

THE RATCLIFFE GROVES PARTNERSHIP

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MANCHESTER • LONDON



DESIGN & ACCESS STATEMENT (P1)

Full Planning Application

PROPOSED FAÇADE REFURBISHMENT UNITS 10, 11 & 12, ROSE KILN LANE, READING

Applicant
Architect

**DTZ Investors
RG Partnership Ltd**

Date
Internal Ref

**July 2026
11918 / 05.01**



Aerial view of site (source: © Google Earth)

DESIGN & ACCESS STATEMENT

1.0 INTRODUCTION

- 1.1 This Design and Access Statement has been prepared by RGP Architects, on behalf of DTZ Investors, to support the planning application submission for the refurbishment of Units 10, 11 & 12, A33 / Rose Kiln Lane, Reading. The proposed description of development is as follows: 'Refurbishment and upgrade of the units comprising of external alterations and yard reconfiguration and all associated works.'
- 1.2 This document should be read in conjunction with the RGP drawings submitted with this application, which are referenced throughout this document where applicable.
- 1.3 The application site is limited to Unit 10, 11 & 12, A33 / Rose Kiln Lane, and referred to within this document as the same.

2.0 PHYSICAL CONTEXT

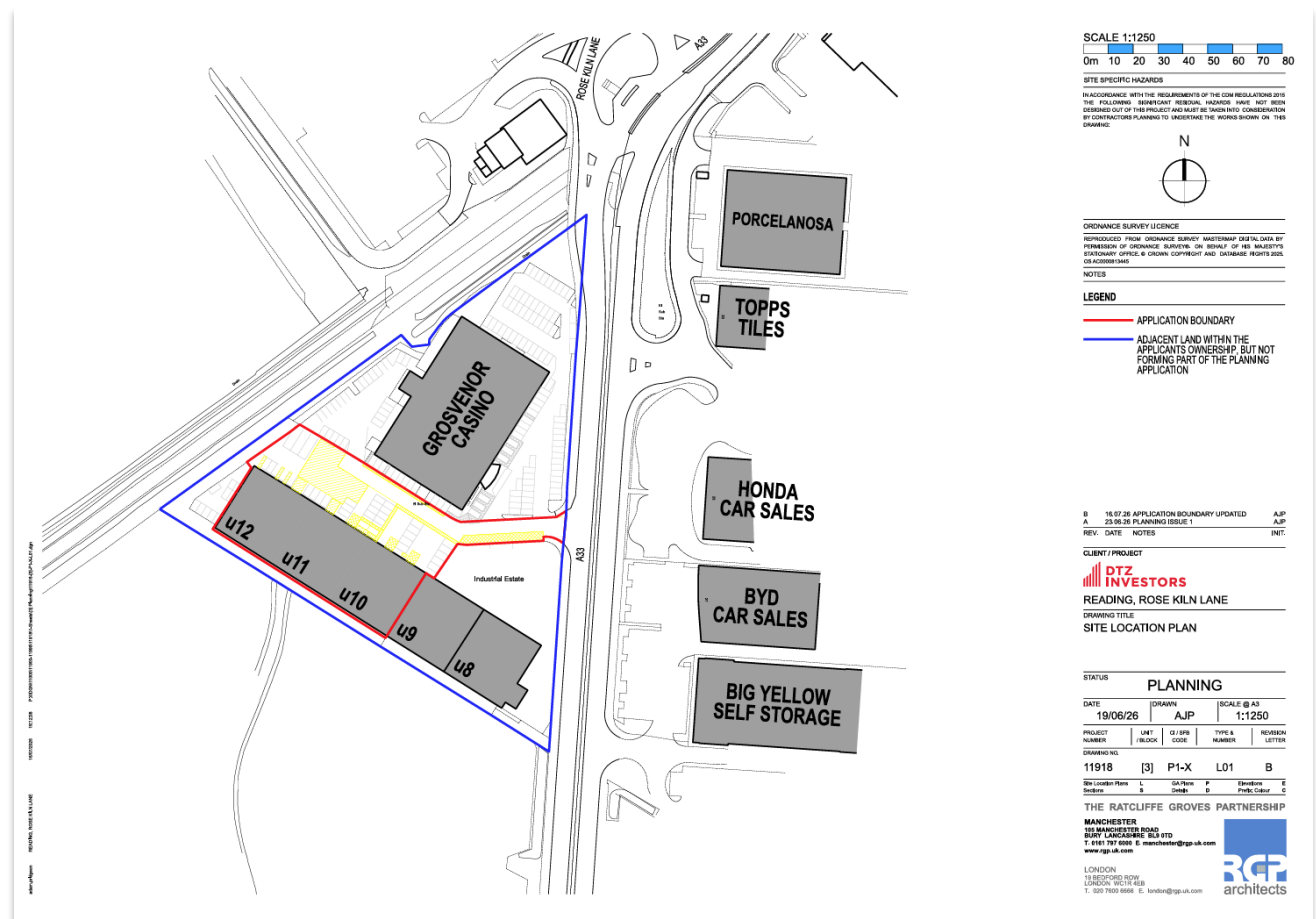


Figure 1: Site Location Plan.

- 2.1 The application boundary is shown on the submitted Site Location Plan (drawing reference 11918-[3]-P1-X-L01). The area within the red line boundary is referred to as "the site" throughout this document
- 2.2 The site is located off the A33 to the south of Reading town centre, within a well-established mixed use commercial area.

- 2.3 The applicant's ownership generally forms a triangular plot which includes the whole of the industrial terrace, part of which forms the basis of this application, and the adjacent Grosvenor Casino.
- 2.4 The units are located within the southwestern corner of the existing site, and until recently housed Parcel Force sorting office.
- 2.5 These units were originally built as three separate units, later merged by Parcel Force to suit their operational requirements.
- 2.6 In the same terrace as Units 10-12 are Units 8-9, which are currently home to Apex Van Solutions.
- 2.7 The existing site includes provision of external yard areas, car parking spaces for customer and staff use, and internal circulation roads.
- 2.8 The adjacent A33, forms the primary vehicular route to the south east of the site, and is a primary route into the town centre, with strong connections to the wider road network, including direct links to the motorway network with the M4 connecting to the south.
- 2.9 To the south west, the site is fenced with concrete post and chain-link fence, with a landscaped buffer and fields beyond.
- 2.10 To the north east, sits a run of carparking directly in front of the gable wall of Grosvenor casino, and its associated yard and galvanised palisade fencing to the rear.
- 2.11 The immediate context to the west and south of the site is mostly composed of an extensive green stretch of land, providing a buffer between the commercial estate, surrounding land, and the residential area to the northwest. Such vegetation consists of grassland, scattered trees and natural scrub.
- 2.12 Across the A33 to the east, sits a number of commercial properties housing operators such as self-storage facilities, Reading trade centre, multiple car dealerships, Topps tiles, Porcelanosa etc.
- 2.13 A small area of landscaping to the north separates the site with Reading Link retail park, which houses occupiers such as Matalan and JD gyms, and a petrol filling station & car wash.
- 2.14 The Local Planning Authority has previously granted planning permissions for similar schemes in the neighbouring area. This demonstrates a continued support for retail, leisure and employment generating uses.
- Conversion of the former retail warehouse to the existing Grosvenor Casino:
 - o [PL/11/1839](#)
 - o [PL/12/0747](#)
 - Several permissions have been granted within the adjacent retail parks, facilitating the ongoing evolution of retail in the area.
 - Recently permission has been granted for the construction of a JD gym facility.
 - o [PL/23/1077](#)

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- [PL/24/1371](#)
- [PL/25/0953](#)

- 2.15 The most significant change to the site was the conversion of the former retail warehouse to the existing Casino. Otherwise, works to the remaining site have been minor in nature, relating to maintenance and redecoration only.
- 2.16 The elevations to unit 10-12 typical of the commercial stock of the time of construction, in size, scale and design approach. Masonry is used at lower level with profiled cladding above, all supported via a steel portal frame, under a profiled roof.
- 2.17 The adjacent front elevation to unit 8-9 has been renovated more recently and has vertical profiled metal cladding in silver grey. The rest of the elevations to the remaining terrace are characterised by a combination of brickwork and cladding.
- 2.18 Externally, Grosvenor Casino has been altered recently, with a beige and grey colour palette on the road facing elevations. The side facing the industrial units and the back of the site is made up of brickwork, and a dark grey cladding starting at mid-height.



Figure 2: Site street view, approaching from south of A33. (source: © Google Earth)



Figure 3: Site street view, approaching from north of A33. (source: © Google Earth)

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Figure 4: Site street view, site access from A33. (source: © Google Earth)



Figure 5: Unit 8-9. (source: © Google Earth)



Figure 6: Unit 10 (source: © Google Earth)



Figure 7: Unit 11 (source: © Google Earth)



Figure 8: Unit 12 (source: © Google Earth)



Figure 9: Grosvenor Casino side facing units 10-12. (source: © Google Earth)

3.0 EXISTING BUILDING (UNIT 10-11 & 12) & EXISTING SITE LAYOUT



Figure 10: Units 10-11 & 12. (source: © Google Earth)

- 3.1 Units 10-12 are typical industrial unit setup with interconnected warehouse space and ancillary office accommodation.
- 3.2 The external treatments comprise in part, masonry walls and profile cladding to all the façades.
- 3.3 The elevations have not been redecorated recently, and are starting to show signs of deterioration, adding to the generally dated feel of the building.
- 3.4 The existing front elevation to Units 10-12 includes six roller shutters, with high visibility protective bollards which served the previous tenants' operations.
- 3.5 There are also a series of windows punched in the façade at ground and first floor level on the front north façade to Unit 12, to suit the internal operations.
- 3.6 The entrances, generally single steel personnel door, to the units are placed along the front north façade, all accessed through a small, localised step or ramp.
- 3.7 To the fronts of the units are existing concrete service yards, which are marked out for car parking spaces.
- 3.8 There isn't any landscaping within the application site, however the area directly adjacent to the south and west consists of a large stretch of vegetation.

4.0 OVERVIEW OF PROPOSAL (UNIT 4)

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Figure 11: Proposed Site Plan

- 4.0 In order to increase its appeal and to raise the aesthetics of the wider area, permission is sought for the wholesale refurbishment of the existing unit, including re-introduction in part, the historic subdivision. No additional extension or increase in area is proposed, so the existing footprint will remain unchanged.
- 4.1 The cladding to the front (north) elevation will be removed, this will be replaced with new cladding, with openings formed to suit the details shown on plan. The brickwork will remain as existing, repairing, replacing, and infilling as necessary.
- 4.2 Elsewhere on the units, the remaining elevations will benefit from repairing and redecorating the existing facing materials. The existing windows on the rear (south) elevation will be removed and infilled to match the existing adjacent facing materials.
- 4.3 Overall, the proposal aims to create a clearer visual identity and improve both functionality and aesthetics within the site. Furthermore, the replacement roof and wall cladding elements, will be thermally better performing, thus reducing the heat loss and improving the sustainability.
- 4.4 The proposed cladding colour and profile will be consistent throughout; this will make the building more legible while maintaining the uniformity of the units, and as a whole, will tidy up the overall appearance of the site.

4.6 In addition, other proposed works will generally comprise:

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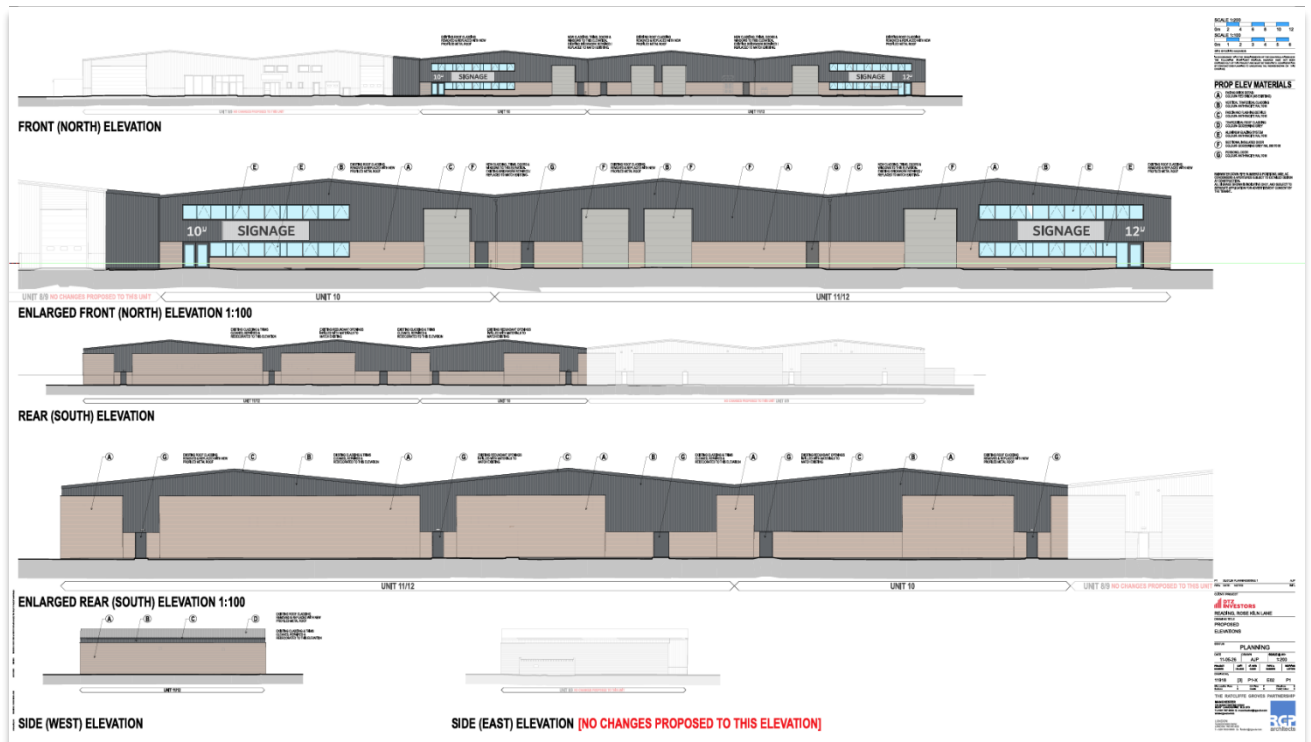


Figure 13: Proposed Elevations

5.0 AMOUNT

- 5.1 The proposed refurbished building will occupy the same footprint as the existing building, and so the internal areas will not change as a result of these proposals. The quantum of proposed internal floorspace is as noted on the submitted plans. (Proposed Unit 11/12 GIA circa 1,572.6 sq m, Unit 10 GIA circa 785 sq m).
- 5.2 The internal arrangement will be amended to improve flexibility of the internal space and improve functionality, but no new additional area will be provided. The existing quantum of first floor area taken as a whole across both units, will be maintained across two separate first floor offices, one in each unit.

6.0 PROPOSED SITE LAYOUT

- 6.1 Modifications to the existing site layout include the provision of:
 - Clearly defined footpaths and pedestrian routes to improve accessibility
 - Pedestrian crossings to improve accessibility
 - Cycle hoops externally with secure internal storage by the tenants.
 - Modifying the car park layout to achieve efficient circulation and separate secure yards, resulting in a reduction of 14 cars.
 - Adjusting the levels locally to provide level access to all the new entrances

- 6.2 Access to the parking areas and adjoining units will be unaffected. The pedestrian route will be finished in bitmac.

7.0 BUILDING LAYOUT

- 7.1 As noted under 4.0 & 5.1 the building's footprint will remain the same as the existing.
- 7.2 The new glazed entrances at the edges of Unit 10 and Unit 11/12 will serve as the principle entrances into each unit. These face the main car park and pedestrian access into the site, forming a clear accessible route into the units.

8.0 MATERIALS, APPEARANCE & SUSTAINABILITY

- 8.1 The cladding proposals to the rear (south) elevation and side (west) elevation comprise the cleaning, redecoration or replacement of the existing cladding to match existing dependant on location.
- 8.2 The proposed wall cladding treatment to the front (north) elevation is introduced from mid height up to the roof, this will be vertical cladding, consistent with the existing unit and adjacent properties.
- 8.3 The existing brick dado wall will be retained or replaced with new to match existing where required.
- 8.4 The proposed cladding treatments have been selected to provide consistency with materials on the other units on site, whilst providing a colour palette which is neutral and practical, providing long-term resilience within the context.
- 8.5 The proposed facing materials are well-tested and highly suitable for buildings of this type, size and construction given their durability, longevity of appearance, ease of maintenance and efficiency of installation.
- 8.6 Ancillary trims, rainwater pipes etc will be replaced or redecorated to suit the proposed works.
- 8.7 The existing roof cladding will be replaced with a new goosewing grey, metal-faced, trapezoidal cladding, with integral rooflights to 10% of the floor area.
- 8.8 Shutter doors, doors and window frames to be in dark grey tones. These elements contrast with the cladding to make the building more legible to users, whilst providing a practical colour choice for highly trafficked areas.
- 8.9 The replaced elements in the façade & roof will be provided to modern thermal standards typical in buildings of this type, reducing the heat loss and thus increasing energy efficiency. Similarly, the client is committed to providing modern M&E systems expected by today's operators, to keep everyday energy use to a minimum.

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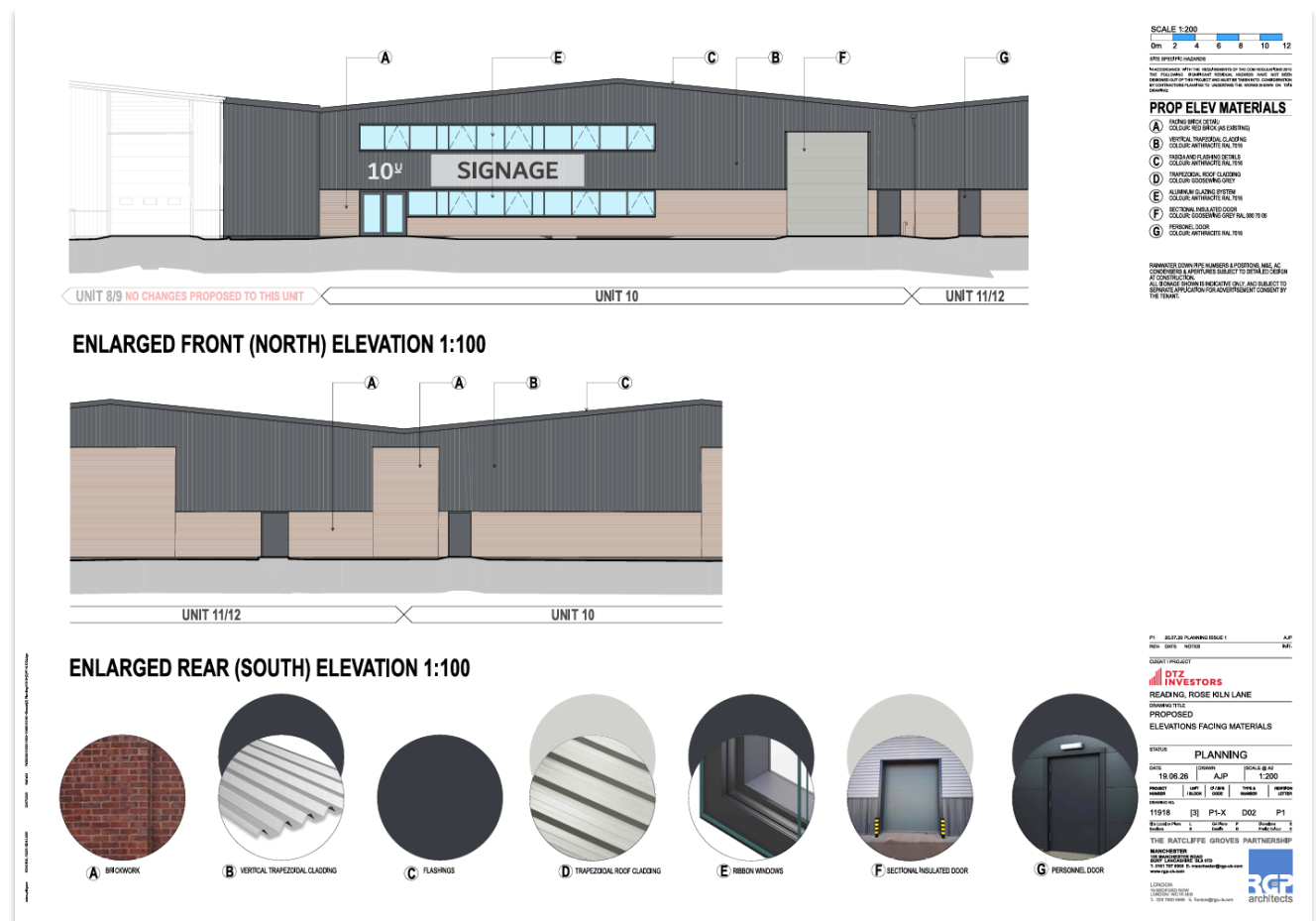


Figure 14: Proposed Materials

9.0 MASSING & SCALE

- 9.1 The overall massing, height, bulk and form of the unit will remain broadly as existing, as the works are generally limited to minor external façade improvements and internal reconfiguration.
- 9.2 As for the building scale, the external cladding treatments have been arranged to achieve a modern visual appearance. The proposals of new entrances, windows and shutter openings all contribute to improve visual clarity, breaking up the elevation when viewed from Rose Kiln Lane and adjacent parking areas.

10.0 ACCESS & ACCESSIBILITY

- 10.1 The extent of the proposed external works included within the application is fairly limited in scope, however a new kerbed footpath and islands from the A33 enable better access into the unit from the parking areas, and safer navigation around the site with the provision of the adjusted pedestrian route.
- 10.2 All internal works and the proposed entrances to comply with current guidance within Approved Document 'M' to suit a range of building users and will be assessed as part of a separate Building Regulations submission.

- 10.3 The new accessible bays are purposely located within proximity to the new entrances.
- 10.4 2 No. EV charging bays will be provided, with increases to meet future demand, and the requirements of building regulations.
- 10.5 Secure staff cycle parking will be provided internally within the units. Allowance has been made for short-stay cycle parking to each unit, via a Sheffield cycle stand situated close to the frontage.
- 10.6 No amendments are proposed to the vehicular access via Rose Kiln Lane so this will remain unaffected by the proposals.

11.0 LANDSCAPING & EXTERNAL WORKS

- 11.2 Due to the very limited scope of the external works, and the existing nature of the site, no alterations to existing soft landscaping and no additional soft landscaping works are proposed.
- 11.3 Proposed hard landscaping work includes the formation of kerbed footpaths and islands and adjusting the ground levels to provide level access to the new entrances.

12.0 SUMMARY & CONCLUSIONS

- 12.1 The proposals include the refurbishment and improvement of Unit 10 and Unit 11/12, to enhance the visual appearance, functionality and accessibility of the building, while maintaining visual consistency with the surrounding context of the site.
- 12.2 The external appearance of the scheme includes installing new cladding to provide a new durable finish and enhancing the overall appearance of the units. Two new entrances have been introduced in the proposal: this will create a clearly defined and welcoming point of arrival.
- 12.3 Existing windows in the rear (south) elevation will no longer be necessary, as such these will be infilled. New windows will be introduced to the front (north) elevation. This will improve the quality of internal conditions by providing increased levels of natural light, whilst improving legibility of the building.
- 12.4 Internally a partial reconfiguration is proposed to support the functional requirements of the unit, this ensures flexibility for potential building users and improves circulation.
- 12.5 The proposals include reorganising the car parking layout and pedestrian routes, relocating two accessible parking bays, nearer the new entrances, along with a new level access into the building. These measures are intended to follow relevant accessibility standards and delivering an inclusive environment for all users.
- 12.6 Overall, the proposed refurbishment of Unit 10 and Unit 11/12 is intended to represent a high-quality enhancement of the existing units, contributing positively to the appearance of the immediate context and its ongoing commercial vitality.