2001/10D

DESIGN STATEMENT

In connection with Application for Lawful Development

for

Alteration to and Existing Vehicular Access
off
Kearsley Road
Serving as a Rear Access
To 19 Parkside Road
Reading
RG30 2BT

for
Mr R Stimpson

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Design Statement

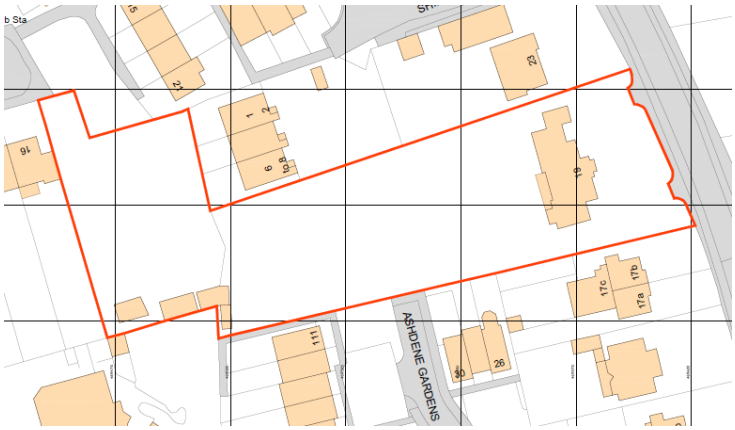
1.0 Introduction:

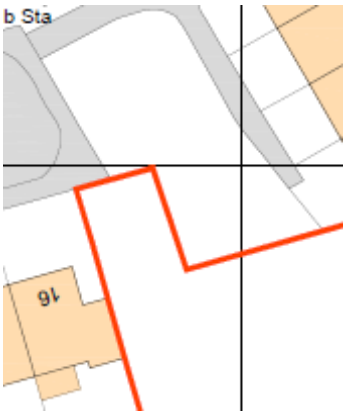
1.1 This Design Statement (DAS) accompanies a Design and Access Statement with respect to an application for Lawful Development to Reading Borough Council for Alterations to an Existing Rear Access off Kearsley Road serving as a rear site access to no 19 Parkside Road, Reading RG30 2BT.

The existing access is located to the south east corner of the cu-de-sac end of Kearsley Road immediately adjacent No 16 Kearsley Road.

It serves as the rear vehicular maintenance access servicing the extensive rear garden area of no 19 Parkside Road.

2.0 Location and Site:





Location

The site access is located at the North West corner of the site, comprising an overall site area of circa 0.449 HA.

No 19 Parkside Road comprises an extensive Arts & Crafts style detached dwelling, circa 1930's, set in mature landscaped grounds. The rear garden area, appx 3/4 of the overall site area is serviced via a rear maintenance access located at the end of Kearsley Road, a cu-de-sac residential road off Leibenrood Road Reading.

2.0 Context:

2.1 The site is located on the west side of Parkside Road extending to the west to a boundary with no 16 Kearsley Road, a semi-detached dwelling at the eastern cul-de-sac end of Kearsley Road.

The rear access to the site, the subject of the application, is located directly adjacent to no 16 Kearsley Road eastern boundary, with a shared dropped kerb to the road edge serving both no 16 Kearsley Road and the rear garden access to no 19 Parkside Road, (the site).

Shared drop kerb

16 Kearsley Road

Entrance from 19 Parkside Road garden side

3.0 Design Principles and Concepts:

3.1 Proposals and layout

The scope of works encompasses the alteration and minor relocation of the existing boundary access gates and piers to replace the existing substandard provision which requires extensive maintenance and repair.

The proposals also resolve a number of additional specific issues both practical and necessary:-

a. To co-ordinate with the proposed upgrade of the driveway finishes and boundary fence to no 16 Kearsley Road, following a recent extension to the property and the need to increase off street parking to accommodate 2 no vehicles.

b. To replace the existing shared boundary brickwork pier, in the ownership of no 19 Parkside Road, but currently straddling the shared boundary with 16 Kearsley Road.

c. To replace the existing timber gates which are now becoming on an ongoing maintenance issue.

d. To provide greater site security to the rear access by the replacement of the timber gates that have been subjected to a number of illegal entries during the recent past.

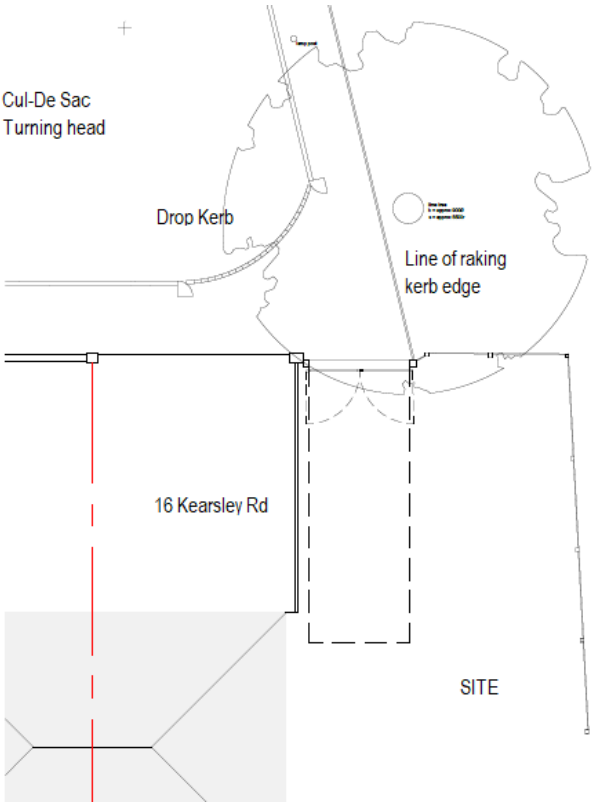
e. To accommodate a remote control gate opening / closing system and monitoring, for operation from the main house and external blue tooth key operation.

f. To increase the clear opening width of the gates suitable for increased vehicle and towed trailer size, which the current clearances restrict.

g. To provide adequate space for short term vehicle standing, off road whilst the gate opening is activated.

h. To upgrade the hard landscaping of the entrance with finishes that highlight the importance and continued usage of the access and of a specification suitable to discourage the periodic casual illegal parking currently prevalent in front of the gates which, when occurring, prevents access / egress.

3.2 Existing Conditions and layout



Site Plan as Existing

The existing timber gates, 2100mm nom o/a height, are in need of ongoing maintenance / repair.

The gates are currently hung from pre-cast concrete posts, incongruous with those of adjacent properties and the alignment of the gates does not co-ordinate with the line of site boundary.

To the back edge of the pavement abutting the northernmost gatepost is a line of raking concrete slabs forming a low level retaining wall to the open landscape area fronting nos 1-8 Shirehead Close.

The location of the gates and support posts / pier on the approximate boundary line, relative to the line of raking kerb edging to the pavement, obviates any possibility of alteration to the opening width without the need for relocation of the gateway.

Security is provided by padlock requiring manual access internally. The limited security provided by the padlock has been breached on a number of recent occasions resulting in illegal site access and theft of property.

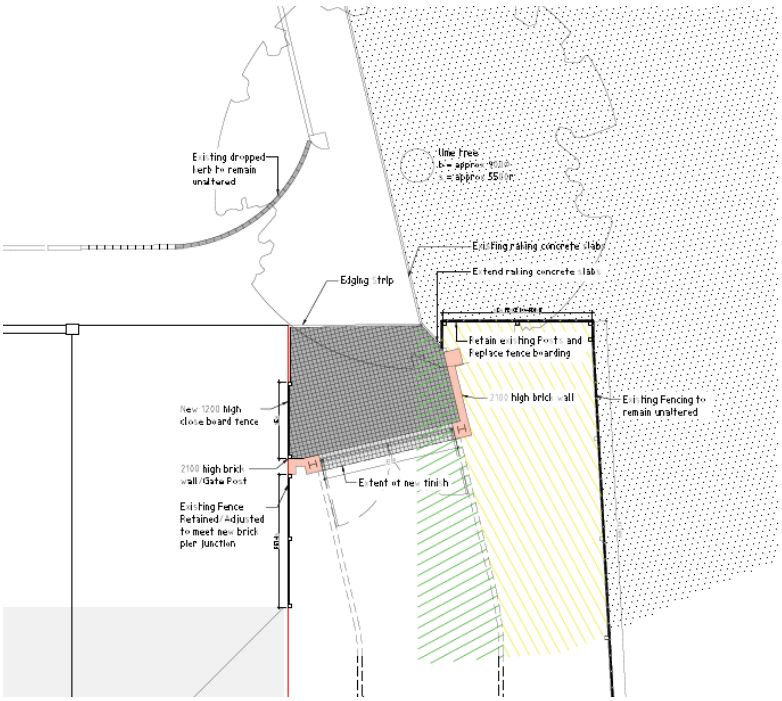
Due to this 2 no manual retractable security posts have been set into the concrete driveway internally from the gates, to impede / prevent unauthorised vehicular access when extended. Their benefit is however only partial depending on the degree of inconvenience incurred.

The brick boundary pier to the shared boundary whilst in the ownership of 19 Parkside Road, (the applicant), extends across the joint boundary, reducing the available width of access to no 16 Kearsley Road.

The condition of the brick pier is also such that requires extensive repair.

The boundary edging between the back edge of public footpath / dropped kerb crossover and the site boundaries to both properties is in need of further repair.

3.3 Layout Proposals: Design and Appearance:



The Revised location for the new access gates will be set at an angle to the cul-de sac corner return and set further into the site allowing adequate off road vehicle waiting whilst gate opening activation is in progress.

The existing defective brick pier on the shared boundary, together with the pre-cast concrete gate posts are to be carefully demolished create a wider shared access across the footpath, allowing a greater degree of vehicular manoeuvrability by the removal of the pier.

New brick piers /stub walls with structural cores replace the precast gate-posts allowing for the door hanging and concealing the electronic opening mechanism control box.

The right hand pier extends as a section of side wall closure to the recessed access layout.

The existing stained timber boundary fence fronting nos 1-8 Shirehead Close is to be retained with new stained vertical close boarding to match the existing, installed to replace the aged and deteriorating rotting panels. The existing fence is extended as a corner return to the new right hand gateway wall where the existing concrete pier is removed. The existing raking kerb return at this point remains unaltered.

The setting out of the new gateway, at an angle to the boundary, together with the additional external set back of the brickwork walls also allows for a wider clear gateway opening to be achieved without incurring any detrimental impact on the existing site boundary width or adjacent finishes.

A new side boundary fence to the no 16 boundary is to be installed between the new brick pier and the corner of no 16 Kearsley Road. The fence is proposed to be 2100mm nom height to match the existing fence height, for the boundary section between the corner of no 16 Kearsley Road and the new gate pier and 1200mm height from the gate pier to the end return, which is set back 1100mm from the rear kerb edge.

This lowered fence is designed to allow for adequate vision to vehicles exiting the site gateway whilst precluding transgression onto the driveway of no 16 Kearsley Road.

The face brickwork specification for the new piers and wall return will be frost resistant, conforming to F2 freeze/thaw resistance as described in BS EN 771-1. Special brick to match will be incorporated at the acute angle returns. Both walls will also incorporate reconstituted stone /concrete copings.

A new sustainable driveway paving together with a 3 course feature brick junction strip is proposed for the front driveway upgrade to no 16 Kearsley Road.

The triangular area within the applicant's site boundary providing additional off road waiting / standing whilst the gates operate, is to be finished with a grouted reconstituted grey cobble surface adding clear visual denotation that the area is not for casual parking use.

A 3 course double cobble feature band at the pavement junction, in contrasting grey denotes the physical site boundary.

The new gates and walls will be nom 2100mm max height matching that of the existing.

The gates are to incorporate a bespoke electronic security / opening mechanism wit key pad /key fob activation together with a remote control link to the main house. The system will also incorporate a video link for greater security.

All Construction work will be conducted taking full account with the requirements for tree protection encompassed under BS 5837 as specified in the 'Tree Survey and Arboricultural Statement Ref: PB/5837/-20/21.07 Rev A dated 5th January 2021.

The existing vehicular crossover/dropped kerb to the roadway and the tarmacadam footpath remain unaltered. Unaltered.

4.0 Access:

4.1 Pedestrian & Vehicular Access

The proposals constitute a replacement for an existing provision and as such present no major change.

4.2 Refuse

On site LA refuse storage / collection will be remain unchanged from Parkside Road.

4.3 Emergency Access

Emergency access to the property will remain unchanged