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PLANNING STATEMENT
Land to rear of 58 Kings Road, READING,
RG1 3AA.



Land to rear of 58 KINGS ROAD

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1. INTRODUCTION

EXECUTIVE SUMMARY

This Planning Statement has been prepared in support of a Planning Application at Land to rear of 58 Kings Road, Reading.

The application site as seen on Fig,1 covers an area of 331m² comprises of an existing 4-storey building at the front and parking area at the rear.

The proposal is for the erection of a 4-storey building comprising 3 x 2-bed flats and 1 x 1-bed flat at the rear of the existing building. Single storey rear extension, third storey extension with associated internal alterations to the existing building.

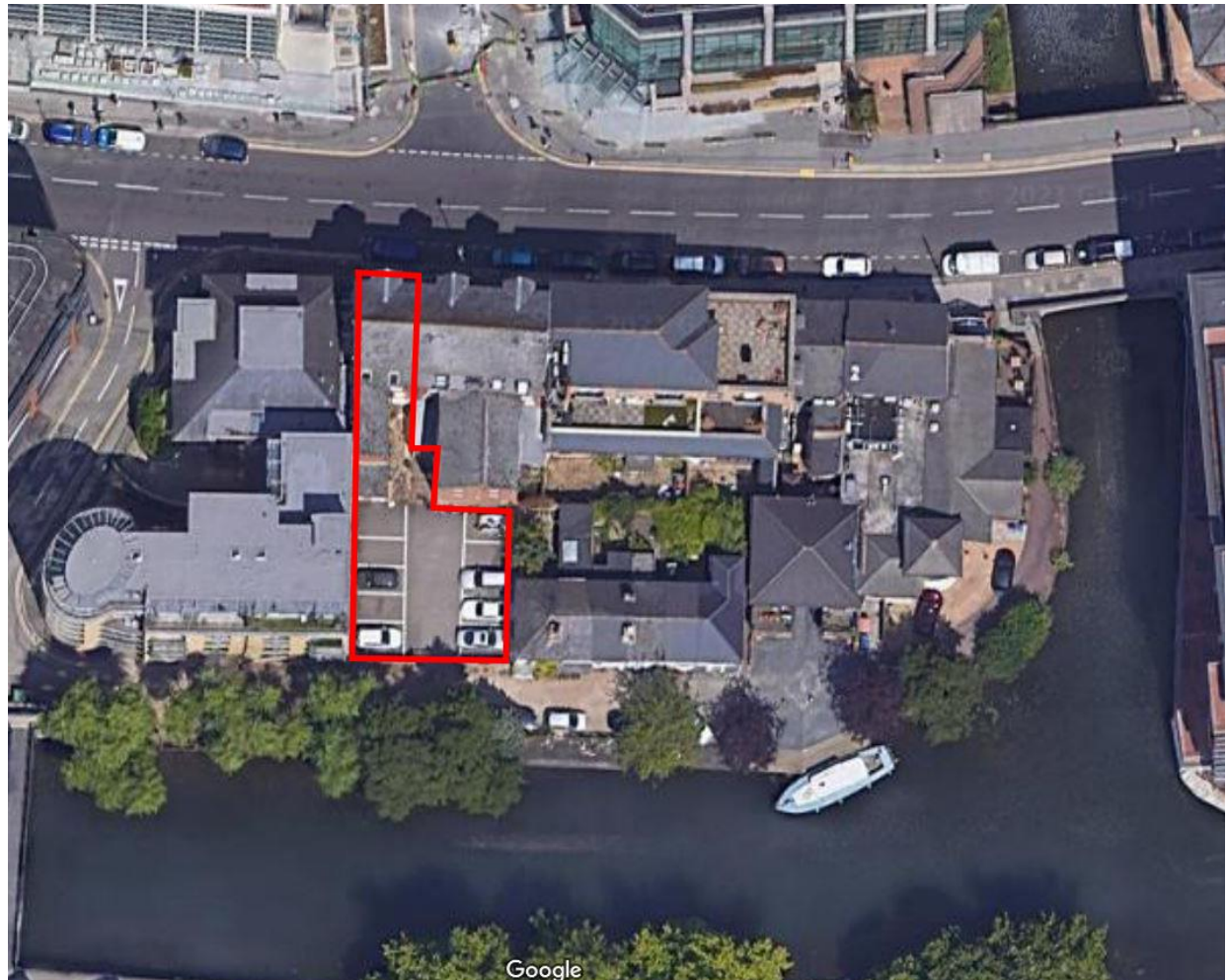


Figure 1 – Aerial View of the Application Site

2. LOCATION

Site context

The application site is located in Central Reading and fronts Crane Wharf immediately adjacent the River Kennet at the rear and Kings Road at the front. The existing building is one of many terraced buildings in Central Reading.

The site is located within an Air Quality Management Area and an area of archeological potential. Also, the site is located within Flood Zone 2 and an area of interest to British Waterways due to the proximity to River Kennet.

The proposal would be located to the rear of the existing building which is used as a tarmacked parking area.

At the rear, fronting the river, the site is located between a 6- storey building to the West and a two- storey terraced housing to the East.



Figure 2 - 3d Arial View of the Site

Local Area

The application site is located in the very heart of Reading Borough consisting primarily of retail and commercial office developments. It is the main shopping area of the town, and the site is within Zone 1 of adopted Parking Standards. It is very well served by public transport and is located within an area that contains the largest proportion of public car parking spaces.

The character of the area is mixed comprising of modern and traditional architectural features. The existing terraced building at the front forms a very important part of the character of the area as does the presence of the River at the rear.

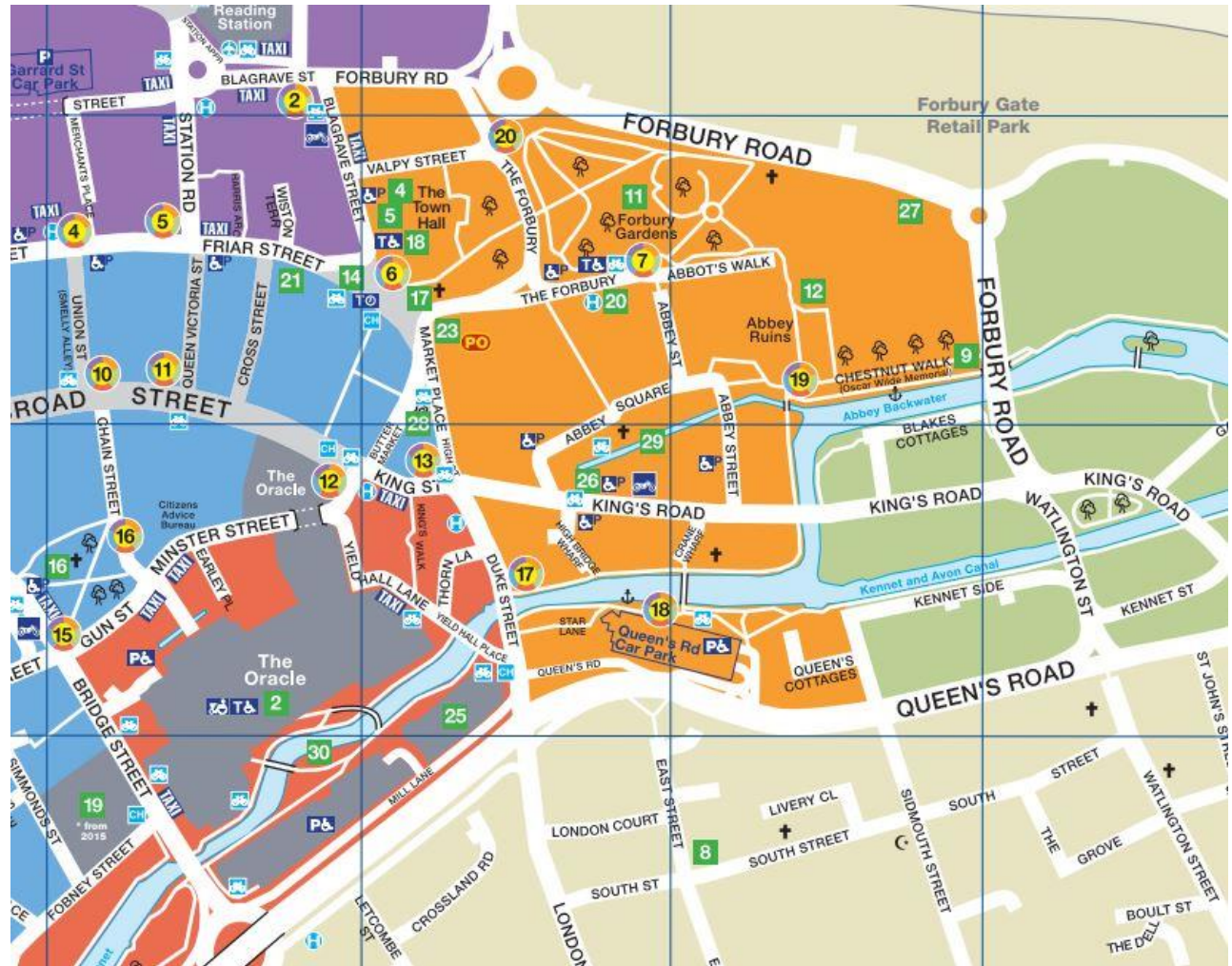


Figure 3 - Site in relation to locality

3. PLANNING POLICY FRAMEWORK

This statement will consider policies within the context of the Reading Borough Local Plan 2019. Also, RBC Supplementary Planning Documents together with the national Guidance (the NPPF) will be considered when is relevant.

4. PLANNING ASSESSMENT

The key issues in relation to this application are considered to be the overall principle of the development and the amenity of residents and neighbouring properties together with the impact upon the surrounding area.

Principle of development

- The National Planning Policy Framework (NPPF) supports Sustainable Development and seeks to deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
 - The NPPF at paragraph 9 states that planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
 - Paragraph 68 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area.
 - Paragraph 118 of the NPPF seeks to encourage the effective use of land and in particular in para 118(d) the document seeks to promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained.
- Also, the NPPF states that LPAs should “encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value”
 - Considering the above, the development would be placed on an existing parking area and would be an extension to the existing building on site and as such the provision of additional housing on site would comply with principle of the development. Also, the development would comply with Policy H1 by contributing to meet the housing needs within the Borough. Further, the site is also located within the heart of Reading, which makes the proposal in compliance with Policy CC6 (Accessibility and the Intensity of Development).

DESIGN AND APPEARANCE

- The NPPF (Para 126 of the updates July 2021 version) sets out that good design is a key aspect of sustainable development.
- Further, Policies CC7 (Design and the Public Realm) and CR2 (Design in the Centre) of the Reading Borough Local Plan seeks that developments proposals should maintain and enhance the character of the surrounding area.
- Also, Policy EN11 (Waterspaces) seeks that Reading's waterspaces are protected and enhanced so they can continue to contribute to, amongst other criteria, local character, heritage and visual amenity.
- Policy CR2 (Design in Central Reading) seeks that frontages engage with the street at lower levels.
- Furthermore, Policy CR9 (Terraces Housing in Central Reading) seeks for the development to respect the character of Crane Wharf terrace and to not have a detrimental effect on it's character.

With regards to the above, the proposal complies with the Policies by implementing design strategy that respects the local character by using build forms relevant to the location, materials used on the local area and by responding to the challenges and restrictions of the site.

The use of Green Façade and Green Roof create a visually interesting building which addresses the requirement of Policies CC7 and EN11.

Further, the lower floor facing the road is used as the entrance of the ground floor flat and by doing is in compliance with Policy CR2 which requires an active and engaging frontage.

With regards to Policy CR9, a stepped design that reduces the height of the building facing the existing terraced dwelling on the East has been implemented so the visual transition between the 6 storey building located at the West and the proposal together with the two storey terraced dwellings is visually pleasing without creating a visual dominance. Also, the implementation of a green façade facing the terraced houses contributes to reduce the visual dominance and the overbearing effect.

It is considered that the development does not have any loss of light or overlooking impact on neighbouring properties.

ACCOMODATION STANDARDS

- The proposal is in compliance with Policy H5 (Standard for New Housing) and Policy H10 (Private Outdoor Space) due to the provision of the minimum GIA required for each unit and due to the location of the development within Central Reading.
- Due to the number of units proposed is below 10 units Policy H2 (Density and Mix) does not apply. However, the units provided are 3no. x 2-bed and 1no. x 1-bed units.

TRANSPORT AND PARKING

- Due to the location withing the Reading Central Area the development would be in compliance with all the policies relevant to the parking provisions needed on site.
- Also, the area is very well served by public transport and contains the largest proportion of public car parking spaces.
- However, 3 parking spaces have been provided on site. Further, an electric charging point would be provided for one of parking spaces.
- 2no. secured Cycle parking spaces would be required for the development to be policy compliant.
- The development provide the minimum requirements for the cycle parking.

5. CONCLUSION

Planning permission is sought for the erection of a 4-storey building comprising 3 x 2-bed flats and 1 x 1-bed flat at the rear of the existing building. Single storey rear extension, third storey extension with associated internal alterations to the existing building.

The proposal will deliver a suitable mix of residential units in a central location. The development will provide a more efficient use of an under-utilised and poorly presented site.

The high-quality development proposed has been carefully designed to enhance the character of the area. The relationship with surrounding buildings has been precisely considered and the building has been designed to complement the surroundings.

The amenity of existing nearby residents will not be compromised, and the development proposed will deliver a high standard of accommodation supporting an excellent quality of life for future residents. This accords with the planning policy requirements in relation to good design.

Even though a car free development would be appropriate in this central location 3 parking space have been provided. Also, secure cycle parking and off-street refuse storage would be provided in accordance with planning policy requirements.

In conclusion, the proposal is considered to be acceptable in accordance with the adopted development plan and national policy.