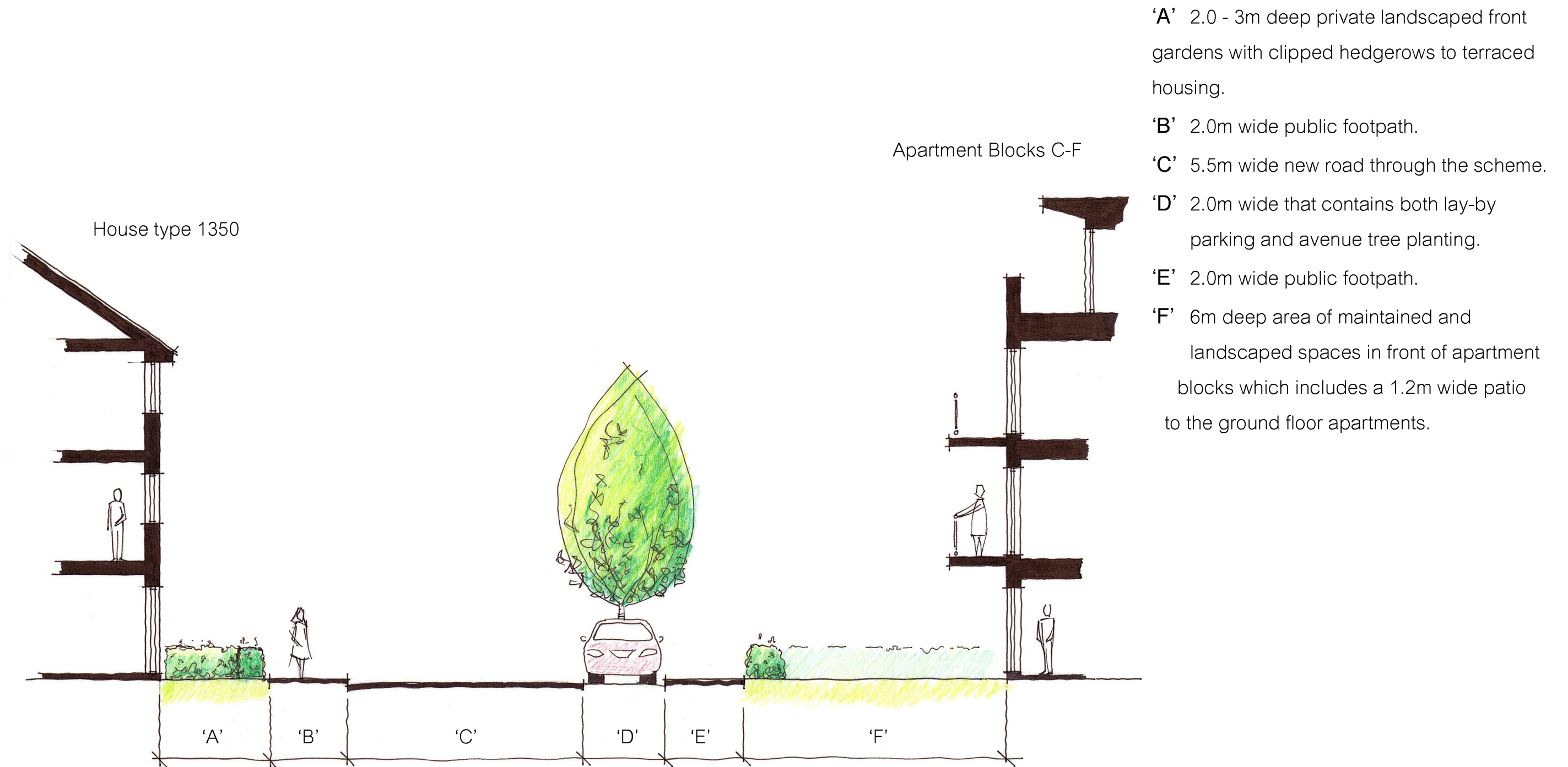
The Evolved Application Proposals



Conceptual Section - through Portman Road, the green swathe and the proposed apartments



Conceptual Section - through the proposed apartments and the main spine road through the development





An architectural rendering of a modern, multi-story brick building with a mix of dark and light brickwork. The building features large windows and a flat roof. In the foreground, there is a paved street with a sidewalk, young trees planted in planters, and a low brick wall. The sky is overcast. A semi-transparent white banner is overlaid across the middle of the image, containing the title text.

design principles and concepts

The design principles and concepts that have been applied to the proposed development

layout form and scale



Development Character

- The layout has been designed in keeping with the principles established by the adjoining developments. The Portman Road frontage responds to the pavilion-like forms of the commercial building opposite, with a landscaped frontage to mirror that on the opposite side of the road.
- The apartment block to the west of the site has been designed as landmark feature, addressing the important junction at the roundabout and continuing south to contain the street and increasing in height to provide an incremental transition to the existing seven-storey block of apartments immediately off-site.
- Housing has been provided to the frontages of Portman Way and Valentia Road to reflect the housing opposite and has been designed to create an enclosed linear street with houses addressing the street, their curtilage being demarcated by railings. The houses are two and three storeys, with pitched roofs, similar to the scale of existing housing in the area.
- A large area of Open Space is incorporated on the eastern boundary, accommodating the existing sewer running east-west through the site and providing flood alleviation capacity should it be required. This open space provides recreational opportunities for residents, with the potential for inclusion of public art and high-quality seating area.
- The layout is designed to accommodate the retained sterilisation facility such that the development can be completed satisfactorily whether or not it is redeveloped and does not fetter the future development of this land.
- The new housing has been deigned to ensure that the amenity of the rear gardens of adjoining existing houses are not unacceptably affected.
- The proposed architectural style responds to the contemporary character of the earlier phases of the Battle Hospital redevelopment, yet incorporating features of more traditional houses in the wider area, such as parapet gable and party walls. Buildings on the northern and western boundaries additionally respond to the larger scale commercial buildings to the north and the seven storey apartments to the south-west.

Accessibility

Residents and visitors from all groups will be able to independently access the dwellings and circulation space, to a comparable degree to an able bodied user:

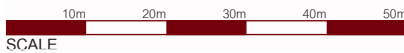
- Routes will at the detailed design stage be planned to give sufficient aural and tactile information, supplemented by appropriate lighting design and visual clues to help people with sight impairment.
- Obstacles and hazards to movement will be avoided.
- The hard and soft landscaping will reinforce the route to the principal accesses, creating an attractive and accessible approach and distinguishing the entrance from the facade as a whole and utilising the same unsegregated access for all groups of people.
- Materials will be chosen for their slip resistance and unbound surfaces will be avoided.
- The homes will be designed in accordance with part M of the Building Regulations and at the detailed design stage will be approved by the National House-Building Council, which includes the requirement for level thresholds to front doors and accessible internal arrangements.

Safety & Security

The high quality of design applied to this development is an important factor in encouraging residents to have a sense of ownership and responsibility towards their locality, and contributing to the local sense of community:

- The carefully considered surface treatments and strong landscaping principles establish 'ownership' of the spaces, and make clear the expected modes of behaviour within each space; as well as increasing the possibility that an intruder's presence will attract attention.
- Active frontages address, overlook and passively police the public realm, and front doors to the dwellings address these spaces, so that they feel safe for residents and visitors.
- Gardens are made secure and defensible by ensuring that where possible they abut other gardens and cannot be accessed directly from the public realm.
- The movement structure and access spaces have been carefully planned in order to maximise their quality and vitality, whilst minimising concealment and opportunities to commit crime.
- Pedestrian routes generally utilise the same spaces as the vehicular routes, and all pedestrian routes area well overlooked and as short and straight as possible.
- Car parking is a particular concern in respect of security and crime, and proximity to and visibility from the owner's individual dwelling has been maintained, as described in Parking and Servicing chapter of this document.
- In addition, more physical methods of reducing crime and improving security will be incorporated into the proposals at detailed design stage, by means of secure walls, fences, gates, doors, windows and other measures as appropriate.

Proposed Development Identity





Height and Scale

The western and northern boundaries are defined by blocks of apartments of four to six storeys, responding to the scale and form of the development beyond the site boundary in these locations, and also defining the limits of the residential area. The balance of the site is made up of two and three storey houses in response to the scale of the existing adjoining residential development. This approach is illustrated below and opposite.

Proposed 2-Storey Houses



Proposed 3-Storey Houses & 2-Storey Coach House



Proposed 3/4-Storey Apartments



Proposed 5/6-Storey Apartments



Building Heights

SCALE 10m 20m 30m 40m 50m





parking and servicing

Car Parking

The amount of parking to be provided has been determined by the appointed Transport Consultants, on the basis of census data for Battle Ward and specific locations within the Ward area:

- All parking for apartments to be unallocated;
- 1 bed apartments to have a ratio of at least 0.8 spaces per dwelling;
- 2 and 3 bed apartments to have a ratio of at least 1.0 spaces per dwelling; and
- All 3 bed houses to have at least 1.9 spaces per dwelling (with at least one allocated parking space and 0.9 unallocated spaces per dwelling).

Further information is provided within the ‘Access to the Development’ chapter of this document.

As shown on the masterplan, parking will be provided:

- Within an undercroft basement for the flat blocks;
- Within the curtilage of individual dwellings;
- In parking courts; and
- Within dedicated parking bays along the street frontage.

Cycle Parking

Cycle parking will be provided in accordance with the minimum cycle parking standards presented in RBC’ LDF Revised Parking Standards and design SPD (adopted October 2011), reproduced below:

- 1/2 Bed Flat – 0.5 spaces per flat;
- 3+ Bed Flat – 1 space per flat;
- 1 bed house – 1 space per dwelling; and
- 2+ bed house – 2 spaces per dwelling.

Cycle parking for the proposed houses will be provided in garages, or in sheds in back gardens and, for apartments, cycle parking will be provided in covered and secured communal areas.

Refuse Strategy

The refuse and emergency vehicle paths have been tracked by i-Transport, the appointed Highways Consultants, and the layout has been worked up with a full refuse strategy in accordance with the Reading Borough Council ‘Waste Management Guidelines for Property Developers, Architects, Planners and Contractors’:

- Private refuse storage for houses is generally located in rear gardens, and moved by residents on collection day, to kerbside (on curtilage) or communal refuse collection points.
- Private refuse collection is from kerbside, adjacent to the dwelling boundary; or from communal refuse collection points.
- Communal Refuse storage is provided for apartments within dedicated stores.
- The distance which any resident is required to move the bins to the collection point has been designed to be within the 30m maximum allowed; and the distance which the operative is required to move the bin to the refuse vehicle has been designed to be within the 25 maximum allowed (as set out within Building Regulations Approved Document H6).

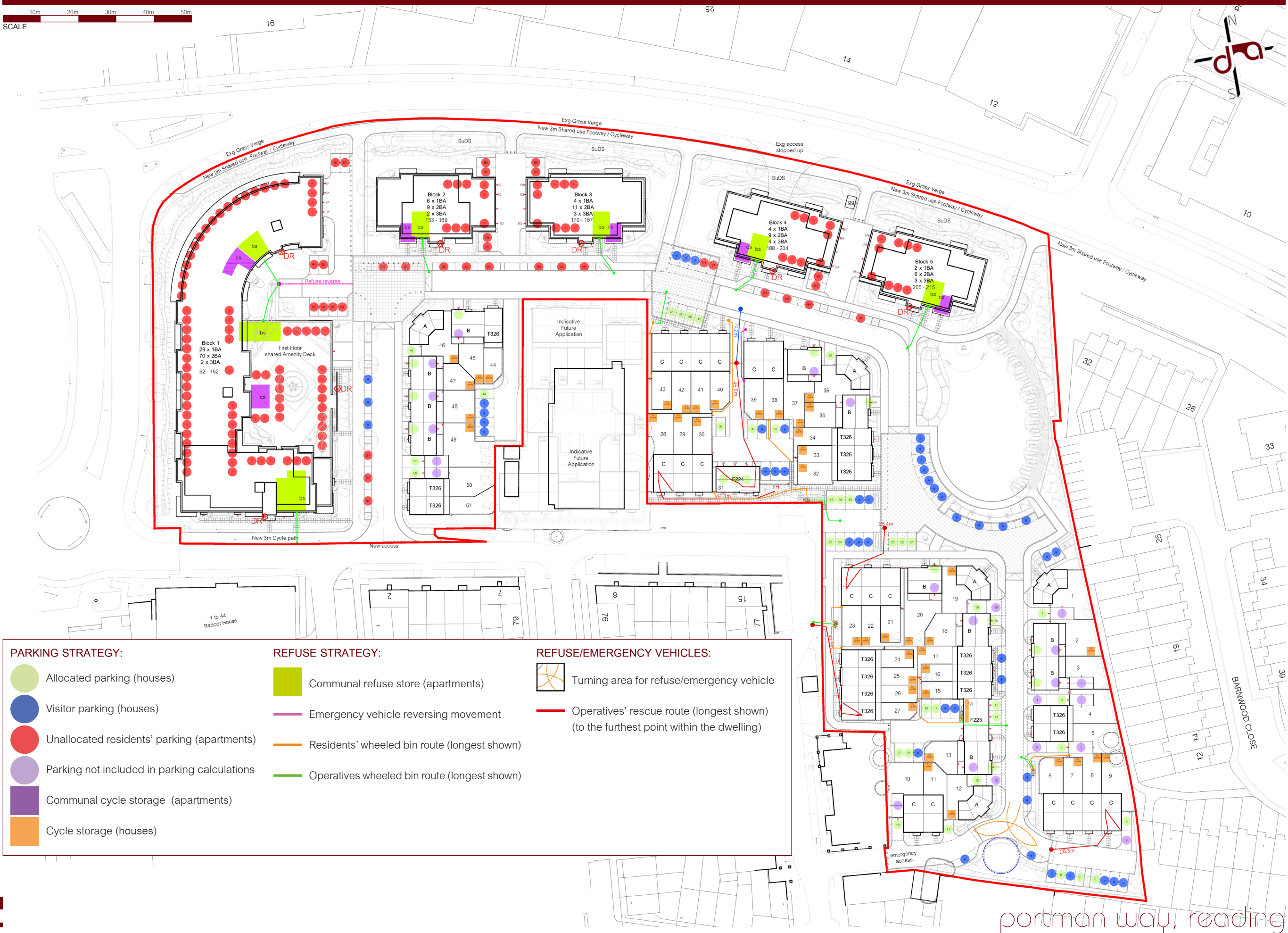
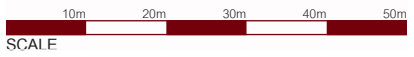
The required amount of refuse and recycling storage space has been provided in accordance with the Reading Borough Council standards:

- For every house, space for one 240-litre or 360-litre wheeled bin for general refuse and one 240-litre or 360-litre wheeled bin for recycling have been allowed for.
- For every apartment, 1100-litre eurobins have been allowed for, providing 5 flats per eurobin for general refuse and 5 flats per eurobin for recycling.

Emergency Vehicle Access

- Emergency vehicles and operatives are able to access every dwelling. The development layout has been carefully planned so that emergency vehicles need not reverse more than 20m, in order for operatives to access the furthest point within every dwelling within 45m of the vehicle (as set out within Building Regulations Approved Document B5).
- Dry risers are provided as required, as part of the design for each apartment building.

Parking and Servicing Principles





dwelling mix and tenure

- Policy DM5 of the Sites and Detailed Policies Document seeks provision for 50% dwellings to have 3no. bedrooms or more, having regard to all other material considerations.
- In this case pre-application discussions with officers have afforded the opportunity to consider the particular constraints and opportunities which relate to this site, which include the following:
 - The need to provide an appropriate scale and form of building which provides an appropriate physical response to the noise impact from Portman Road, industrial noise opposite and the elevated railway line beyond;
 - The need to provide larger format apartment buildings along the north and west edges of the site to respond to the large commercial buildings opposite and the recently constructed high rise apartment buildings to the south-west;
 - The desire to make more efficient use of this brownfield allocated housing site in meeting evidence of increased future housing needs. This is reflected in the emerging Local Plan allocation of the site which indicates an expected yield of between 160-240 new dwellings. The application proposals sit comfortably within this recommended indicative range.
- Redeveloping the site in this manner, which is agreed is the right approach, limits the space available to deliver 3 bed housing, and in turn the proportion of that type of housing which can be achieved. The application proposals make provision for 63no. 3 bed dwellings, which equates to 29% of overall provision.
- In proportion terms the 50% sought by policy DM5 will not be achieved, however in numerical terms the benefits of a higher density scheme than that envisaged by the adopted policy allocation will deliver benefits in terms of the number of much needed housing that can be achieved overall, including 3 bed dwellings.
- Policy CS16 of the adopted Core Strategy seeks 30% affordable housing, subject to viability. In this case, testing the level of affordable housing the scheme can viably sustain has commenced but has yet to be completed. The ongoing process of agreeing the overall level of affordable housing, including tenure split, which the scheme can sustain will be concluded during the consideration of the application.

PROPOSED DWELLING MIX

Type	No.
One Bedroom Apartment	45
Two Bedroom Apartment	105
Three Bedroom Apartment	14
Two Bedroom Coach House	2
Three Bedroom House	49
Total	215

Dwelling Types

SCALE 10m 20m 30m 40m 50m



landscape design

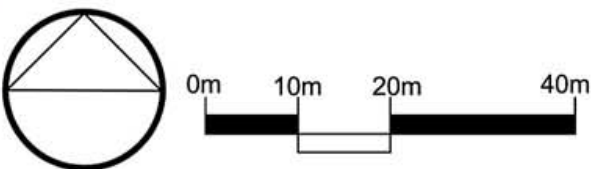
- prepared by Aspect Landscape Planning



Residential Landscaping Design Principles

- The landscape design principles have been designed to reflect the local design character and help provide a high-quality development appropriate to its townscape setting as well as tying in with the recently constructed residential areas to the south. Semi-mature avenue tree planting has been incorporated along the site boundaries to create a coordinated and enhanced landscaped setting to the new built form and providing improvements to the Portman Road streetscene.
- Proposed hard surface finishes seek to provide variety and interest whilst also aiding in identifying character areas and private driveways, parking courts and key nodal points.
- New tree planting is proposed as an integral part of the layout to ensure a high quality residential scheme is created that mitigates for the existing tree removal, ensuring longevity to the localised treescape, whilst allowing the built elements to be successfully integrated within the townscape setting. The tree species also assists in identifying legibility and highlighting the pedestrian routes or key nodal points.
- Larger specimen species including Lime, Hornbeam and London Plane are included where space allows along Portman Road, providing mitigation for the tree removals and more coordinated streetscene. Feature tree species such as Liquidambar will highlight pedestrian routes and variations such as the flowering Cherry species provide further seasonal interest within the central open space to the east.
- The use of low earth bunding which includes structural shrub planting along the northern site boundary has sought to help visually assimilate the lower levels of the building elevations and car parking, as well as clearly defining the public and private spaces. A new 3m wide footpath and cycleway is included along the northern boundary, and the residential development is defined with formal metal railings and clipped Beech hedging, with numerous pedestrian / cycle links to ensure enhanced permeability.
- The primary central POS is proposed to the east of the site and includes native planting to the eastern boundary as well as an open lawn and informal footpath with ornamental tree and shrub species of wildlife value.
- A semi private podium landscape area is included within the western most apartment block which includes high quality paving and ornamental shrub and tree planting in raised planters.
- Climbing species forming a green screen are incorporated along the southern site boundary to soften the acoustic timber fence along this boundary.
- Overall the proposed landscape scheme seeks to provide landscape, ecological and townscape enhancements as part of a high quality coordinated redevelopment site.

Landscape Principles



- Key:
- Application Site Boundary
 - Proposed Trees
 - Proposed Hedgerow - Formally Clipped Hornbeam to Garden Frontages and Mixed Native Hedge to Site Boundary
 - Proposed Shrub Planting
 - Proposed Feature Shrub and Herbaceous / Grass Planting in Linear Blocks
 - Proposed Shared Surface - Herringbone Block Paving Tradional Finish or Similar
 - Asphalt
 - Parking Spaces Identified with Alternating Block Paving Pattern / Finish
 - High-quality Paved Surface to Central Seating Area and Public Art
 - Footpath Paved Surface
 - Proposed Concrete Slabs Infilled with Gravel Aggregate Set Flush to Create Landscape Feature
 - Proposed 1.2m High Metal Railing
 - Proposed Bench Details to Be Specified
 - Proposed Green Screen and Climbing Species
 - Existing Vegetation Structure to Be Retained



Low Growing Groundcover Ornamental Species



Includes; Hebe rakaiensis, Potentilla fruticosa 'Tangerine', Lonicera nitida, Genista Lydia & Lavandula angustifolia 'Hidcote'

Feature & Street Tree Species



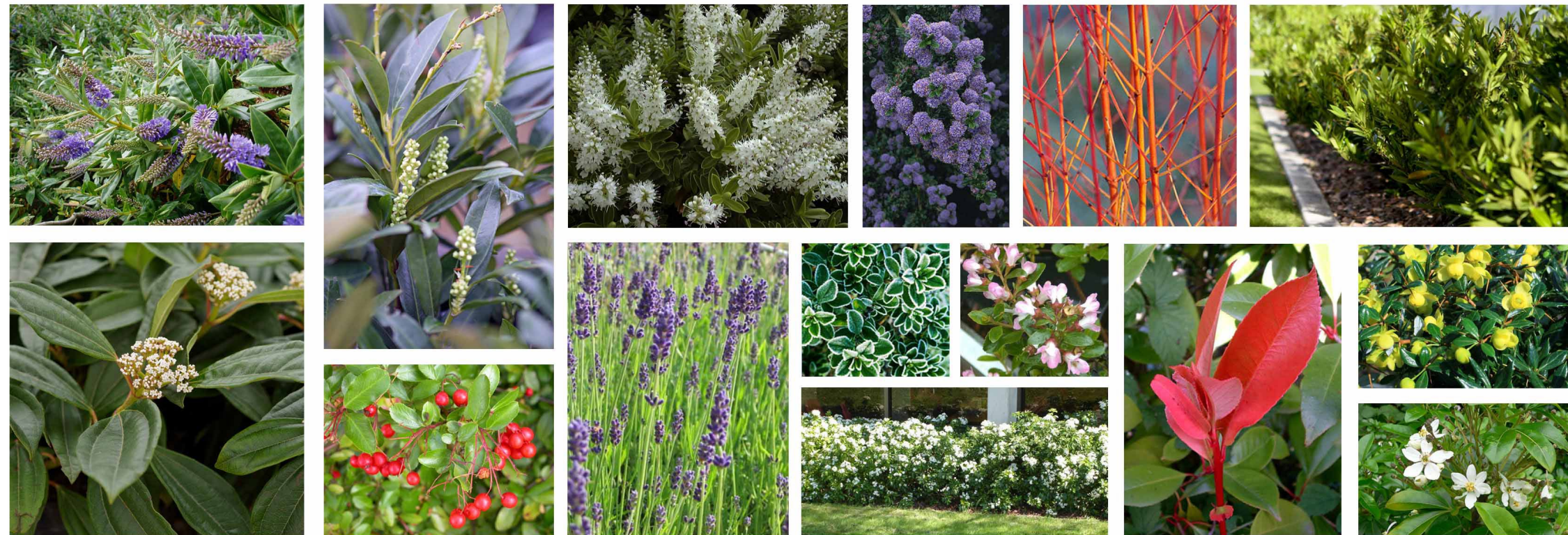
Includes; Acer campestre 'Streetwise', Carpinus betulus, Liquidambar styraciflua, Platanus x acerifolia, Prunus avium, Sorbus aucuparia & Tilia tomentosa 'Brabant'.

Structural Native Hedge



Includes; Downy Birch, Alder, Hazel, Hawthorn, Holly, Blackthorn, Oak, Hornbeam, Rowan, Elder, Dogwood, Privet, Bird Cherry, Crab Apple & Guelder Rose

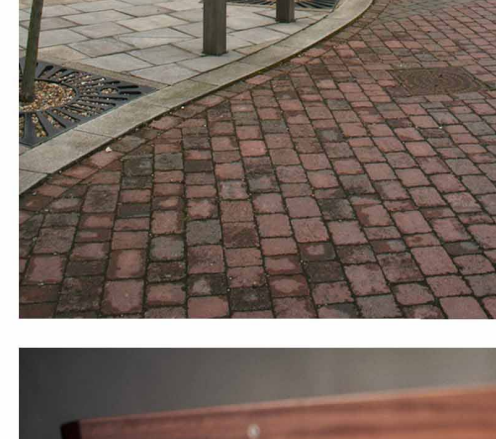
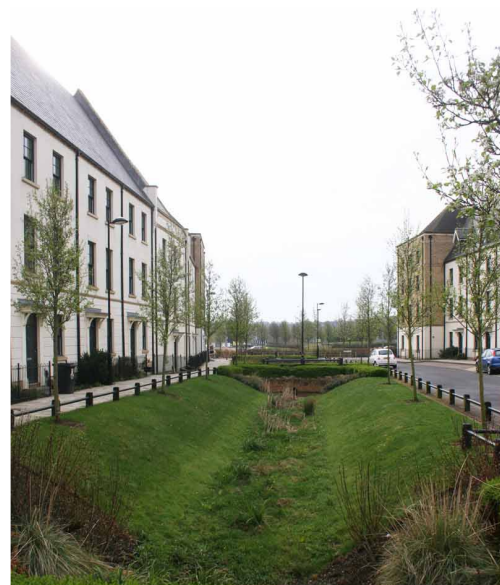
Feature Ornamental Planting Species within Residential Areas



Clockwise from top left: Hebe 'Midsummer Beauty', Prunus laurocerasus 'Otto Luyken', Hebe rakaiensis, Ceanothus 'Blue Mound', Cornus sanguinea 'Midwinter Fire', Prunus laurocerasus 'Otto Luyken', Berberis frikartii 'Amstelveen', Choisya ternata, Photinia 'Red Robin', Escallonia 'Apple Blossom', Lavandula angustifolia 'Hidcote', Pyracantha 'Red Cushion' & Viburnum davidii.

Swale & Wildflower Areas





elevational design



The elevational proposals illustrate how the design has responded sympathetically to the locality and to the design of neighbouring homes. The next four pages identify the design approach that is incorporated within the proposed houses.

- The design approach is based upon the contemporary influence of the existing housing to the south and the commercial development to the north.
- The materials will comprise mainly a red brick, with a grey detail brick, both materials prevalent in the Reading area.
- The pitched roofs to the houses will utilise a grey tile.
- Detailing includes parapet gable and party walls to the houses, with pulled-header brickwork features throughout in response to the traditional use of patterned brickwork in Reading.
- 'Juliet' balconies are also provided to some of the houses, utilising a simple translucent glass panel.





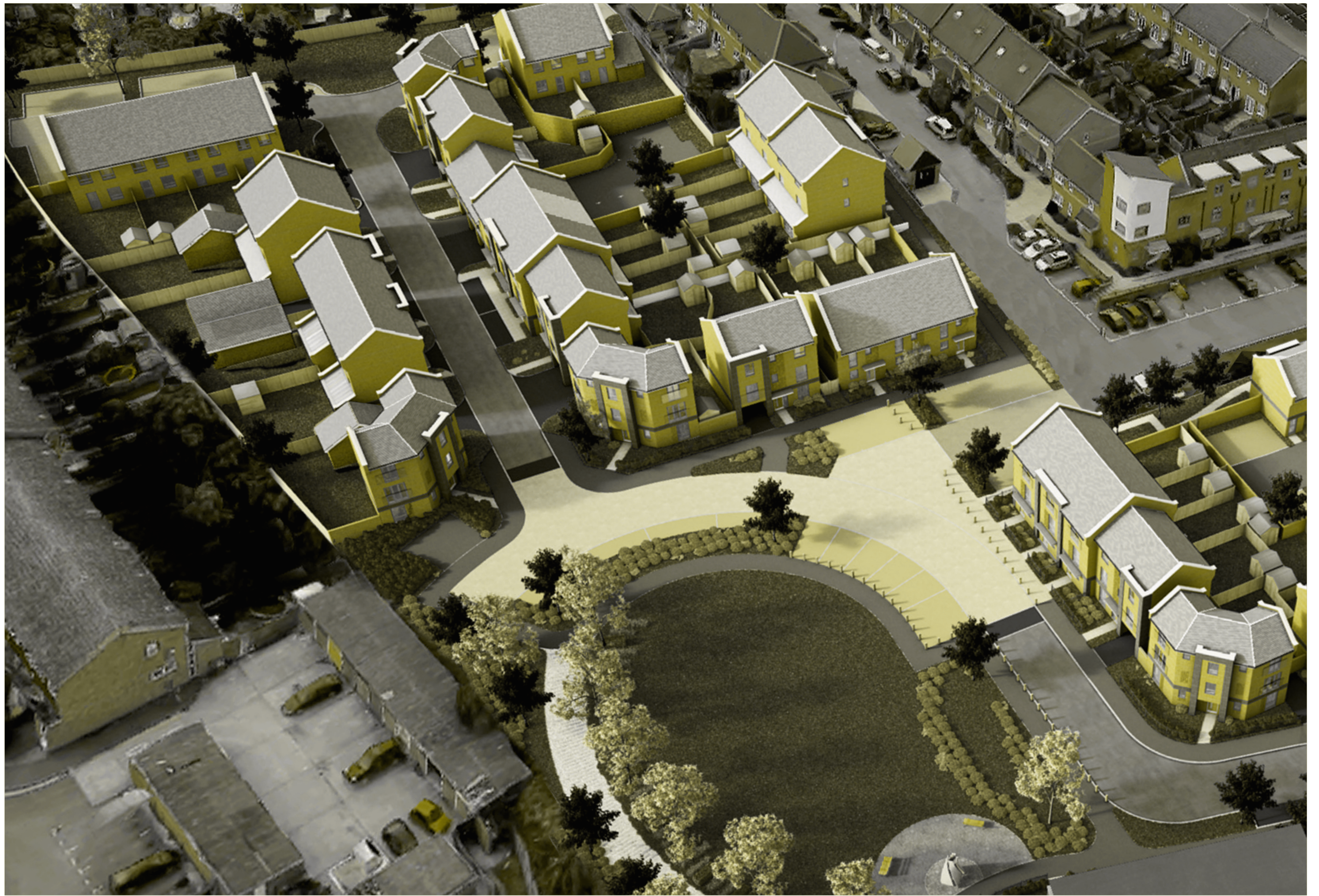


- Apartments are designed with a flat roof, with the top floor set back to provide articulation and to reduce the visual impact of the buildings.
- Walk-out balconies are provided to apartments to provide individual dwellings with their own private amenity space.

Examples of details are illustrated opposite with typical locations identified on views of sections of the site.









access to the development

The approach to access, and how issues relating to access to the development have been addressed



access policy and principles

- prepared by i-Transport

Introduction

Walking and Cycling

The site benefits from connections to Portman Way and Portman Road which together provide connections to the local area and onwards to the centre of Reading.

Portman Road (along the western boundary of the site) has a designated 2m wide footway on the western side of the carriageway and a 3m wide shared footway / cycleway on the eastern side of the carriageway. While on the northern side of Portman Road there is a 3m wide shared footway / cycleway which provides a continuous off-carriageway connection from Tilehurst railway station to the west and Reading town centre to the east.

A 2m wide footway is present on the southern side of the carriageway on Portman Way, providing connections to / from Tesco to the west and the widener highway network on Oxford Road (via the already built Battle Hospital site).

These facilities provide safe and direct connections for pedestrians and cyclists to Reading Town Centre, local employment and retail facilities and the rail stations at Tilehurst, Reading West and Reading Central.

Public Transport

Bus

The site benefits from access to a number of bus stops, with the closest stops located on Oxford Road, some 400m south of the site which, is a key public transport corridor. These bus stops provide access to bus services 15, 15a, 16 and 17 which, offer a turn up and go service providing opportunities to travel to key destinations within Reading by bus.

Bus Routes and Frequencies:

Service	Route Description	Frequency (minutes)				
		Mon - Fri			Sat	Sun
		Peaks	Daytime	Evening		
15/15a	Calcot - Tilehurst - Dee Park - Central Reading	15	15	30	15	30
16	Purley - Oxford Road - Central Reading	15	15	30	20	30
17	Wokingham Road - Central Reading - Oxford Road - Tilehurst	7	7	15	7	20

Source: Reading Buses

Rail

Reading west railway station is located some 750m to the south-east of the site. The station is operated by Great Western Railways and provides regular services to Basingstoke, Newbury and London Waterloo. Basingstoke is a 20-minute journey, with the travel time to Newbury being circa. 25mins and approximately 35mins and 45mins to London Waterloo and London Paddington respectively (changing at Reading main railway station).

Rail services from Reading West Railway Station:

Destination	Typical Frequency (trains per hour)		Average Journey
	Peak	Off-Peak	Duration
Reading	4	3	4m
Basingstoke	2	2	22m
London Paddington	4	2 - 4	35m
Newbury	3	2	40m
London Waterloo	5	5	1h20m

Source: National Rail Enquiries

Local Facilities

The National Travel Survey (NTS) 2015 identifies the mode share of journeys of different lengths. It is evident from this that the vast majority (76%) of trips are undertaken on foot for journeys up to one mile. Furthermore, 32% of journeys between 1 and 2 miles are likely to be on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km).

The site is well located to take advantage of a good range of local services and facilities, which future residents of the proposed development will visit on a regular basis. This includes local convenience stores, pharmacy, post office, health centre and community facilities on Oxford Road and employment opportunities on Portman Road. In addition, local schools (primary and secondary), and leisure facilities are within a reasonable walking distance from the proposed site.

Future residents of the proposed development will have the opportunity to access a range of everyday destinations by a choice of different travel modes.

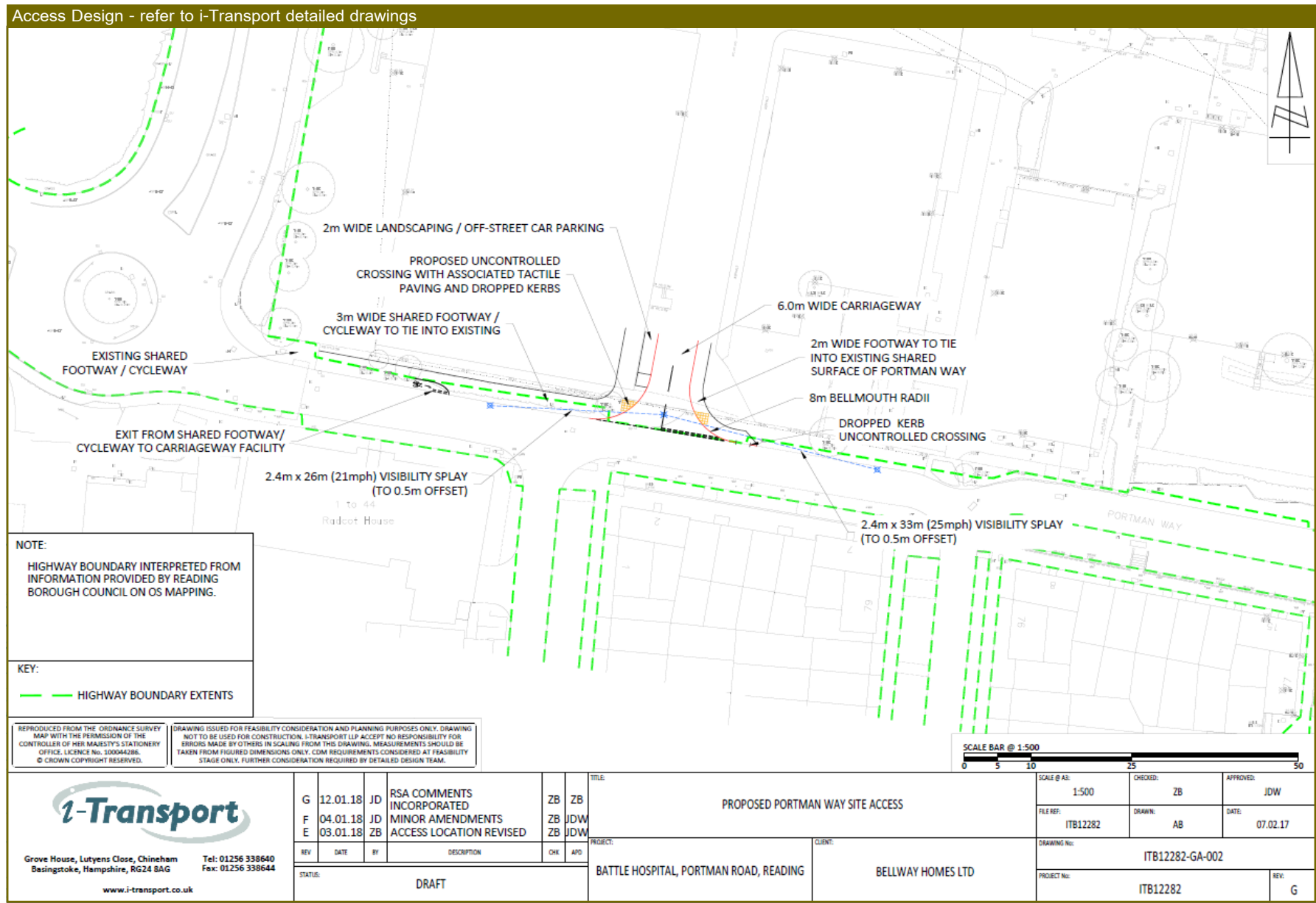
Existing Road Network

The site is bounded to the north and west by Portman Road (some 7m in width with footways / cycleways), residential housing to the east and Portman Way to the south (of varying width between 6.4m and 5.8m) and is subject to a 30mph. To the southwest of the site, Portman Way forms a roundabout junction with Portman Road, which in turn forms a signalised junction with Portman Road to the northwest.

Portman Road forms a roundabout junction with Cow Lane to the east which, in turn provides a connection northbound through Cow Lane bridges (which are currently being improved) and southbound, via Beresford Road, to Oxford Road. To the west, Portman Road becomes Wigmore Lane and forms a roundabout junction with Oxford Road and Norcot Road.

Portman Road is a good quality distributor road providing good access to the wider highway network. For onward journeys

access consultation



In addition to the pre application discussions with RBC, a well attended public exhibition was held on 12 December 2017 which raised the following transport issues:

- Access from Portman Way / Portman Road;
- On-site Parking provision;
- Traffic impacts; and
- Pedestrian / cycle access.

These comments have been used to inform the transport strategy for the development presented in the TA.



Design Principles and Concepts

Car Parking

Given the proximity to local facilities, a high quality bus corridor and rail station, the site is well located for future residents to undertake day to day tasks without the need for a private car. Car ownership level are therefore expected to be well below the Reading average.

A bespoke assessment of likely parking demand has been considered and discussed in detail with Reading Borough Council and as such parking below the RBC Parking Standards is to be provided across the scheme. Parking is therefore to be provided on the following basis:

- All parking for apartments to be unallocated;
- 1 bed apartments to have a ratio of at least 0.8 spaces per dwelling;
- 2 and 3 bed apartments to have a ratio of at least 1.0 spaces per dwelling; and
- All 3 bed houses to have at least 1.9 spaces per dwelling (with at least one allocated parking space and 0.9 unallocated spaces per dwelling).

The site layout provides a total of 272 parking spaces, of which 51 are allocated parking spaces, 198 are unallocated, and 23 are 'additional' (generally tandem) spaces which are provided over and above the calculated parking provision.

The proposed parking for the apartments will be delivered largely within dedicated under-croft parking area, while parking for houses will be provided through a combination of on-curtilage parking, residential parking courts and within dedicated parking bays along the street frontage. Visitor parking will be dispersed throughout the site. All parking spaces have been designed to be accessible, well located to their associated dwellings and provide adequate manoeuvring space.

Cycle Parking

Cycle routes are key feature of the masterplan that can reduce the need to travel by car, with routes within the site, linking to existing and future provision locally. To support the integration of cycling into daily life cycle parking will be provided.

Cycle parking will be provided in accordance with the minimum cycle parking standards presented in RBC' LDF Revised Parking Standards and design SPD (adopted October 2011), re-produced below: -

- 1/2 Bed Flat – 0.5 spaces per flat;
- 3+ Bed Flat – 1 space per flat;
- 1 bed house – 1 space per dwelling; and
- 2+ bed house – 2 spaces per dwelling.

Cycle parking for the proposed houses will be provided in garages, or in sheds in back gardens and, for apartments, cycle parking will be provided within dedicated cycle stores and / or in covered and secured communal areas.

Access to the Development

Access Principles

A single vehicular access will be provided to the site from Portman Way in the form of a simple priority junction. The principle access is shown on Drawing ITB12282-GA-002 Rev G. This arrangement has been agreed in principle with RBC.

The following access strategy is therefore proposed:

- 6m wide vehicular access to the site via a simple priority junction from Portman Way;
- The existing temporary access from Portman Road to be closed;
- Emergency vehicular access to Valentia Way (internal to phase 1) from the existing nurse's accommodation access;
- Pedestrian and cycle access is provided in four locations:
 - i) To Portman Way at the site access;
 - ii) To Valentia Road (internal to Phase 1) via the emergency access;
 - iii) To the existing infrastructure at signalised junction of Portman Road / Portman Way (north western corner of the site); and
 - iv) To a new shared footway / cycleway on the north eastern corner of the site (adjacent to Portman Road).

Transport Assessment

A detailed Transport Assessment has been undertaken which demonstrates that the development proposal (of 215 dwellings) is likely to generate some 66 two-way vehicle movements in any peak hour. This is based on observed flows from the existing Battle Square residential. When considered against the extant uses on the site, the net impact is some 50 two-way movements in the morning peak hour and 66 two-way movements in the evening peak hour.

The impact of the development does not have a material impact on the operation of local junctions, and existing queueing which currently occurs on Portman Road as a result of an existing capacity constraint at Cow Lane bridges is currently in the process of being resolved, now that the Old Cow Lane bridges have been removed. The residual impact of the proposal on the local highway network is less than 'severe'.

Travel Plan

A Framework Travel Plan (FTP) has been prepared to support the planning application and is summarised in the TA. The FTP will focus on promoting sustainable lifestyles amongst new residents, through reducing the need for travel by private car, providing non-car mode travel options for local journeys and influencing modal choice. The FTP will also provide an initial Framework for implementation, management and review of the Travel Plan.

Service and Refuse Collection Arrangements

The detailed layout of the scheme has taken due regard to the guidance on carry distances for refuse provided in Schedule 1, Part H of the Building Regulations (2000) and RBC's 'Waste Management Guidelines for Property Developers, Architects, Planners and Contractors' document.

The refuse carry distances for the development comply with Section 2.3 for households and Section 3.6 for purpose built flats, specifically: -

- All of the dwellings with two wheeled bins are within 30m of a waste collection point and the refuse vehicle can get to within 15m of the collection points; and
- All of the apartments with Eurobins are within 15m of an area accessible by the refuse collection vehicle.

The site layout has been designed to ensure that service vehicles can gain access to, turn and exit streets within the site in a forward gear as necessary, having due regard to the above guidance on carry distances.

Emergency Access

The requirements for emergency vehicles are usually dictated by fire service requirements, as the fire service have the largest vehicles. The detailed design of streets and spaces will comply with the requirements of building regulation B5 (2000), including the provision of:

- Minimum carriageway widths of 3.7m;
- Vehicle access for pump appliances within 45m of each dwelling;
- Vehicle access routes - not necessarily a road; and
- Provision so that fire trucks do not need to reverse more than 20m.

The site layout has been designed to ensure that fire tenders can gain access to, turn and exit streets within the site in a forward gear as necessary, having due regard to the above guidance, as where necessary fire hydrants and / or dry risers have been provided. As discussed at the pre-application scoping stage with RBC highways, a suitable designated emergency vehicle access from Valentia Road (to the south-west) has been provided.

Maintenance

The site access roads and strategic pedestrian / cycle routes within the development will be offered to RBC for adoption as part of a Section 38 agreement.

The proposed pedestrian/cycle route across the open space will be maintained by the management company for the development.

Policy Context

The TA considers the three critical tests outlined in paragraph 32 of the National Planning Policy Framework, setting out that:

- Safe and acceptable access will be provided to the site for all people;
- The opportunities for sustainable travel will be taken up; and
- That the residual cumulative transport impact of the development will not be 'severe'.

conclusion



As a prominent national developer, Bellway Homes aspires to create attractive places that will stand the test of time. The company's objective is to create new developments which make a positive contribution to the existing setting - places in which future occupants are able to integrate into the existing wider community.

We are therefore proud to present this development for your consideration, which will provide 215 new private and affordable homes. The development has been planned positively in order to embody high quality and inclusive design, following a considered appraisal of the identity of the neighbourhood and the site's setting, and will provide a graduated medium to higher density neighbourhood in this prominent location.

These application proposals offer the opportunity to complete the final piece of the Battle Hospital Development Area, in accordance with its longstanding allocation to deliver much needed housing:

- The proposals will regenerate the area, replacing the poor, dilapidated state of the site, which detracts from the character and appearance of the area, with high quality new housing.
- The scheme will not only improve the quality of the local built environment in a form which complements its surroundings, but will also make an important contribution to meeting future housing needs, and help maintain the Council's 5-year housing land supply position in accordance with national policy.

This scheme has developed through Stakeholder Engagement, particularly with regard to the form of layout, the dwelling mix and house types throughout the site, as well as the green spaces and landscaping.

Throughout the preparation of this application the development team has strived to take the opportunities available for improving the character and quality of this part of Reading and the way it functions:

- Following the principles of best practice in urban design, landscape, movement and sustainability.
- Contributing to meeting growing future housing needs.
- Offering a mix of housing together with open space and landscape buffers, with informal play potential, and improvements to the urban environment, responding to local need.
- Integrating with the neighbouring pattern of development and responding to the design cues identified.
- Benefiting from the good public transport links as well as the services and facilities of Reading town centre.
- Creating a logical and consistent extension to the wider Battle Hospital redevelopment.
- Offering strong landscape design principles reflecting the local design character, helping to provide a high-quality development appropriate to its townscape setting, as well as being consistent with the residential areas to the south.
- Resulting in a limited net impact on the local highway network, with no material change to the operation of junctions in the vicinity of the site. The removal of the historic Cow Lane bridges will address observed queuing on Portman Road.

These application proposals represent high quality, contextual design, of which Bellway Homes, the Local Planning Authority and the residents of Reading can be rightfully proud.



practice profile

DHA Architecture was established in 1990 to provide specialist Urban Design and Architectural services to Housebuilders, Residential Developers, Housing Associations and Local Authorities. We provide our clients with all of the expertise necessary, to **appraise** the policies, **apply** the guidance, **assess** the local character, and **address** the commercial necessities influencing a potential development site.

We have an established reputation for recognising the possibilities and having the creativity to deliver designs within the constraints; together with the design flair to develop solutions which are right for the locality, sustainable, and make the most of a site's potential.

The increasing importance of high quality design within residential developments - to both national and local strategies - has highlighted the value of the range of skills we possess. We are experienced in preparing site appraisals, urban design assessments and character appraisals, masterplanning, architectural concept design and detailing, and community liaison.

The success we have enjoyed in all of these disciplines is illustrated by the growth of the practice; from 4 team members - achieving planning permission for 122 dwellings in the first year - to a team of over 25 achieving planning permissions for more than 2,500 dwellings in the last year.

The practice is actively involved in the development and implementation of methods to improve the sustainability of sites including the use of sustainable urban drainage systems. Where appropriate we promote the incorporating of home zones into housing developments, broadly based on the Dutch Woonerf principle, where traffic speeds are restrained and the public realm becomes a social environment, shared between pedestrians, cyclists and motor vehicles.

Our clients include all of the national housebuilders, regional developers, housing associations, Local Authorities and private clients requiring one-off designs. In recent years the quality and success of our work has been recognised; the practice has won eleven WhatHouse? Awards; including **Best Luxury House - Gold** on three occasions, **Best Luxury Development - Gold** and the highly sought-after **Best Brownfield Development - Gold** and **Silver** in consecutive years.

The practice wishes to continue to be recognised as a leading name in its specialist field; providing a quality of service and product to meet firstly the needs of its clients and just as importantly the long term needs of the communities the work integrates within.





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