

DESIGN & ACCESS STATEMENT

Proposed Car Showroom

At

**Worton Grange
Imperial Way
Reading**

Kier Reading LLP

Date: August 2017

Ref: 1894-P-DAS2



5th Floor Eaton House 1 Eaton Road Coventry CV1 2FJ

Telephone: 024 7622 0387 Email: email@saundersarchitects.co.uk

Saunders Architects is a trading name of Saunders Architects LLP
Registered in England & Wales Registered No OC307148

CONTENTS	PAGE
1.0 INTRODUCTION	2
1.1 General	2
2.0 LOCATION & ENVIRONS	2
2.1 The Application Site	2
3.0 EXISTING PLANNING CONSENT	3
4.0 THE PROPOSALS	3
4.1 The Brief	3
4.2 The Application Proposals	3
4.3 The Application Drawings	3
5.0 THE PROPOSALS	5
5.1 Layout	5
5.2 External Appearance	5
5.3 External Walls	5
5.4 Roof	6
5.5 Valet Building	6
5.6 Hard Landscaping	6
5.7 Soft Landscaping	7
5.8 Boundary and Other Treatments	7
5.9 Signage	8
5.10 External Lighting	8
6.0 ACCESS	8
6.1 Pedestrian Access	8
6.2 Cycling	8
6.3 Public Transport (Bus)	9
6.4 Cars	9
6.5 Service Vehicles	9
7.0 CONCLUSION	10

33

1.0 INTRODUCTION

1.1 General

Saunders Architects LLP were commissioned by Kier Reading LLP in 2017 to prepare proposals in support of a full planning application for a new car showroom with provision for MOT and servicing at Worton Grange, Imperial Way, Reading.

In accordance with the CABE guidance on Design and Access Statements, this statement provides a summary of the considerations that have been taken into account in the design and the manner in which it is proposed to provide a design appropriate in form and scale to meet the Client's Brief, having regard to both National and Reading Borough Council Planning Policy and current statutory requirements.

This Design and Access Statement is to be read in conjunction with the Planning Statement prepared by Savills.

2.0 LOCATION & ENVIRONS

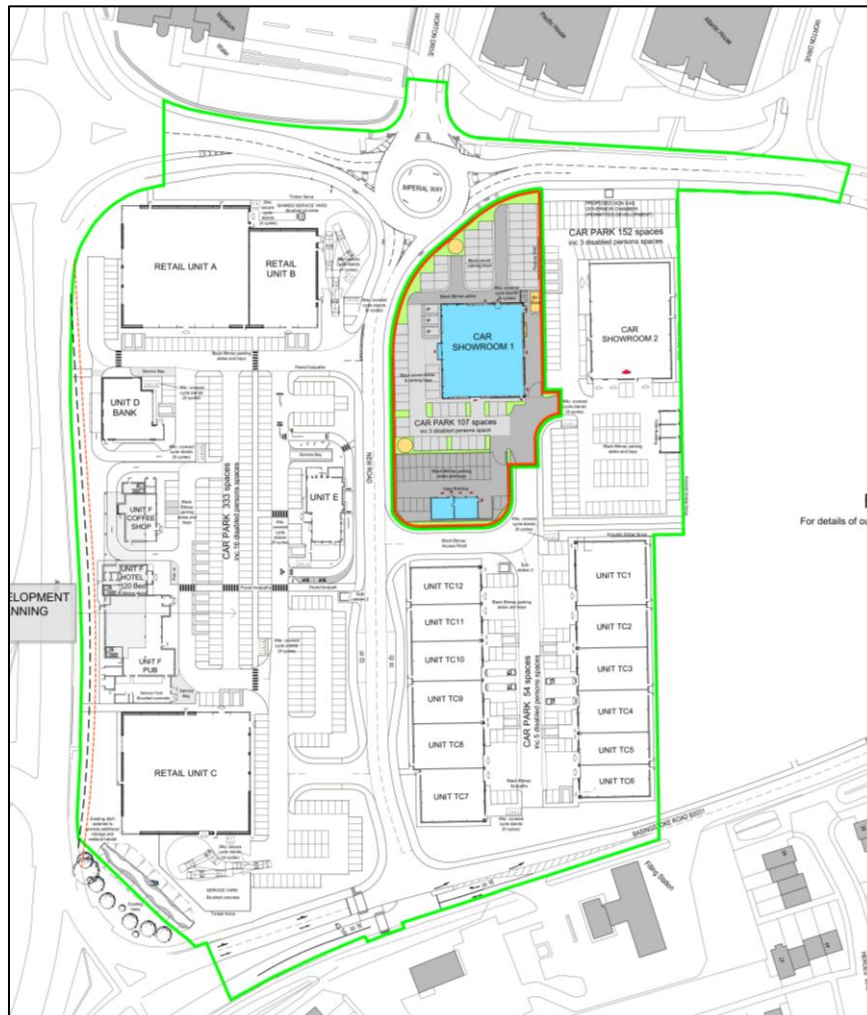
2.1 The Application Site

The application is approximately 0.54 hectares and is within the previously consented mixed used development at Worton Grange, on the south side of Imperial Way and to the east of the new road which is under construction and which will link Imperial Way and Basingstoke Road, B3031.

There are existing commercial buildings to the north on the other side of Imperial Way.

When the greater consented development is completed the commercial buildings will be disposed adjacent to the application site as noted below.

- To the north east, a car showroom
- To the south east, the trade counter units
- To the south west, on the other side of the new road, the retail units and the rest of the mixed use development.



Contextual Site Location Plan – see drgs 1894-270 & 271

3.0 **EXISTING PLANNING CONSENT**

- 3.1. Planning Consent for a car showroom in this location was granted under the hybrid mixed used Planning Approval No. 151944, dated 14 April 2016.

4.0 **THE PROPOSALS**

4.1 **The Brief**

The Client's brief was for the provision of a new car showroom and ancillary valet building with a high quality of design and which will meet the particular commercial requirements of the proposed tenant and end user and which respects the location of the application site within in the context of the greater consented development.

4.2 The Application Proposals

Full planning permission is sought for the erection of a car showroom with provision for MOT & servicing (sui generis) measuring 936.14sq m (GIA) at ground floor level and 209.97 sq m (GIA) at first floor level together with an ancillary valet building measuring 125sq m (GIA), with associated car parking and landscaping.

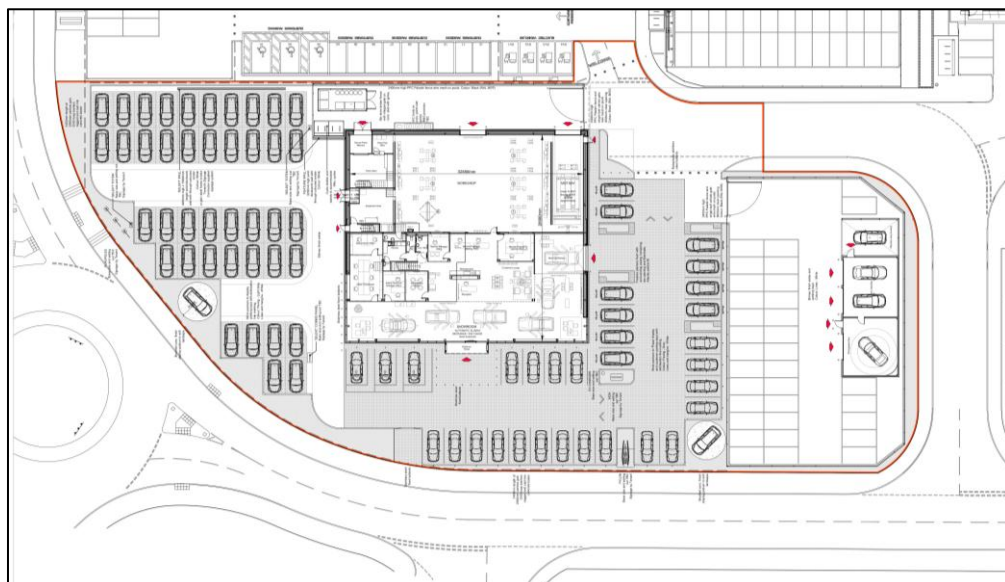
4.3 The Application Drawings

This Statement should be read in conjunction with the plans and other reports submitted with the Planning Application.

A full list of the documents that comprise the application appears in the Planning Statement prepared by Savills.

The architects' drawings submitted for approval are set out below.

1894-P-270	Site Location Plan
271	Site Plan
269	Site and Building Plan
272	Ground Floor & Mezzanine Plan
273	Roof Plan
274	Elevations
275	Sections
276	Valet Building



Proposed Site & Building Plan – see drg 1894-P-269

5.0 DESIGN

5.1 Layout

The proposed layout positions the car showroom and the ancillary valet building to maximise area available for both customer, servicing and vehicle display parking the latter being located to the north east of the main building and fronting Imperial Way.

The layout also enables the site to be readily accessed by vehicles by way of the consented road system.

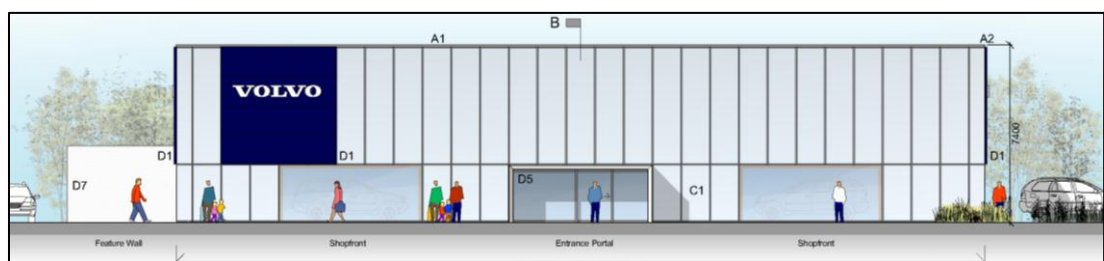
5.2 External Appearance

The building scale and appearance is a product of both the end user's very particular dimensional and functional requirements and the proposed materials, which together create a building with a contemporary and practical design aesthetic and an external envelope in the simple form illustrated in the drawings.

A comprehensive schedule of external materials and finishes for the proposed building is stated on the respective drawings.

5.3 External Walls

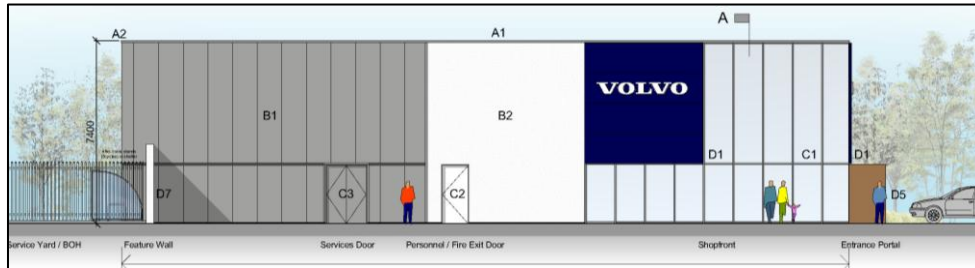
The south west (front) elevation will be constructed in a modular polyester powder coated aluminium framed and glazed curtain wall system. The clear glass will be finished with an internally applied white translucent vinyl sheet. The south west elevation incorporates 2no clear glazed "shop front" display windows and a free-standing steel framed entrance portal clad in wood-effect ACM panels.



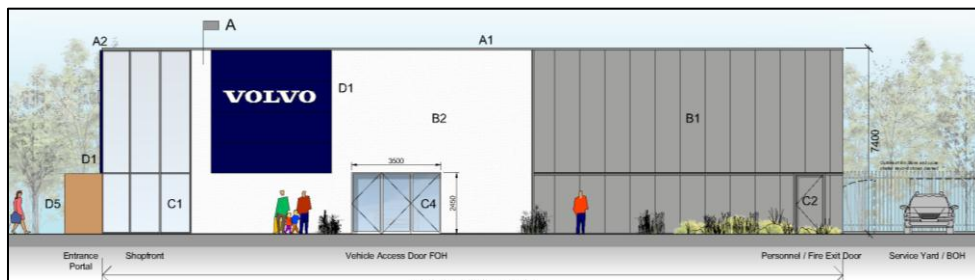
Proposed South West Elevation – see drg 1894-P-274

As indicated on the drawings, the curtain walling will be returned and continued part way along the adjoining north west and south east (side) elevations, which in turn have full height render panels, colour white, as a foil and a break between the glazing and the vertically laid proprietary insulated cladding panel system, colour silver, used on the remainder of these elevations. The north east (rear) elevation is to be

constructed entirely in the same vertically laid proprietary insulated cladding panel system.



Proposed North West Elevation – see drg 1894-P-274



Proposed South East Elevation – see drg 1894-P-274

Each of the elevations will have either vehicle access or pedestrian doors in the locations and of the types indicated.

All of the building entrances will have level approaches and flush thresholds complying with the requirements of both the Equalities Act 2010 and Part M of the Building Regulations.

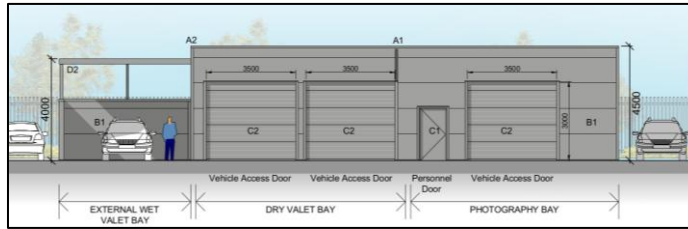
5.4 **Roof**

The roof will be constructed in proprietary membrane lined composite insulated low pitch roof sheeting laid to fall in the manner indicated on the drawings. The roof will be hidden from ground level by reason of the external wall which form a modest parapet to the perimeter of the building.

5.5 **Valet Building**

The ancillary standalone valet building will be finished in the same proprietary insulated cladding panel system, colour silver, but horizontally laid. To meet its functional requirements the building will be complete with 5no proprietary insulated vehicle doors and 1no steel personnel door as indicated on the drawings.

The valet building roof will be the same as that for the main building.



Valet Building Proposed North West Elevation – see drg 1894-P-276

Adjacent to the unit there is to be an external wet valet bay with a concrete floor slab laid to falls, a profiled metal panel canopy on a galvanised metal frame painted white with part height side walls in composite cladding on a galvanised steel frame.

5.6 Hard Landscaping

The external areas will be finished in materials appropriate to their function and use as indicated on the drawings.

The car display area to the north west of the building will be generally finished with pre cast concrete paving to parking bays complete with white line markings and bituminous macadam aisle. The individual car display podiums will be finished in brushed concrete.

The parking to the south west and south east of the showroom will be finished with pre cast concrete paving with white line markings. The access to the north east side of the building and the area adjacent the valet building will be finished in bituminous macadam with white line markings for the parking bays.

All the above to have pre cast concrete kerbs of various types to suit the different locations and external operational requirements of the showroom.

5.7 Soft Landscaping

The soft landscaping shown on the layout drawings is indicative and comprehensive design proposals will be submitted in due course to discharge the relevant condition attached any future planning consent. The soft landscaping will be in keeping with that previously approved for the greater development site and the extant planning consent.

5.8 Boundary and Other Treatments

As indicated on the drawings there will be a variety of boundary and other treatments to suit the external operational requirements of the showroom operators.

To the north east boundary set in from the back edge of the footpath there will be 63mm diameter galvanised hollow section steel hoop barriers 1600mm long at maximum 2800mm centres.

The access to the north east side of the building and the area associated with the valet building will have a 2.4m high polyester powder coated 'Paladin' mesh fence complete with matching gates. The bin and refuse area will be enclosed with 2.0m high slatted timber fence.

There will be a 3.2m high by 15.0m long solid blockwork wall with through coloured white render finish on the north east side of the car park display area to receive the end user's signage.

650mm high fixed stainless steel bollards building protection will be installed at external corners of glazing, cladding and doorways and as required. 650mm high retractable stainless steel bollards to be installed at the site access at its junction with the consented estate access road.

5.9 Signage

As noted on the application drawings, the signage that is shown is indicative only and all signage will be the subject of a separate Display of Advertisement Application in due course.

5.10 External Lighting

Comprehensive design proposals for the external lighting will be submitted in due course to discharge the relevant condition attached any future planning consent.

6.0 ACCESS

The proposals generally adhere to and benefit from the substantive access arrangements established by the extant consent and as noted below.

6.1 Pedestrian Access

Access for pedestrians is provided via the approved footpath system not only for the greater development site and but also local to the application site.

By reason of the footpaths on each side of the new access road, there will be pedestrian links to the existing footpaths on both Imperial Way and Basingstoke Road. In addition there is a footpath which will provide a direct pedestrian link to the new residential area to the north west.

All of the building entrances will have level approaches and flush thresholds complying with the requirements of both the Equalities Act 2010 and Part M of the Building Regulations.

6.2 Cycling

The approved road system will provide a good level of connectivity for access by cyclists to and from the greater local road network.

8 no covered cycle parking spaces (i.e. 4 no cycle stands) will be provided in the location indicated on the drawings.

6.3 Public Transport (Bus)

There is an existing bus service along Imperial Way and new bus stops are to be provided on each side of the new access road to the south east of the site.

6.4 Cars

Access for both cars and service vehicles is to be provided from the approved road system that feeds this part of the greater development site.

The parking spaces for the car showroom are laid out to suit the end user requirements for both customer and display vehicles with an area for the latter located as close as possible to the Imperial Way frontage. Accessible spaces are located as near as practical to the customer entrance of the showroom.

A total of 107no car parking spaces are being provided as indicated on the Site Plan.

6.5 Service Vehicles

Access for service vehicles is via the new road into this part of the development complete with sufficient space for the manoeuvring of delivery vehicles for the application site.

The landscaping scheme has been carefully designed to retain existing trees where possible and incorporate these into a new robust landscaping scheme for the site. The landscaping proposals will also create an attractive environment which will improve the public realm, support ecology, create and connect into the Council's aspirations for Green Links, soften the impact of the urban development on its surroundings and will enhance the character of the area.

7.0 CONCLUSION

7.1 The design proposals have been developed having due regard to the particular location, characteristics and constraints of the site and to meet the relevant functional requirements of the end user. The development is accessible to pedestrians, cyclists, cars and service vehicles.

The new buildings have been designed to be attractive and modern in appearance and robust and durable materials have been selected for aesthetic quality, low maintenance and sustainability.

The design meets all the relevant considerations as to layout and means of access and it is entirely appropriate in scale and form for the site and its environs and we recommend its approval to the Council.