



01.08 THE SOUTH ELEVATION; RELATIONSHIP WITH BRUNEL HOUSE

One elevation in particular that has been reviewed is the south elevation (refer to PL-145B_Proposed South Elevation_Future Context).

The previous application and subsequent consultation highlighted a number of points in relation to the treatment of this elevation and the positioning of windows. The revised design proposes a blank facade from ground floor level (+44.00) to 11th floor (+78.00). Above this windows are proposed from 11th floor to roof level.

The key reasons for the windows starting from the 11th floor level is as follows:

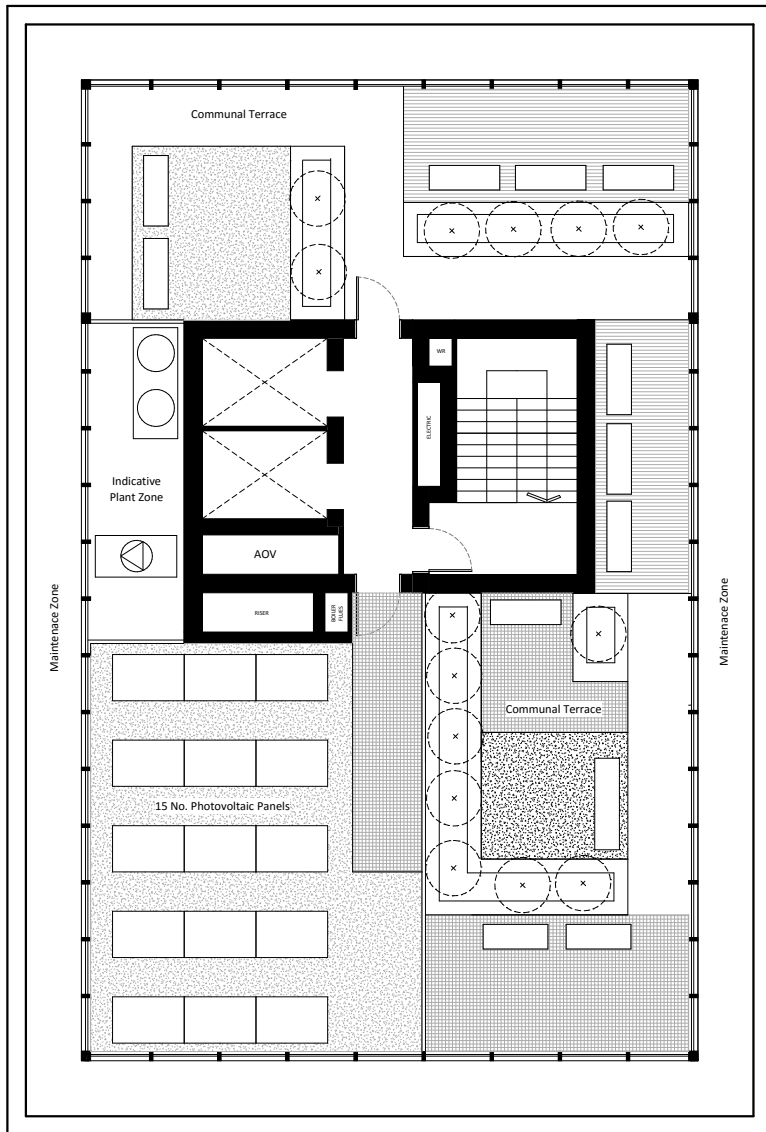
1) South Elevation as a blank facade lacks interest and detail

-This elevation can be seen from Reading town centre and by articulating the facade with windows, it not only ties in with the other three elevations, ensuring the tower is designed in the round, but adds interest and detail to the design.

2) Daylighting

-If a mass of significant height (see diagram adjacent) was positioned adjacent to the site there would be issues with daylighting on the surrounding buildings in Reading town centre, and in particular Icon House to the South of the site.

Following discussion at the Pre-application meeting and Reading Design Review Panel the southern elevations fenestration has been developed further to avoid a blank portion of facade below the 11th floor where the windows begin. By continuing the vertical elements down to meet Brunel House and through the use of recessed cementitious infills this animates the facade above Brunel House whilst maintaining the principles of the facade composition. This fenestration can also be deemed sacrificial should further development of Brunel House take place in the future.



Roof Terrace Plan



Roof Top Communal Terrace Precedents

01.09 RESIDENTIAL AMENITY SPACE

The previous proposal utilised a number of small communal amenity spaces, one of which being located on the roof of the backpack which has been removed.

The updated proposal provides a new roof top communal terrace across the extent of the tower - designed to provide 360 degree views across Reading and the surrounding area. The change in amenity space provision is deemed to be an improvement in the quality of amenity space, providing a fantastic area for residents to use. The amenity space will be screened by a glazed screen to provide protection from the elements whilst still allowing views to be enjoyed.

The communal amenity space will consist of a mix of hard and soft landscaping whilst the design aims to split the terrace in to a series of smaller spaces for groups to enjoy. This gives an element of privacy and security whilst giving protection from the elements. Spaces will be defined by screens or raised planters containing a variety of vegetation.

107
TOTAL APARTMENTS

42 / 39.2%
1 BEDROOM APARTMENTS

59 / 55.2%
2 BEDROOM APARTMENTS

6 / 5.6%
3 BEDROOM APARTMENTS

01.10 RESIDENTIAL UNIT MIX

The proposed unit mix has been amended to meet Reading Borough Councils policy requirements meeting the following criteria;

- Maximum of 40% 1 Bedroom Units
- Minimum 5% 3 Bedroom Units

The proposal provides a range of apartment sizes to meet the requirements of the Local Authority and the current housing market.



Lower Ground Floor Plan



Ground Floor Plan with Site Context & Parking

01.11

VEHICULAR AND CYCLE PARKING

As per the previous application 3 disabled spaces will be allocated to the 29-35 Station Road development to the rear of Garrard House. The approved application dated February 2016 for the Garrard House roof top extension specifies the following parking arrangement;

The car park to the rear of the building consists of 7 no. Parking spaces, 1 of which is to be designated as disabled parking for Garrard House and the remaining are likely to be used for 29-35 Station Road.

This confirms that there will be no conflict between the parking requirements and provision for the two developments. The three disabled spaces will be allocated to the 29-35 Station Road development with four spaces remaining for use by the Garrard House residents.

The current proposal has a total of 74 cycle parking spaces for residents. This includes 6 Sheffield stands that can be used by visitors and users of the retail units. The provision of which exceeds the minimum requirements required by Reading Borough Council, which would be as follows;

1 / 2 Bed Flats - $101 \times 0.5 = 50.5$

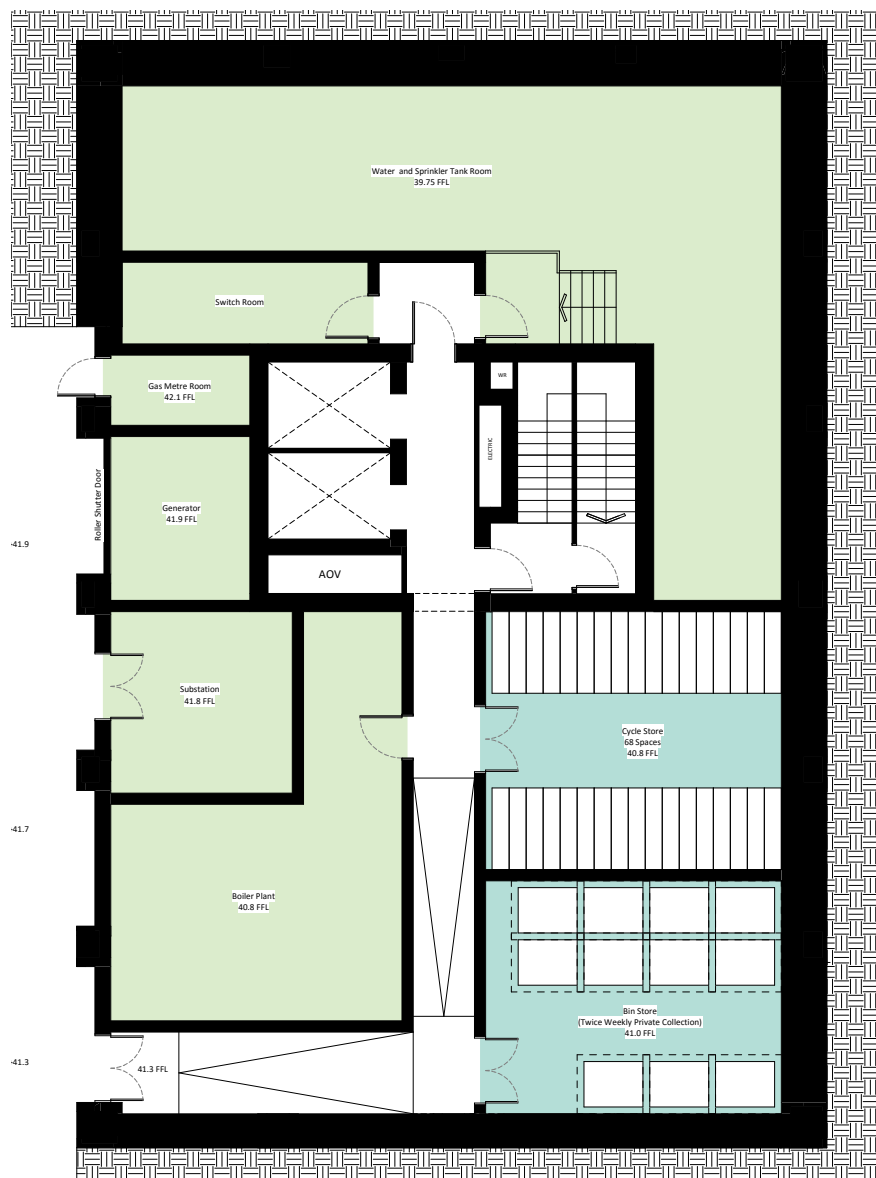
3 Bed + Flats - 6 x 1 = 6

Minimum Requirement- 56.5 Spaces

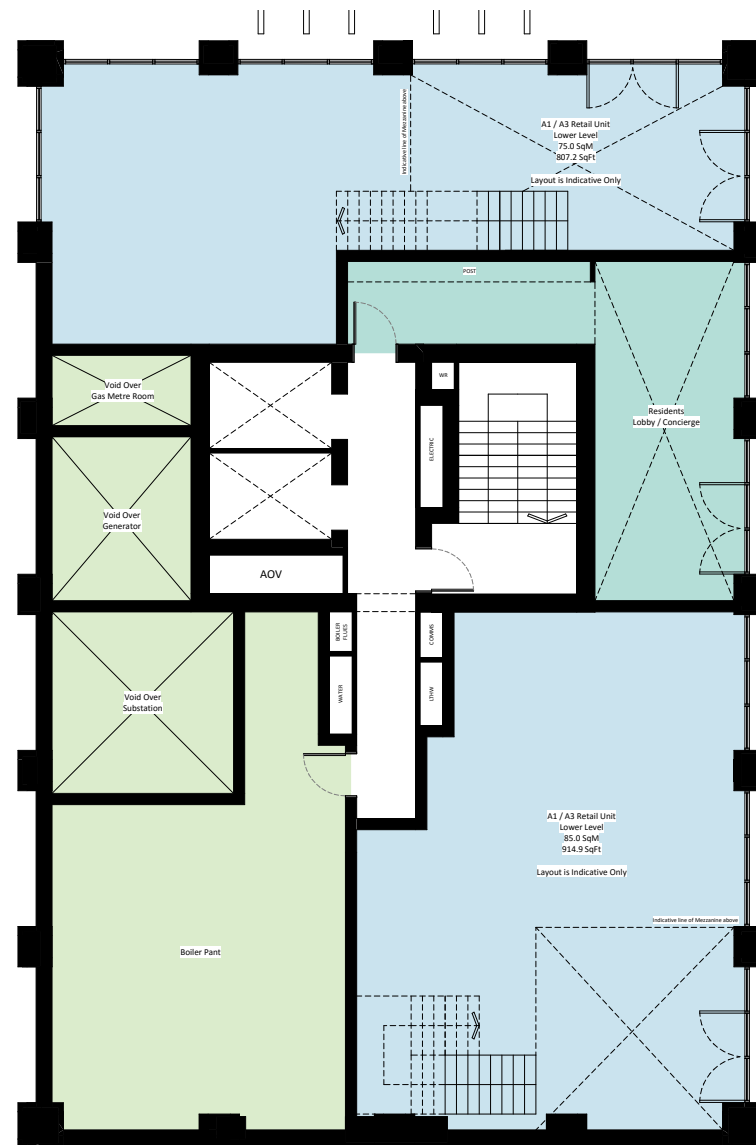
02

THE PROPOSED SCHEME

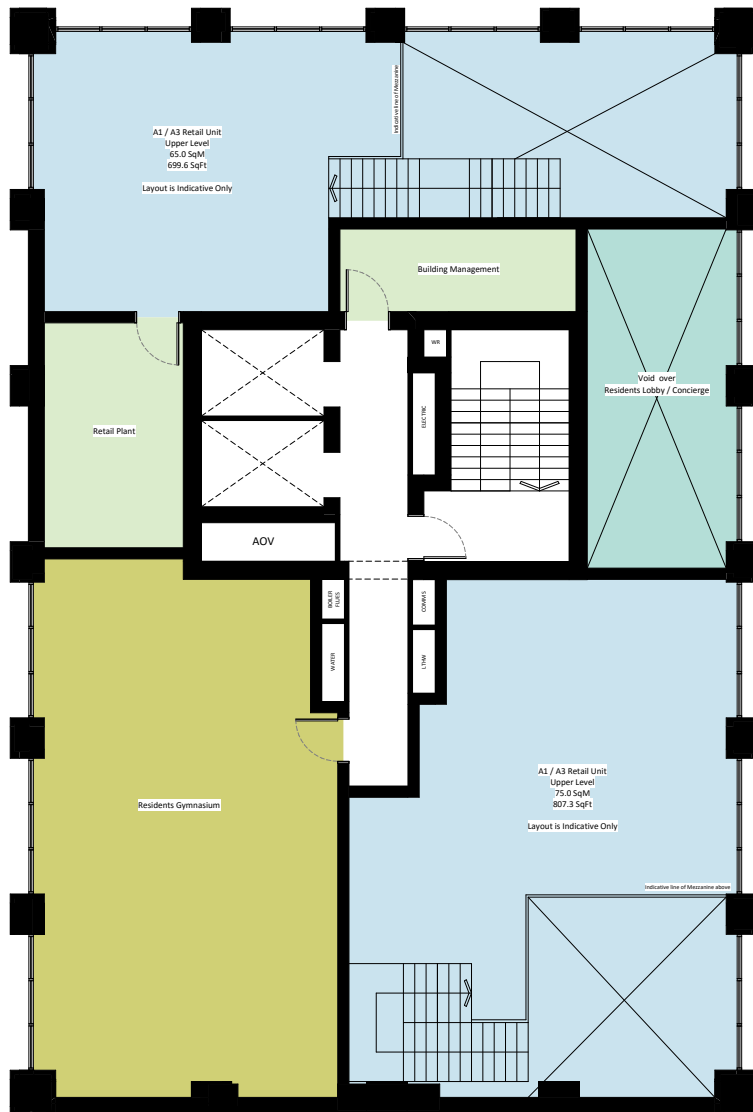




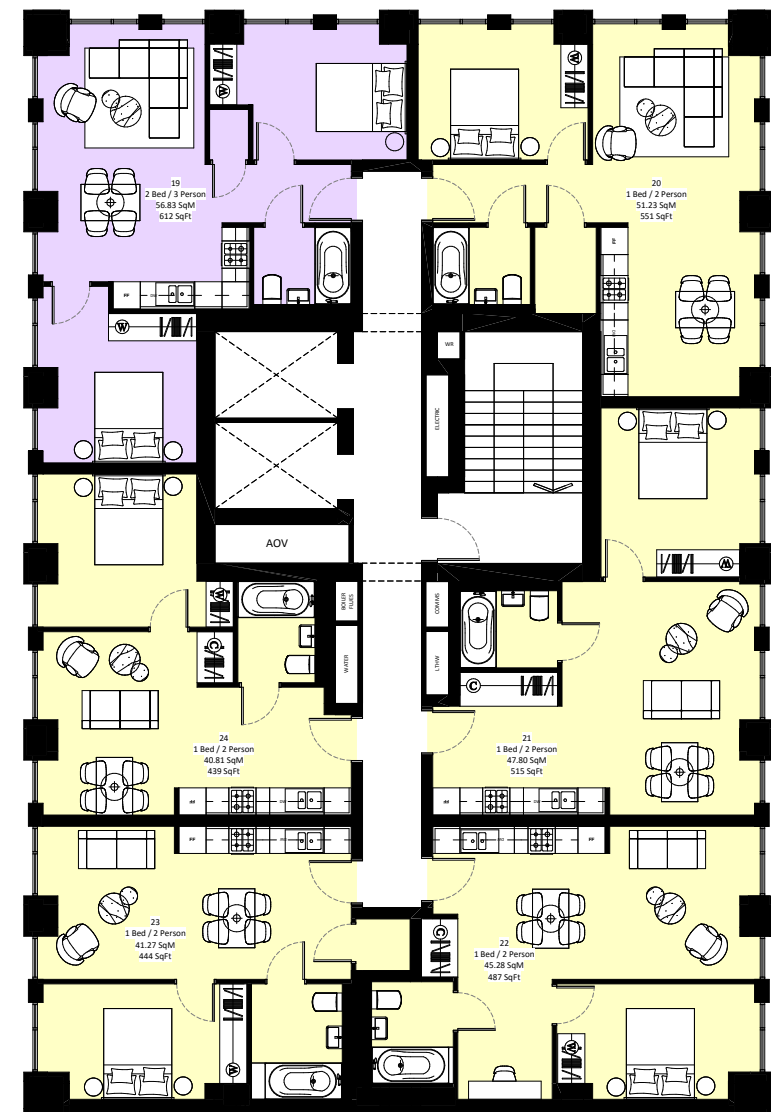
Lower Ground Floor Plan



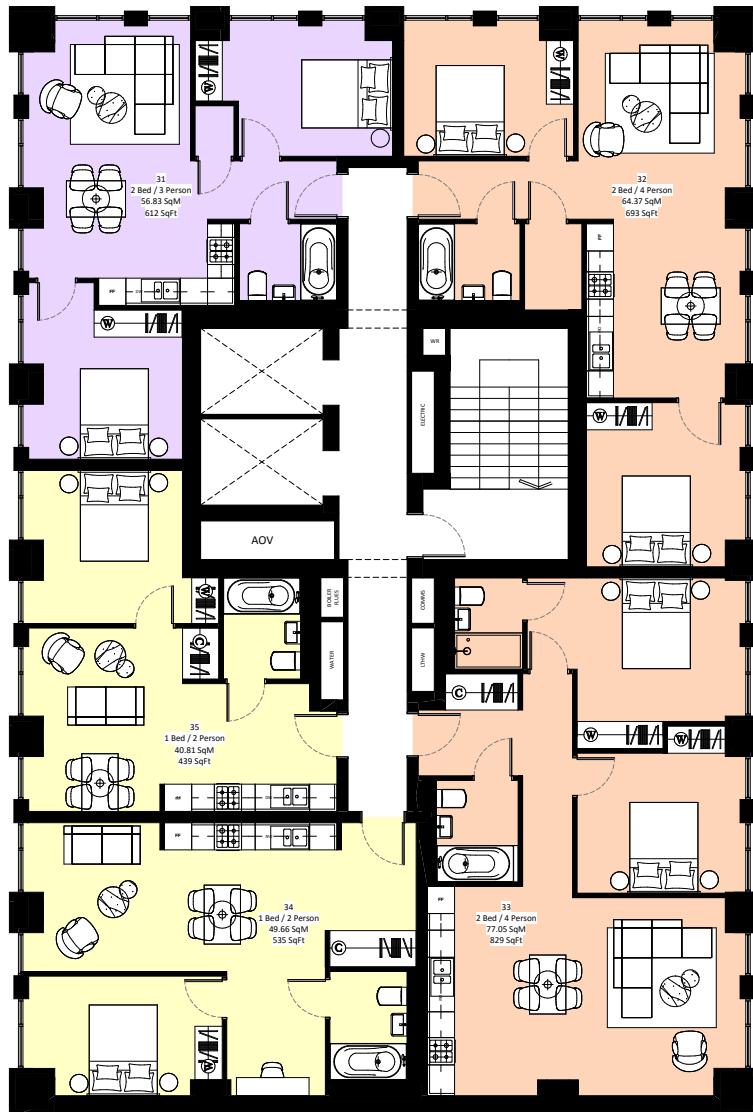
Ground Floor Plan



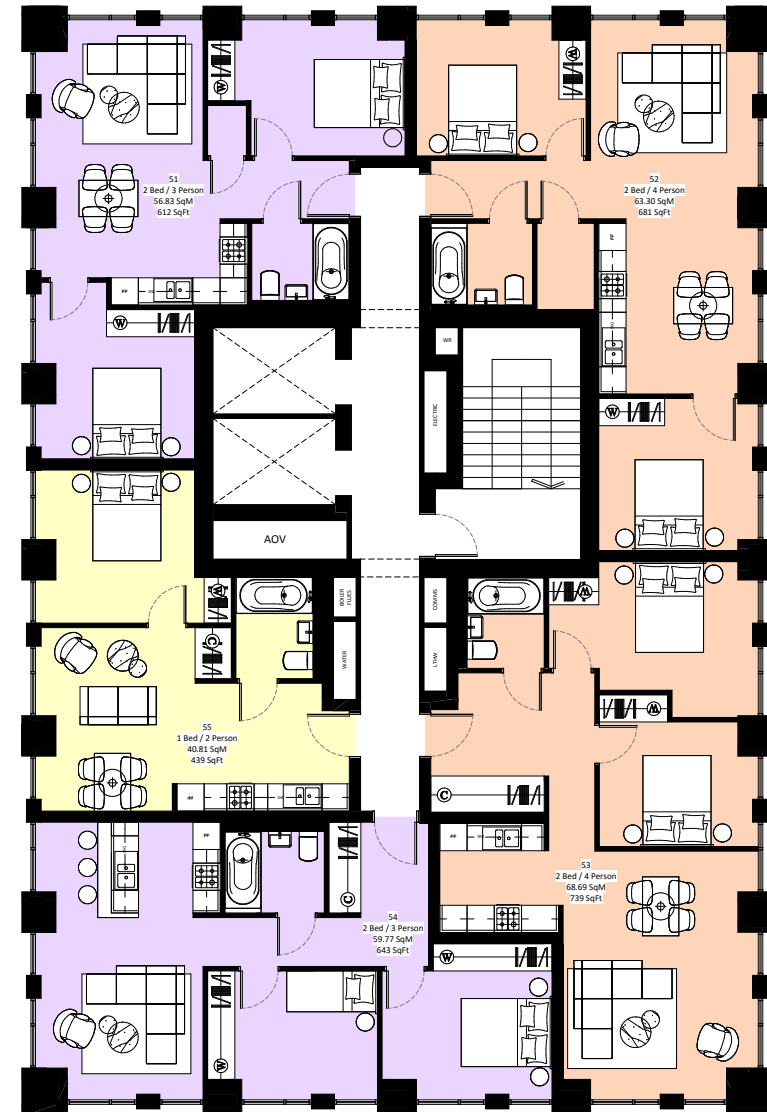
First Floor Plan



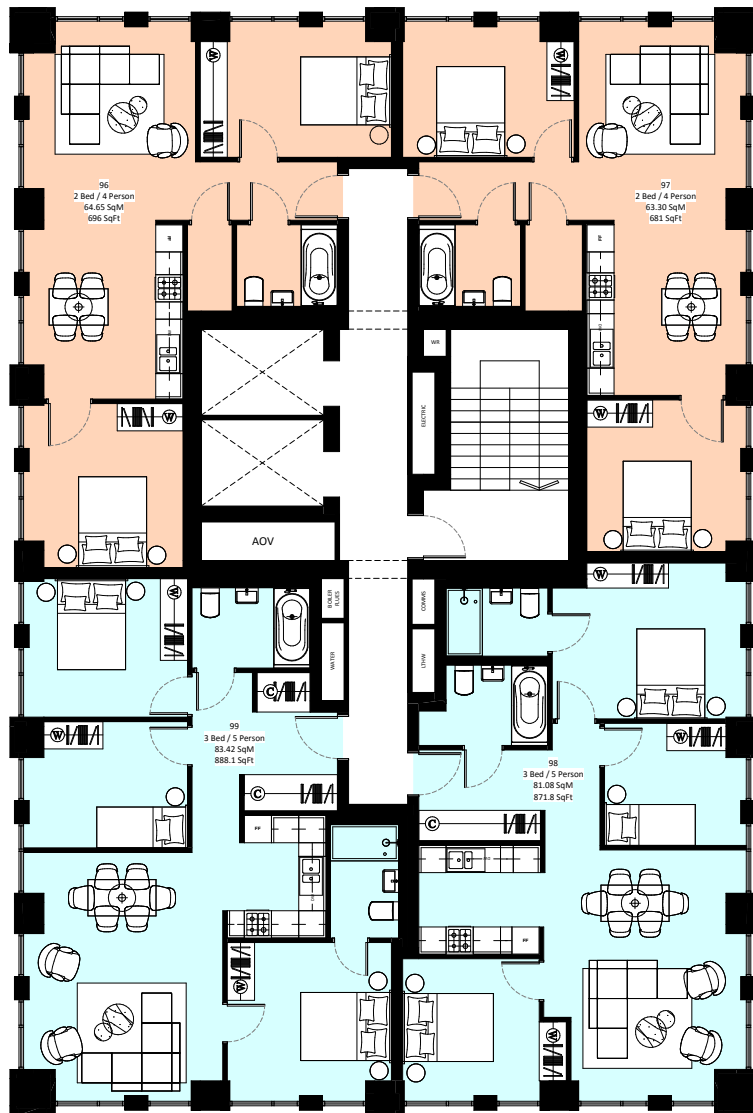
Second to Sixth Floor Plan



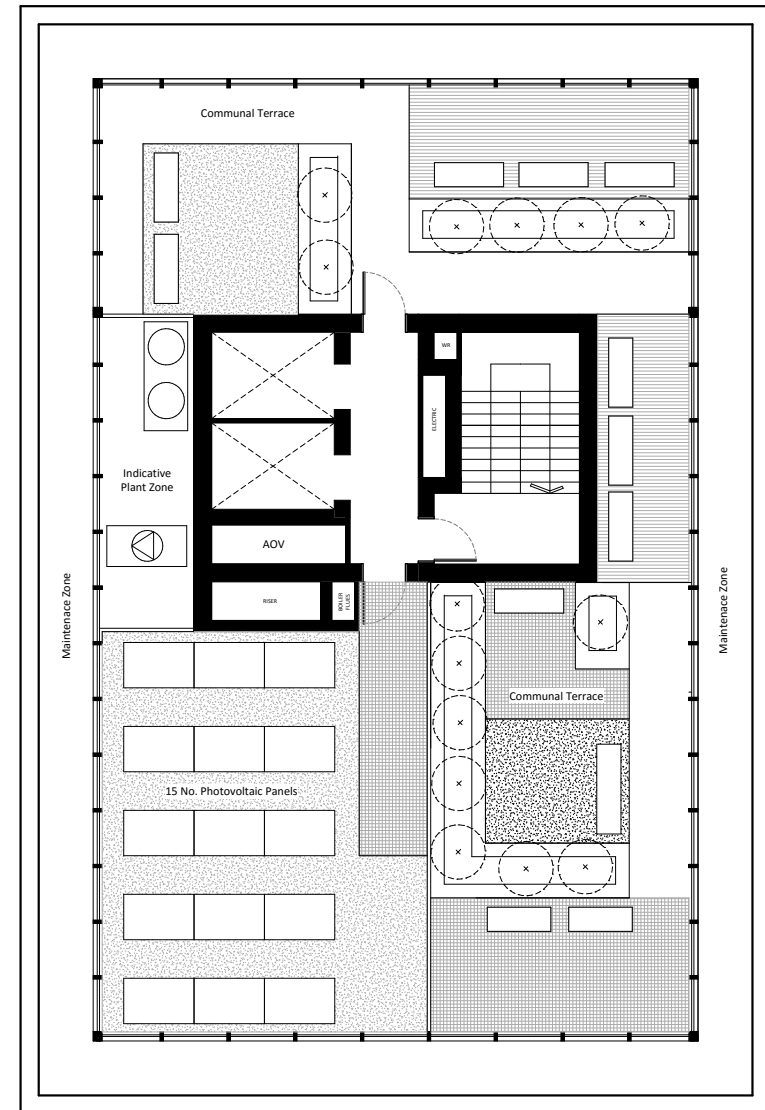
Seventh to Tenth Floor Plan



Eleventh to Nineteenth Floor Plan



Twentieth to Twenty Second Floor Plan



Roof Terrace Plan



Proposed East Elevation

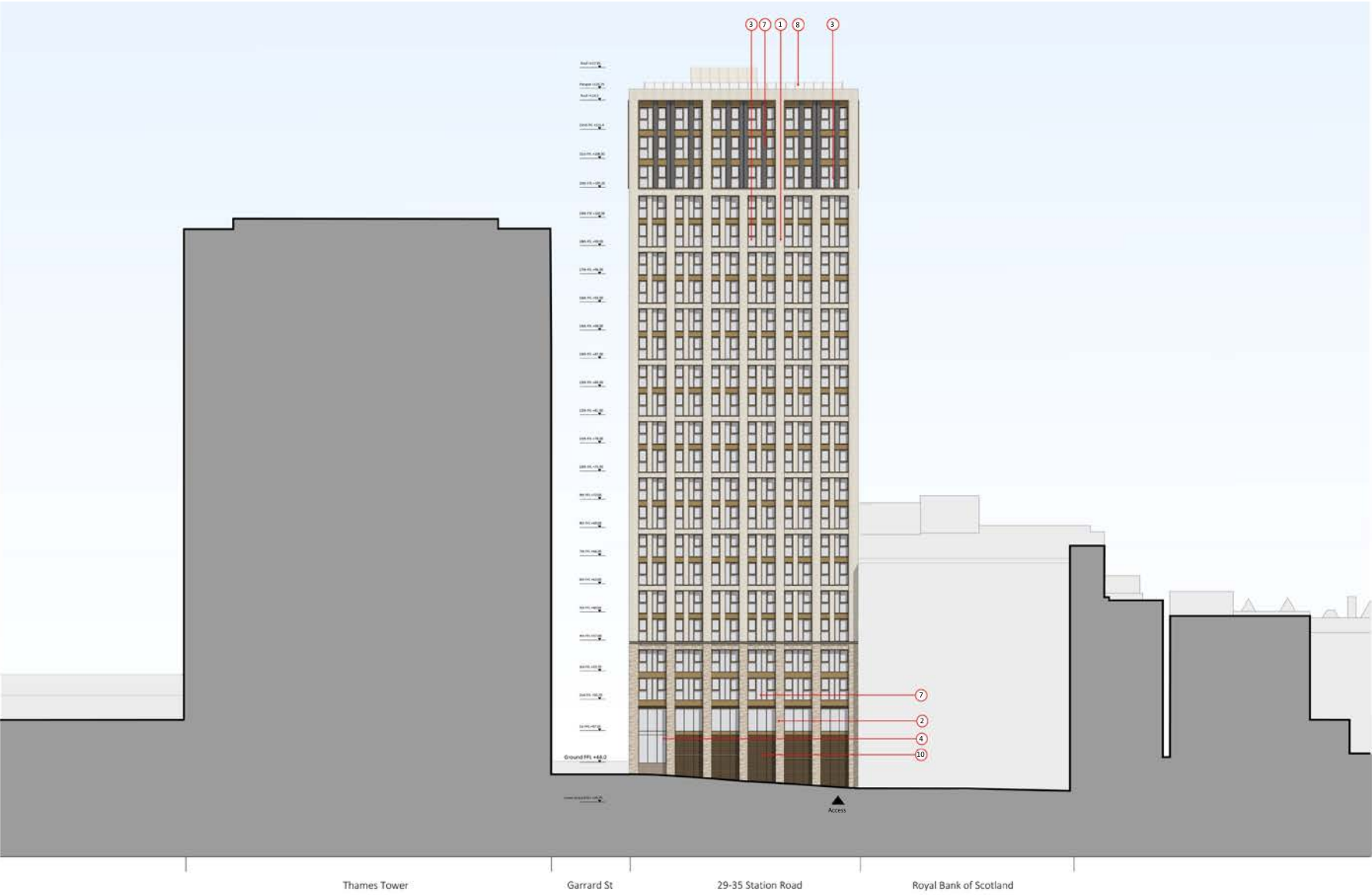


Proposed North Elevation



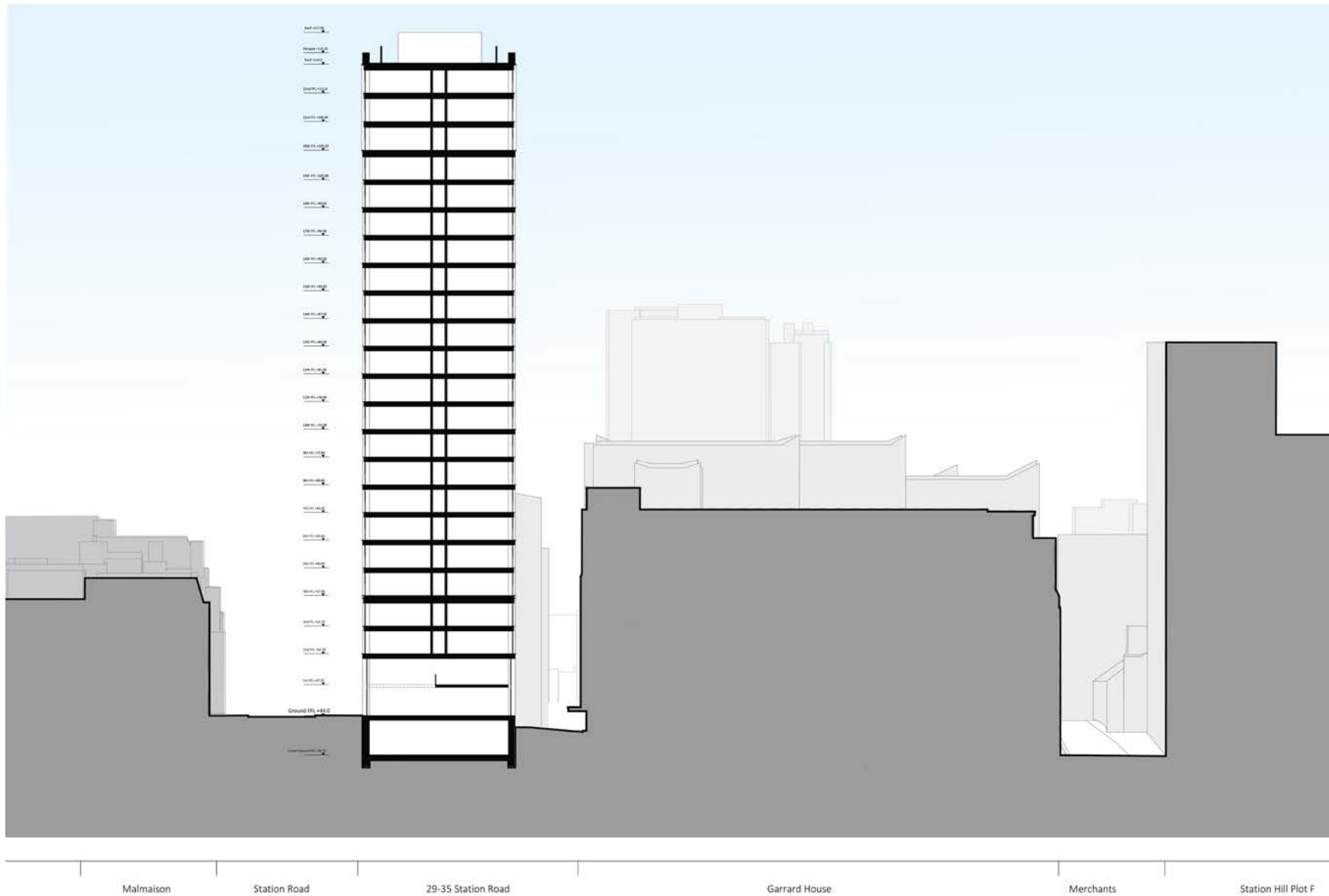
- MATERIAL PALETTE**
1. Buff cementitious cladding
 2. Brickwork
 3. High Performance Glazing with metal frame
 4. High Performance Curtain Wall with metal frame
 5. Bronze Metal Cladding
 6. Opaque Glazing
 7. Dark Grey Cementitious Cladding
 8. Glazed Screen
 9. Dark Grey Louvered Cladding

Proposed South Elevation



Proposed West Elevation





Proposed Section B-B



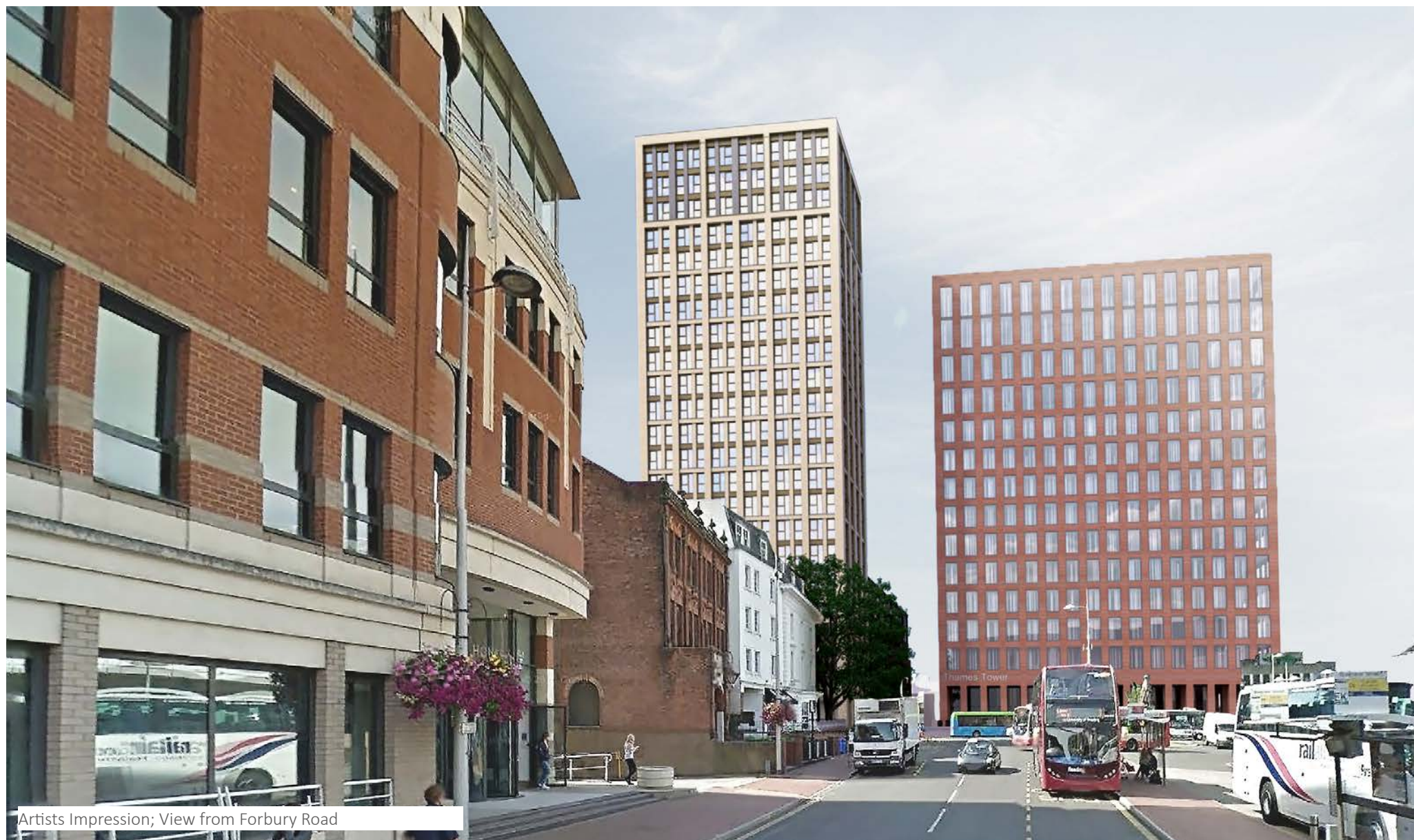
Artists Impression- The Base.



Artists Impression- View from the Station.



Artists Impression; the top



Artists Impression; View from Forbury Road

03

MANAGEMENT

ACCESS STATEMENT

This Access Statement has been prepared to explain how the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the Proposed Development; how relevant best practice standards have been complied with and how inclusion will be maintained and managed.

This is key to ensuring that the built environment is safe, accessible and convenient and ensuring everyone has access to jobs, opportunities and facilities.

INCLUSIVE DESIGN PRINCIPLES

The proposed development aspires to be:

Welcoming with no barriers which may exclude people.
Inclusive so everyone can use it safely and easily.
Legible to ensure ease of movement and way finding.
Adaptable to respond to changing needs of the user.
Flexible so different people can use it in different ways.

BUILDING DESIGN STANDARDS

All of the apartments within the proposal have been designed to comply with current standards and approved documents.

All non-residential elements of the site are designed to be accessible in accordance with Part M of the Building Regulations as a minimum where appropriate.

PEDESTRIAN ACCESS

The principle pedestrian access for the residential apartments is via the 'Residential Lobby & Concierge' off Station Road at ground floor level.

There is disabled access from this lobby via the two residents (private) lifts to the residential floors.

LEVEL CHANGES

The existing floor levels are taken into account.

STREETScape & PUBLIC REALM

High quality materials and lighting are proposed to provide a welcoming attractive environment for pedestrians. Replaced paving will be enhanced and made good; to be firm, non-reflective, slip resistant and evenly laid. The shared access to the west of the proposal will provide a pedestrian friendly shared surface, allowing for building users to access the cycle stores and parking safely.

PARKING

There are three disabled designated car parking spaces at 29 to 35 Station Road, accessed via the access road off Garrard Street.

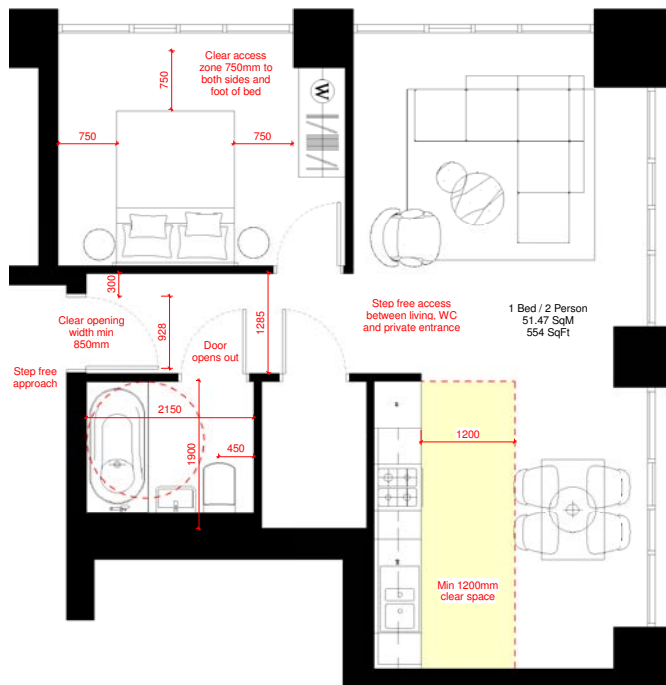
CYCLE STORAGE

Bicycle storage will be provided at lower ground floor level, accessed from Garrard Street. There are 74 spaces for residents in total.

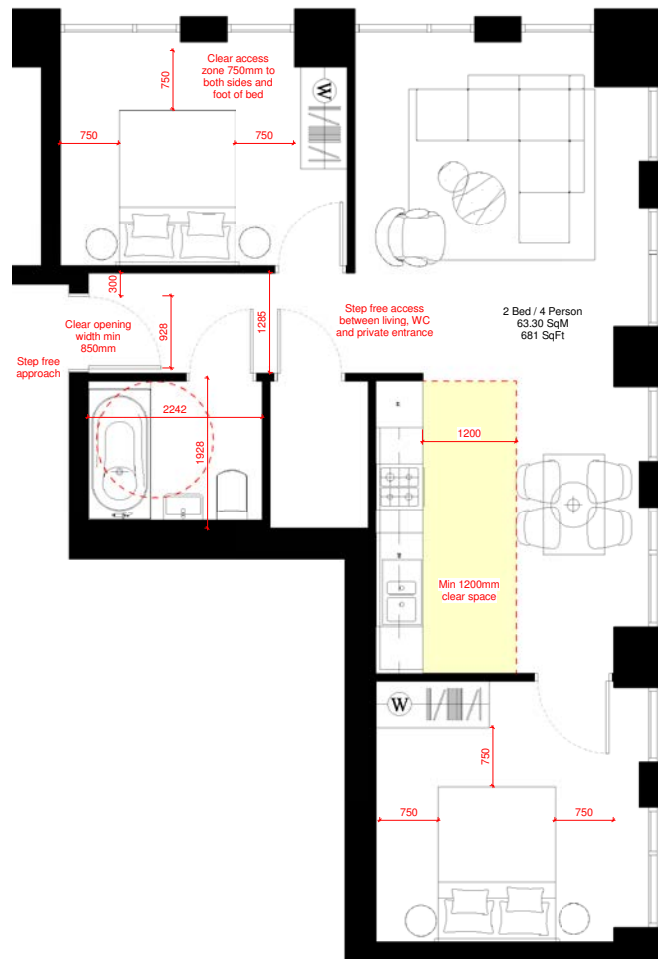
VERTICAL CIRCULATION

There are two Part M compliant resident lifts, which span the whole building. One is slightly larger for the ease of transportation of large/heavy goods.

The two residents lifts accessed from the residential lobby provide vertical circulation from the lower ground across all floors to the twenty second floor. Both lifts have been dimensioned to ensure that they are able to accommodate a wheelchair user together with a couple of other passengers.



Typical 1 Bedroom Apartment- Designed to M4(2) standards



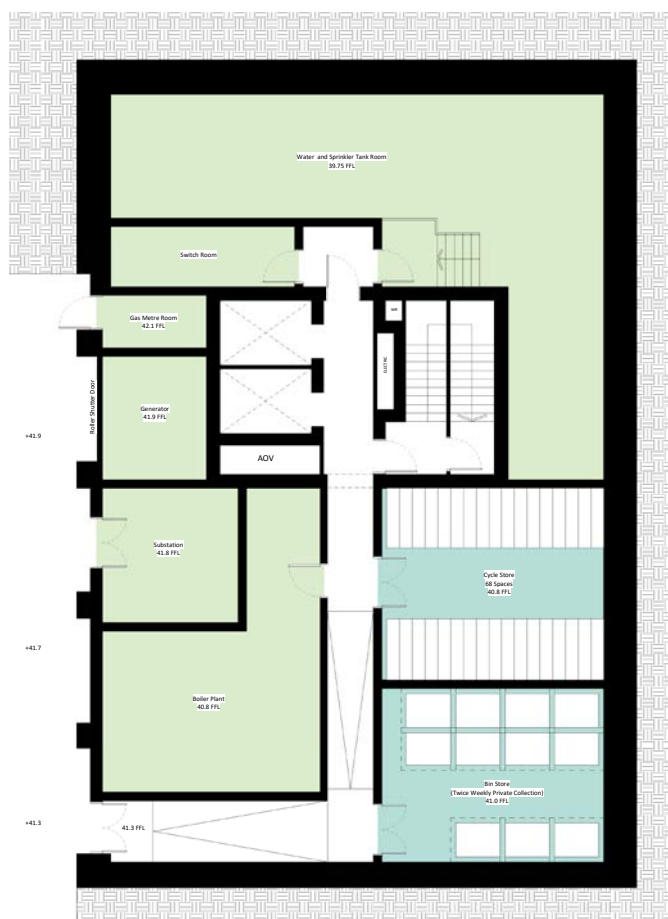
Typical 2 Bedroom Apartment- Designed to M4(2) standards

PART M COMPLIANT - M4(2)

Compliance with the Building Regulations Part M M4(2) are achieved across 100% of the proposal which is demonstrated in the typical one and two bed apartment plans adjacent.

M4(2): CATEGORY 2 - ACCESSIBLE & ADAPTABLE DWELLINGS

This requirement is met when a new dwelling provides reasonable provision for most people to access the dwelling and includes features that make it suitable for a range of potential occupants, including older people, individuals with reduced mobility and some wheelchair users.



REFUSE STRATEGY

This refuse strategy has been prepared with reference to BS5906:2005 waste management in buildings code of practice.

The proposal has followed the requirements of this document by ensuring the key aspects of the refuse strategy have been addressed.

The apartments will be provided with:

Type	Size	Collection
Euro Bins	1100 litres	Twice Weekly
Paper/Cardboard Bins	1100 litres	Twice Weekly
Plastic Bins	1100 litres	Twice Weekly
Glass/Can Bins	1100 litres	Twice Weekly

Total number of bins required = 11 bins (min)

SYSTEM TO ENCOURAGE SEGREGATION OF WASTE

Each apartment will have triple bins within the kitchen to enable waste to be sorted at source into the different waste types. Apartments will be provided with a store and sort sack. The residents will be provided with O&M manuals and clear signage within the bin storage room which will encourage residents to deposit recyclables in the correct containers.

LOCATION OF REFUSE & RECYCLING STORE

The apartments have a refuse store located on the lower ground floor level. This is accessed externally from the access road, for maintenance and to empty the bins.

The bin store room is accessed internally from the primary stair and lift core so the residents will not have to carry the refuse further than 30m (excluding vertical distance). There is a very slight gradient between the Bin Store and the external waste collection point but it is Part M compliant and accessible to all.

The refuse store will be designed to comply with BS5906 in respect of space allocation, access, wash down facilities, drainage, ventilation, lighting, smoke detection etc. The residents will have to ensure the storage room is kept clean and tidy.

METHOD & FREQUENCY OF COLLECTIONS

It is anticipated that refuse and recycling will be collected twice a week. It is anticipated that the waste will be collected by a private waste collection company. The management company to rotate the bins.

The management company will ensure that the area is left clean and tidy once rubbish has been collected.

REFUSE VEHICLE ACCESS

The refuse vehicle will collect the refuse from a designated pick up point to be agreed with the selected refuse company.

DETAILS OF ACCESS FOR DISABLED PEOPLE

The refuse store can be accessed via a lift, accessible for disabled people. All doors used to access the refuse stores will be designed to be of sufficient width and not require excessive opening force so that they can be easily negotiated by disabled people.

04

SUSTAINABILITY



Image showing Photo voltaics

The scheme proposal has been designed to create a sustainable solution with a minimal impact on the environment whilst creating homes that meet current design standards.

Key sustainability features within the scheme are as follows:

- 1) *Roof mounted Photovoltaic panels will provide low energy renewable power to the scheme.*
- 2) *Air tight construction to minimise fabric heat loss*
- 3) *High performance double glazing throughout to reduce heat loss and solar gain*
- 4) *Dual flush WC's to reduce water usage*
- 5) *Thermostatic valves fitted to all heaters with local controls to each heating zone*
- 6) *Low energy lighting*
- 7) *Refuse areas have space for recycling containers, in compliance with the councils recycling policy*
- 8) *The scheme encourages sustainable forms of transport with minimal amounts of parking and cycle storage space for all apartment.*
- 9) *Materials will be sourced from ethical locations*
- 10) *Ecology has been promoted across the site with native species being selected where possible*

05

CONCLUSION

The proposal for 29 - 35 Station Road has been the product of extensive design development and a thorough consultation process. This has seen consultation with Reading Borough Council, Design South East, Reading Design Review Panel, various Statutory Consultees and a Public Consultation. Through this long and considered design process we have subsequently refined the proposal to produce a high quality residential development worthy of being one of Reading's most prominent buildings.

The proposal offers residential accommodation of the highest quality within an envelope that responds well to both existing and future context. The simple yet elegant design uses a layered approach to its proposed appearance resulting in a sophisticated end product.

