

The design and access statement is to be read in conjunction with the following drawings

VAD.23.17-08- 100 – Site Location Plan
101 – Existing Site Plan
102-1 to 102-5 – Existing Plans
102-6 – Existing Usage Master Plan
103-1 to 103-4 – Existing Elevations
201 – Proposed Site Plan
202-1 to 202-5 – Proposed Plans
202-6 – Proposed Usage Master Plan
203-1 to 203-4 – Proposed Elevations

Introduction

This statement is in support of a change of use application for the proposed alterations of the existing commercial premises at Centre Point, 25-31 London Street, Reading, RG1 4PS. The change of use is for part of the premises from Class E (Commercial Offices) to Class F1 (Learning and Non-residential Institutions). The application is minor in nature in terms of works and physical alterations to the building and are all non structural and internal only.

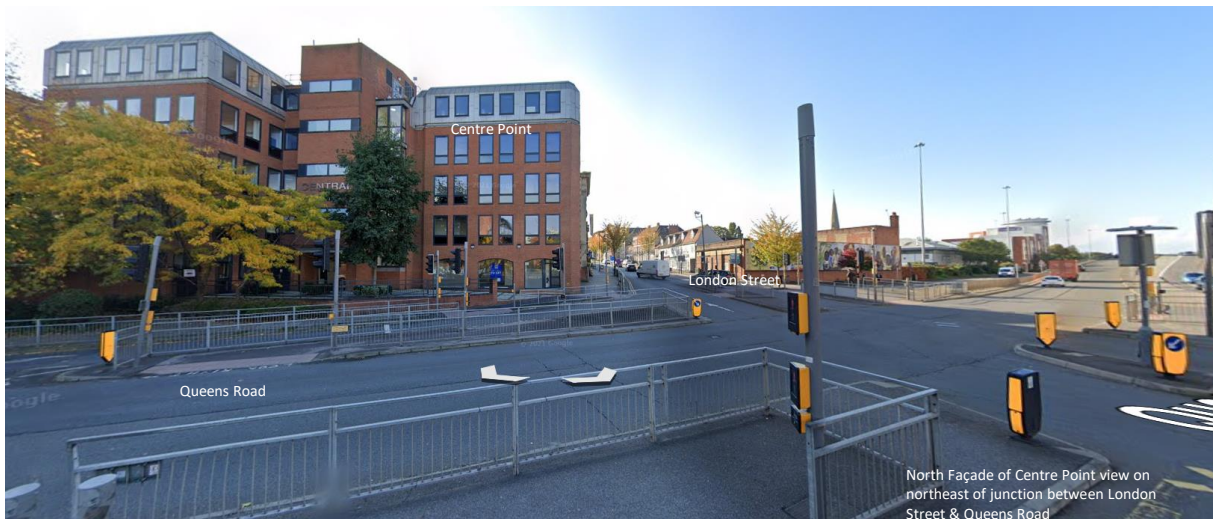
Site Location

The application red line site area is circa 0.099 Hectares / 0.245 Acres, the site is situated on the southeast of the junction between Queens Road and London Street





West Façade of Centre Point view on
southwest of junction between
London Street & Queens Road



Site Description

- Existing building is a Class E premises situated on the southeast of the junction between Queens Road and London Street
- The building is predominantly red brick with metal cladding at 4th floor
- Local area is a mixture of office, retail, leisure and residential uses

Context

The site is on the southeast corner of the junction between Queens Road and London Street, it is bounded by Queens Road to the north, to the east by student accommodation, the south by a hotel and bar, and to the east by London Street. Around the site is a mixture of office, retail, leisure and residential uses and varying building heights ranging from two storey to 5 storey.

The site has good access to public transportation links, Reading Train Station is located 0.55 km from the site approximately a 10 minute walk. The station provides regular services to London (via Great Western Railway and Elizabeth Line), Heathrow Airport, Birmingham, Manchester, Oxford and Bristol. Centre Point is approximately 110m from Reading Town Centre, the town centre has a large range of facilities and amenities. A bus stop is located 50m away from the site and has regular services to local areas. Given the good access to public transportation services and amenities within short walking distance the site can be considered to be in a sustainable location.

The site is not located within an allocated employment area and is not subject to an Article 4 Direction. The area that building is situated within is the designated Reading Central Area and is part of the Market Place / London Street Conservation Area. The site is in an Area of Archaeological Potential with several Grade II listed buildings located within close proximity to the site including the hotel and bar located immediately to the south of the site.

Proposed Layout

The site layout remains as existing as part of the proposals with only internal non-structural fit out works required to the second and third floors as part of the proposals. Proposed floor plans have been prepared to show the extent of the works. The existing entrances and exits to the front and the rear of the building will remain the same. The proposed parking provision will remain as currently existing.

Building Design

The external aesthetics of the building are to remain as the existing. Signage will be added in to the North and West elevations of the west wing of the building, details to be submitted under a separate signage application.

Access Strategy

Access in and around the building will comply with the guidance set out in Approved Document 'M' – Volume 2.

The existing main entrance to the north of Centre Point is via a manually operated non-powered door which has an unobstructed space off 300mm on the opening doors pull side and has a clear width of over 775mm. The entrance leads directly into an open lobby area with access to staircase and lift that can access all floors of the property. The lobby area can also be accessed from the rear car park via a ramped access to a manually operated non-powered door which has an unobstructed space off 300mm on the opening doors pull side and has a clear width of over 775mm.

Within the commercial premise areas 1200mm wide corridor provide sufficient room for wheelchair user's and clear door widths of 775mm minimum are in place throughout to comply with the requirements of approved document Part 'M'. 1050mm wide corridors throughout the residential units will provide sufficient room for wheelchair user's and clear door widths of 775mm minimum are in place throughout to comply with the requirements of approved document Part 'M'.

Landscaping

The existing landscaping will be retained except for the proposed ramp giving access to the new rear door to the main lobby.

Drainage

Existing drainage connections are to be utilised.

Access and parking

No designated parking will be provided as part of the development and existing cycle facilities are on site and have been accessed as part of the transport statement submitted with the application.

Flood Risk

The Environment Agency's (EA) 'Flood Map for Planning' shows that the site falls within Flood Zone 1 and is therefore and low risk of flooding.