



2-4 Send Road,  
Caversham:

Design and Access Statement  
for Raywood Developments Limited  
by  
Gouldstone and Co.

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# Introduction :

This Design and Access Statement forms part of the planning submission for the above site.

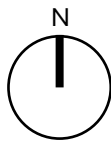
It provides analysis of the site, the urban context, building type and form. The scheme intends to provide 9 new family houses on a site currently occupied by a single storey dwelling and a rundown light industrial unit.

The proposal is outlined with detail provided on all aspects of the development. This information should be read in conjunction with the architectural drawings and the various other reports, including.

- Planning Statement
- Transport Statement
- Send Road Sustainable Journeys
- Built Heritage Statement
- Daylight / Sunlight Assessment
- Flood Risk technical note
- Tree Schedule and Tree Survey
- Energy and Sustainability Statement
- Noise survey
- Air Quality assessment.
- Landscape report
- Preliminary Ecological Appraisal and Bat Scoping Report
- Phase 1 Contamination Assessment



Aerial View of the site with context



# Existing Site :

## Location / Size / Shape / Orientation:

The site is located along Send Road south of the junction with Gosbrook Road. The potential developable area is approximately 980m2 and is roughly rectangular in plan, measuring 36m wide and 27m long.

2 Send Road is currently a comparatively high (6m) single storey dwelling. Accessed from Send Road 4 Send Road is an amalgamation of rundown light industrial buildings.

To the north of the site there is 389 Gosbrook Road, which we understand is in the process of being developed into a 2.5 storey apartment block (application reference 210279). On the junction of Forge Close and Send Road there is a Grade II listed building (Ivy Farmhouse), primarily facing north.

Forge Close forms the eastern boundary of the site and is a residential cul de sac with a large three storey block of five houses to the south. This block has no windows facing the site on the flank elevation.

The unique positioning of the site between two adopted highways lends itself to being accessed from both Send Road and Forge Close.

The River Thames runs to the south of the site and potential flood risk issues have been carefully considered as outlined in the Flood Risk Technical Note with early engagement with the Environment Agency to ensure a compliant and safe scheme.

## Surrounding Area:

The immediate surrounding area consists of a mix of light industrial buildings and housing, mainly dating from the early mid 20th Century. The urban layout is inconsistent with various building lines along the streets and buildings ranging in height from 1 to 3 storeys.

To the west of the site there is a coherent Victorian street pattern of relatively high density, street based housing. These terraced houses are all set back from the back edge of the pavement. The front area outside the houses consist mainly of hardstanding with a lack of planting and trees.



A.



A. Send Road looking north towards the site



B.  
C.



01. Send Road looking south towards the site  
02. Send Road looking north towards the site

## Context Photos December 2020

The photos opposite show the poor quality of light industrial buildings of 4 and 6 Send Road, and the kinds of vehicles from 4 Send Road that are occupying the on street parking spaces.



01. Parking bays along the top of Send Road, with several spaces occupied by vehicles from the commercial use of 4 Send Road.



02. Looking north up Send Road towards Gosbrook Road, western side. On the right are the commercial units 4 and 6 Send Road with their assorted low quality buildings and stacked shipping containers.



01. Send Road looking south towards the site  
02. Send Road looking north towards the site



Corner of Send Rd and Gosbrook Rd, showing 1 Send Road, a 3-storey block of apartments



Parking for 1 Send Road off Send Road

## Send Road: Context Photos December 2020

The photos below show the current state of Send Road. Since 2019 new parking restrictions have been introduced to the road with double yellow lines now painted down along the eastern side of the street. The parking bays on the western side are now shown relatively full, with vehicles predominantly from the commercial vehicle usage of 4 Send Road.



Looking north up Send Road towards Gosbrook Road, eastern side



### Forge Close: Context Photos

The photos opposite show the arrangement of buildings and boundaries currently on Forge Close.

The photos show at the south end of Forge Close the three storey townhouses, with the garage of 399 Gosbrook Road to the east. The garage of Ivy Farmhouse is at the north end of Forge Close, and the low quality commercial buildings on 4 and 6 Send Road are to the east.

03.



04.



03. Forge Close looking south  
04. Forge Close looking west through the rear of 2 and 4 Send Road.



Context Photos:

The photos opposite showing Forge Close / Gosbrook Road, with Ivy Farmhouse 393 Gosbrook Road, and its double garage addition closest to Forge Close.

Underneath, a view of Send Road looking south, with the light industrial unit 389 Gosbrook Road on the left next to Ivy Farmhouse.

05.



06.

Context Photos



05. Forge Close / Gosbrook Road

06. Gosbrook Road / Send Road



## Site Character: Street Based Housing

To the west of the site there are a number of streets all formed with rows of terraced houses. These all have small front gardens and are two storey with pitched roofs.

These houses form a coherent edge to the street, creating an attractive and active street frontage with numerous windows and front doors aligned along the street edge.

These housing are mostly Victorian and form a coherent street pattern all with similar scale and form. Detailing and materials are repeated to reinforce the prevailing architectural character and quality.

### Send Road / Forge Close:

In the immediate site area this coherence is lost with various buildings sitting in the centre of sites with poorly designed parking and hardstanding space around them. The street edge is formed by fences, gates and car parks.

The red brick in the immediate surrounding streets contrasts with the varying brickwork detailing that is picked out in a variety of alternative coloured bricks.

The houses along Star Road is predominately in a silver / grey brick and again features detailing elements in contrasting colours.



Surrounding area aerial photo showing the coherent urban design produced by traditional Victorian street based housing.

1. 2.



3. 4.



5. 6.



1. Pigotts Road.
2. Queens Road
3. Champion Road
4. Coldicutt Street
5. George Street
6. Kings Road

## Site Character:

To the west of the site there are a number of streets all formed with rows of terraced houses. These all have small front gardens or areas of hardstanding for bin storage, and are two storeys with pitched roofs.

These houses form a coherent edge to the street, creating an attractive and active street frontage with numerous windows and front doors aligned along the street edge.

These houses are mostly Victorian and form a consistent street pattern all with similar scale and form. Detailing and materials are repeated to reinforce the prevailing architectural character and quality.





## Site Character: Street Based Housing

### Proposed Principles:

The buildings that have a positive impact on the surrounding area are mainly houses, street edge properties with very small front gardens.

The site presents a rare opportunity for a site of this scale as it has two frontages. There is the possibility to create new street based housing along Send Road and also along Forge Close. It will create a sense of arrival in Send Road and an improved street frontage.

This principle also helps provide family houses for the area, a need that is clearly articulated in local planning policy.

This contrasts with the majority of recent development in the local and wider area that is dominated by flatted developments with minimal private amenity space.

The scheme also presents an opportunity to create an improved street frontage and a sense of arrival into Send Road.

Site plan showing potential street based housing fronting both Send Road and Forge Close



Existing site plan

## Site Character: Building Heights

Existing site plan showing the storey heights of the surrounding buildings.

Pitched roofs count as 0.5 storey.

The surrounding buildings are predominately a mixture of two storeys with a pitched roof or three storey buildings. The three storey buildings are typically flatted blocks, with the exception of 1-5 Forge Close, which is a block of five townhouses.

Site Character: Positive Elements



- Buildings making a positive contribution to the street scene and in keeping with the character of the area.
- Listed Buildings
- Site Boundary

# Site Character: Negative / Neutral Elements



- Buildings with a negative impact onto the street scene / character of the area
- Generally mid-century, neutral buildings
- Light industrial buildings
- Site Boundary



## Site Character:

### Existing Materials and Detailing:

The consistency in the street based urban design is again reflected in the consistent material choice throughout the Victorian housing.

Most of the housing is built with a red or grey stock brick. In the majority of houses this is added to with a second brick choice to pick out key details. This can be either a yellow, harder edged brick or patches of flint panelling.

The listed building that fronts Gosbrook Road is made from a variety of rustic red bricks with large areas of flint work, particularly on the western flank elevation. Windows and areas of detail are highlighted with a red brick.

In the surrounding area flint panels are used such as the low wall on Champion Road.

To the east of the site on Star Road the terraced housing is built from a grey / silver brick with a lighter brick used to highlight key details.

# Site Character:

## Window Detailing:

Windows are typically portrait in elevation and proportion and are typically set back from the main facade by a brick depth.

The windows are generally highlighted with decorative feature brickwork surrounding the openings, often in a contrasting brick colour.

This consistency in approach to details further reinforces the coherence of the street scene.

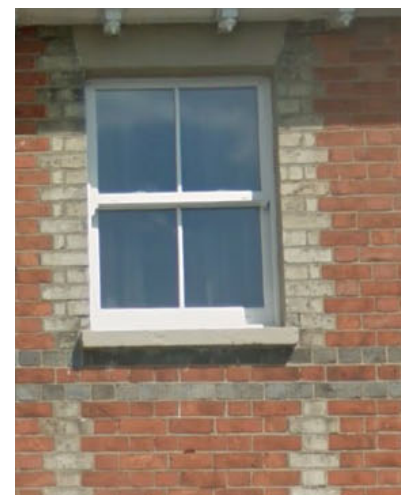
The particular approach to the detail varies through the differing ages of the housing. For example the larger twentieth century flatted blocks on Star Road also highlight the window openings, but this time with a decorative render pattern.

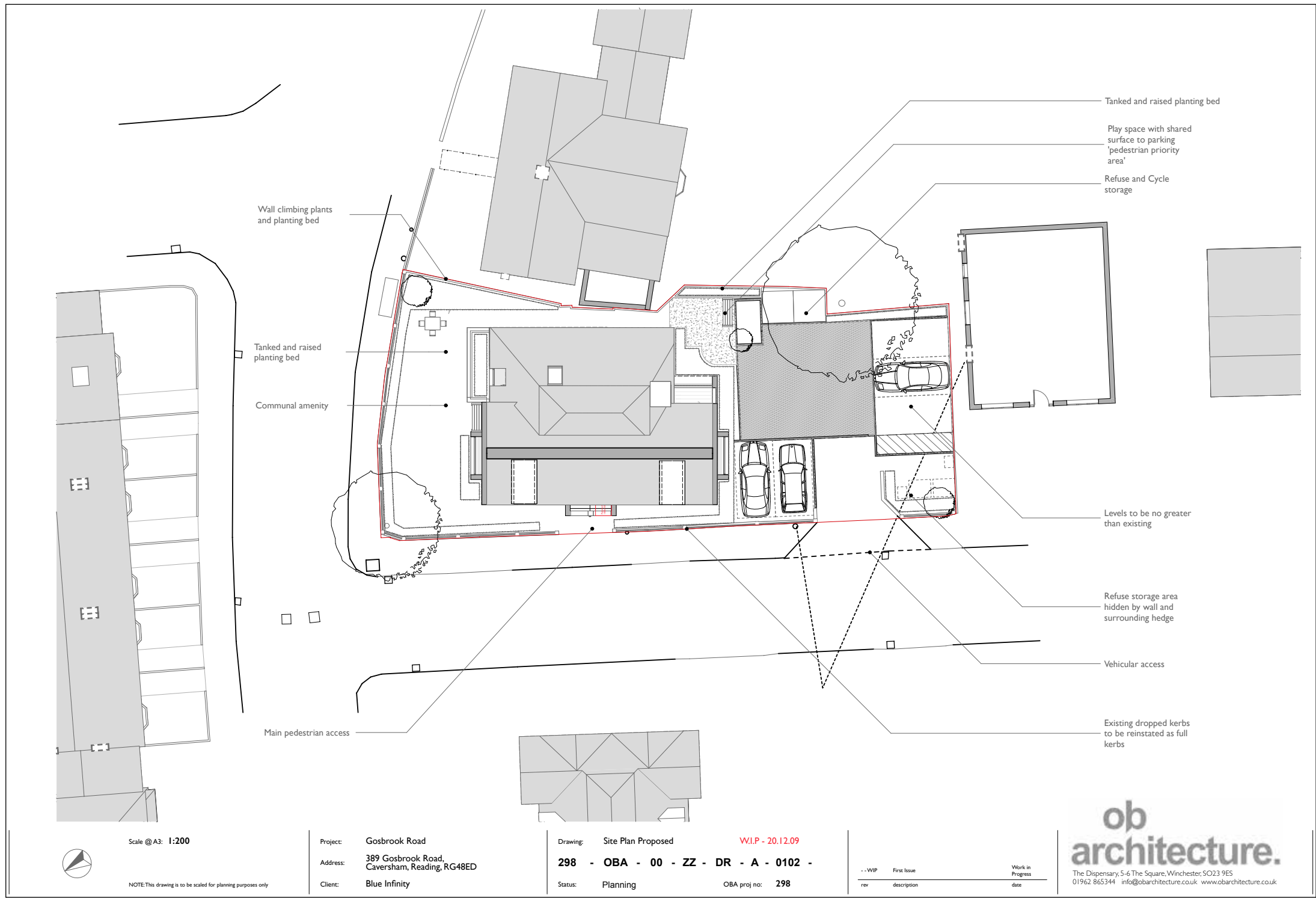
## Brick Banding:

Brick in a differing colour is also used at each floor level to provide horizontal banding.

## Roof Level:

The roofs are uniformly in slate apart from the listed building that has a red tiled roof. The roof line is broken with a regular rhythm of chimney pots, again often featuring decorative brick patterns.





# Adjacent Proposal:

To the north of our proposed site there is currently a scheme under-way to redevelop the site on the corner of Send Road and Gosbrook Road. This scheme removes the existing light industrial building and proposes a new residential building of apartments.

This building has a new building line close to the back edge of the pavement and is between 2-3 storeys tall. A parking area sits between our proposed site and the new proposed building.

It is not expected that this development will have been granted planning by the time of our application but this development will need to be considered in relation to our scheme.

Our proposal will not impact the adjacent proposal at 389 Gosbrook Road. There are no windows in the flank of our new houses facing 389 Gosbrook Road with only a muted elevation facing both the listed building and the new development on 389 Gosbrook Road.

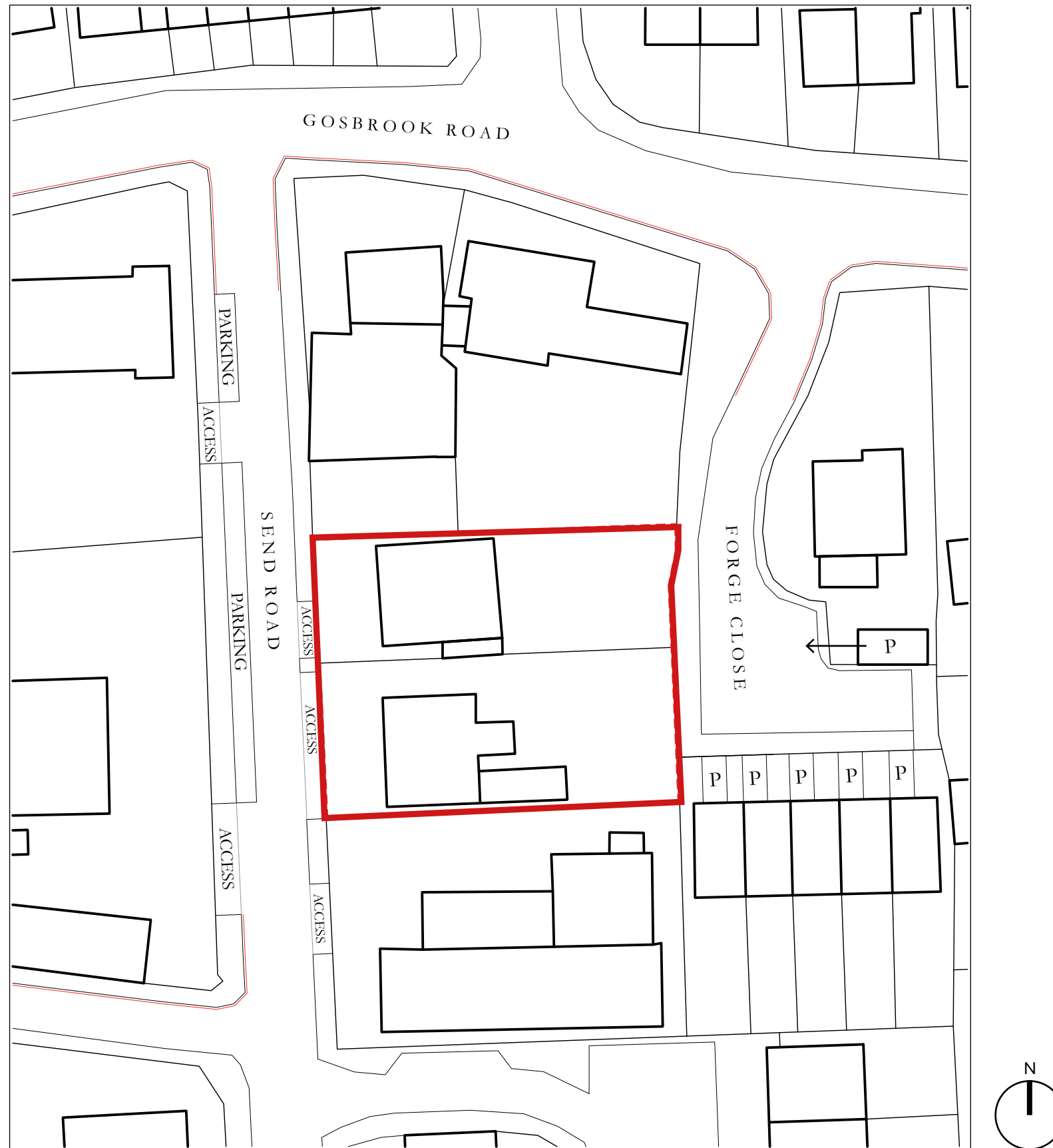




## Adjacent Proposal:

Site plan showing the proposed scheme on the corner of Send Road and Gosbrook Road in relation to the proposed scheme on 2-4 Send Road

Our proposal will not impact on the development of 389 Gosbrook Road. There are no windows in the northern flank of our Send Road houses facing the 389 Gosbrook Road site. The elevation is a muted brickwork pattern.



Existing parking arrangements  
1:500@a3

## Parking:

### Existing Parking Arrangements:

- 2-4 Send Road have off-street parking spaces associated with their current use. A full parking survey has been carried out in the area surrounding the site. Please refer to Transport statement for further information. This shows that there are plenty of on-street parking spaces available on the local roads within walking distance of the proposed site so if there is demand for on-street parking associated with the proposed development, there is sufficient capacity for it to be appropriately accommodated locally.

### Send Road:

- Send Road is currently in a Controlled Parking Zone
- There is parking along the western side located between the accesses into the properties.
- Double yellow lines prevent parking at the top of the road near the junction with Gosbrook Road.
- On the eastern side there are crossovers almost along the length of the 2-4 Send Road site to allow access into the site.

### Forge Close:

- There is parking to the front of the existing 3 storey building. These require the access to be maintained.
- There are no other designated spaces in this area.



## Context Analysis:

### Principles of Development:

The site measures approximately 970m<sup>2</sup> and is roughly rectangular in shape. The existing structures significantly detract from the setting of the listed building to the north of the site and are not in keeping with the positive elements of the wider area. They offer no architectural value.

The site fronts both Send Road and Forge Close. Send Road is a lightly trafficked through road, connecting into numerous surrounding roads of a similar scale and the larger Gosbrook Road to the north. Forge Close is a cul-de-sac with a large 1970s block of three-storey houses to the south and a single storey dwelling to the north western side.

The proposals will seek to improve the setting of the listed building to the north of the site. One of the key proposals is a green corridor formed of the new gardens, with extensive landscaping and tree planting, which will afford a new green vista from the listed building looking south.

The massing of the new buildings will be clear of the main part of the listed building, sitting approximately opposite the non-listed garage extension. The building steps down at this end to decrease the massing adjacent to Ivy Farmhouse and is also clear of any of the tree Root Protection Areas. No windows will face to the north towards the listed building to protect the privacy of the existing residents. The northern elevation of the proposed units along both Forge Close and Send Road will be muted.

The development provides a level of parking on the site appropriate to its highly accessible location. Parking for the Send Road units is integrated into the houses, while it is in front of the Forge Close houses in keeping with the existing Forge Close terrace to the south.

The development takes the positive elements of the surrounding area as the basis for the design. These are the:

- Street based housing. Dwellings provided as houses not as flats.
- Using the housing to form coherent street-based streets with front doors and windows along the street edge.
- Respect the differences between the character of Forge Close and Send Road by reflecting this with a differing building line to each frontage.
- By establishing the building line along Send Road there is the possibility to continue development along Send Road.



AERIAL VIEW NORTH



AERIAL VIEW SOUTH

Previous scheme for the site: (no connection with the current client and design team)

# Planning History:

In August 2019 there was an application submitted for the redevelopment of the site. The application was for 16 small flats arranged in a three storey block surrounded by parking and hard standing.

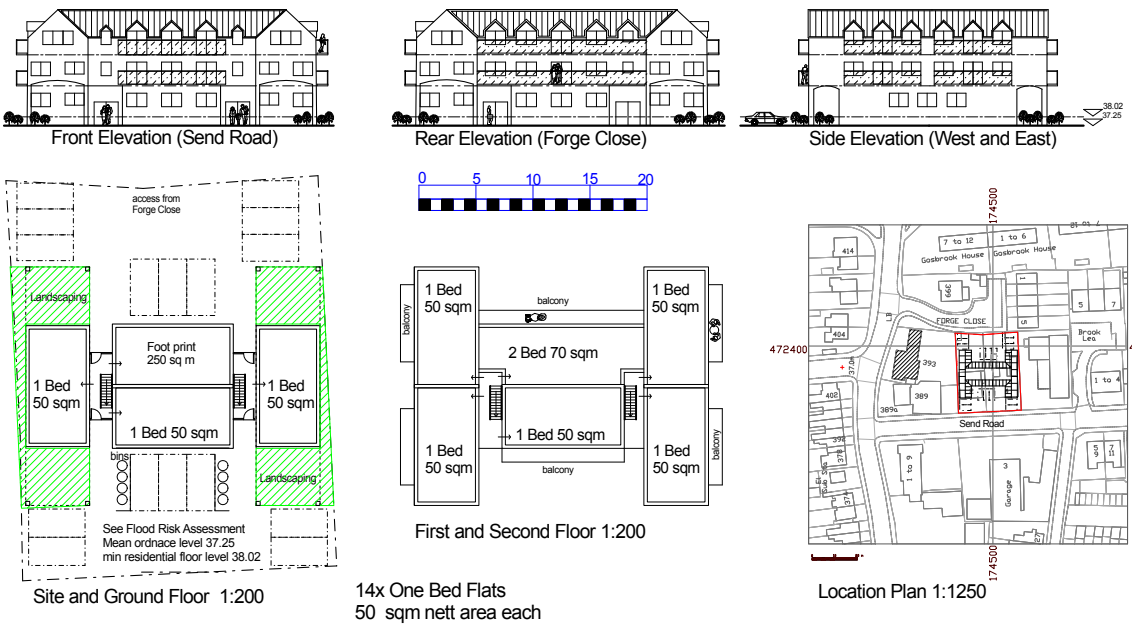
This application had no connection with the current client, architect or design team. We understand that following feedback from the planning officers the scheme was withdrawn.

The urban design of our proposal draws on the positive aspects of the wider area with the addition of new street based housing that reflects the existing building lines along both Send Road and Forge Close.

The current scheme also provides fewer units than previously proposed and does this through new family houses. This contrasts with the majority of new developments that are predominately flatted.

Our proposed scheme aims to mitigate the impact on the new dwellings on to the surrounding existing dwellings including the listed building to the north of the site and other dwellings in close proximity of the site.

The current scheme also provides a new “green corridor” through the centre of the site, adding new landscaping and trees to the area as well as additional sustainability measures.





Proposed Site Plan

## Proposed Scheme:

The proposal is for 9 delightful new family dwellings.

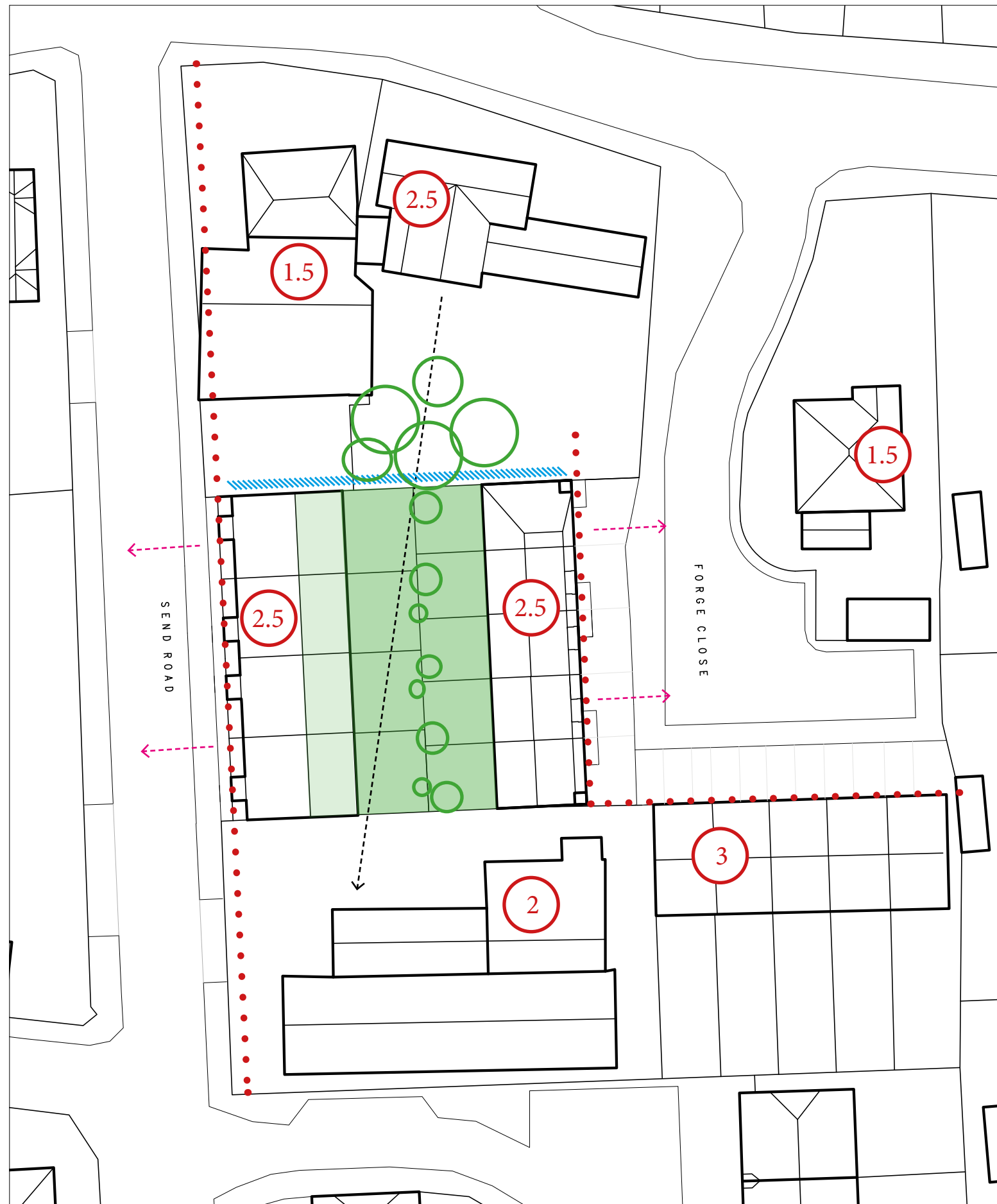
All the accommodation is provided as houses with seven 3 bed houses and two 2 bed houses.

The project seeks to create two new street frontages, one along Send Road and one along Forge Close, each reflecting the characteristics of the areas. The new family housing replaces a single storey dwelling and a dilapidated light industrial unit.

Along Send Road the houses are intended to be reflective of the surrounding positive characteristic street based housing where the houses with small front gardens help create active and welcoming street edges.

Along Forge Close the building line is pulled back to better reflect the characteristics of the cul-de-sac with the set back for the new dwellings similar in depth to that of the existing terrace of houses to the south of Forge Close.

- 100% of the new dwellings are houses
- Urban design reflective of the positive local character
- Each dwelling has a generous amount of private open space.
- New trees and landscaped areas providing a huge increase in the green space and biodiversity in the site.
- Brightly lit, open plan living spaces.
- Clad in high quality brick with detailing reflective of the local high quality housing.



## Proposed Scheme:

### 01. Create new street frontage to Send Road.

The proposal seeks to create a new street frontage along Send Road. Four new terraced houses are arranged along the street. Each house is accessed with steps appropriate to the raised building level to mitigate potential flood risk. These houses are 2.5 storeys with accommodation in the pitched roof. This is as per the massing and arrangement of the houses in the surrounding streets.

### 02. Create new frontage on Forge Close

New houses are aligned along Forge Close. They are set back from the pavement edge by approximately 5m in keeping with the positioning of the existing terrace of houses to the south of Forge Close.

### 03. Potential to extend the site to the south.

The new terrace of buildings along Send Road could be easily extended down Send Road to create a more coherent urban street based development. The southern elevations of the Send Road and Forge Close have accordingly been kept simple with no windows that might otherwise impact any further development to the south.

### 04. Listed Building to the north.

The houses at the top of each terrace, along Forge Close and Send Road have atypical layouts to mitigate any impact on to the listed building to the north of the site. They are two bedroom units with corresponding reduced scale and massing.

### 05. Forge Close,

We have positioned the buildings back from the pavement edge to push them away from the existing building. This should prevent any sense of overbearing or enclosure while also providing a new active street frontage to the Close. It is also in keeping with the layout of the existing townhouses at 1-5 Forge Close.

### 06. Parking

For the new houses along Send Road the parking is provided within the curtilage of each house, accessed directly off Send Road. For Forge Close the set back of the building line allows for parking to be in front of each house.

### 07. Flood Risk

Each house is accessed via steps up, in line with the necessary building raise to mitigate the potential flood risk.

### 08. Trees

The scheme will need to respect the existing trees to the north of the site with RPAs considered early as part of the design.



View along Send Road, looking towards Gosbrook Road

# Proposed Scheme:

## Design Development

The scheme went through various iterations prior to the pre-app submission.

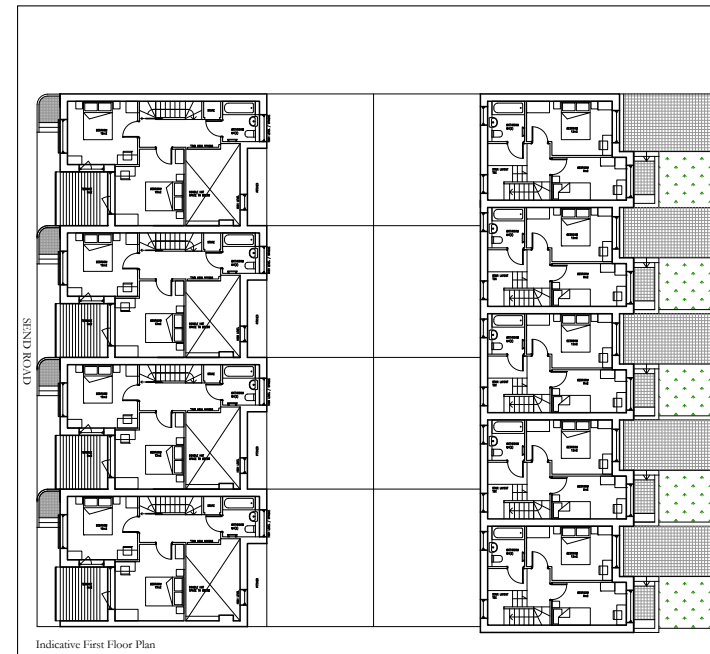
1. The first sketch scheme consisted of 10 new dwellings. A row of 5 new dwellings fronted Send Road with 5 also along Forge Close. 8 of these houses would be the same with integrated parking. The two houses at the southern end of Forge Close stepped back near the existing three storey houses. All houses were to be 3b5p houses.

2. The second scheme reduced the number of houses to 9 with only 4 along Send Road. Along Forge Close the house design changed to have the parking in front of the dwellings. This enabled the building line to be pushed back and be more in keeping with the building line of the existing 3 storey houses to the south.

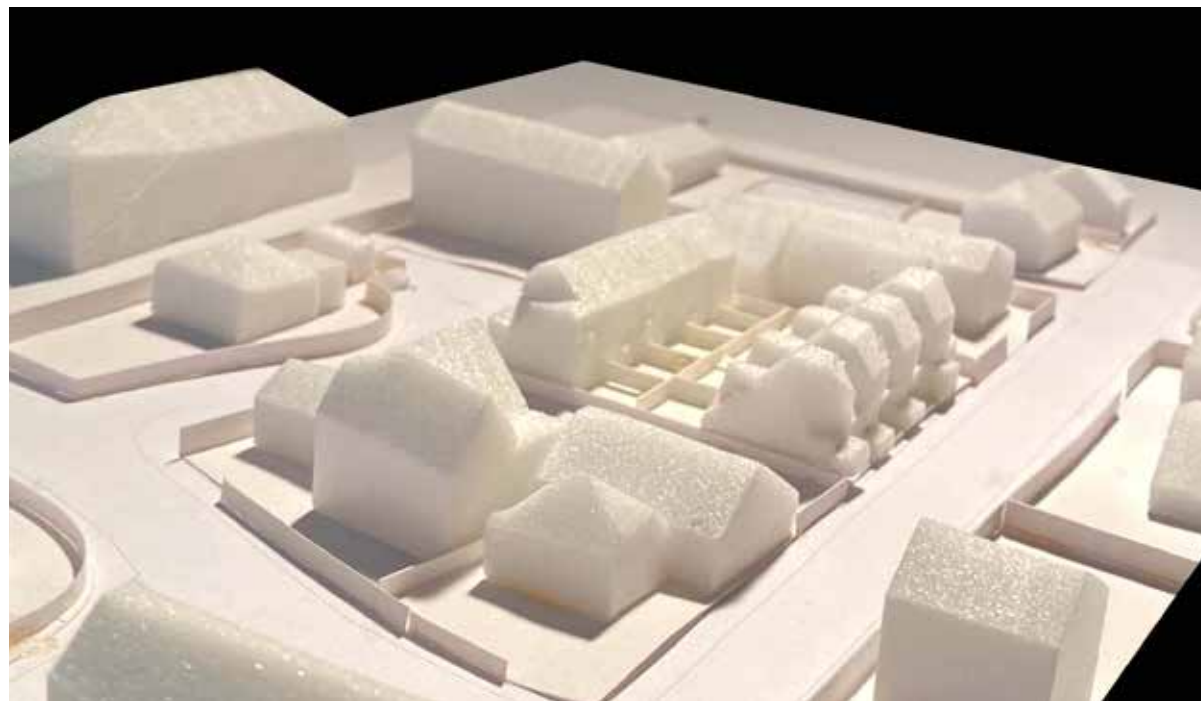
3. The houses were then paired along both sides of the scheme. This made efficiencies to the parking layouts and reflected the typical house types in the adjacent streets.



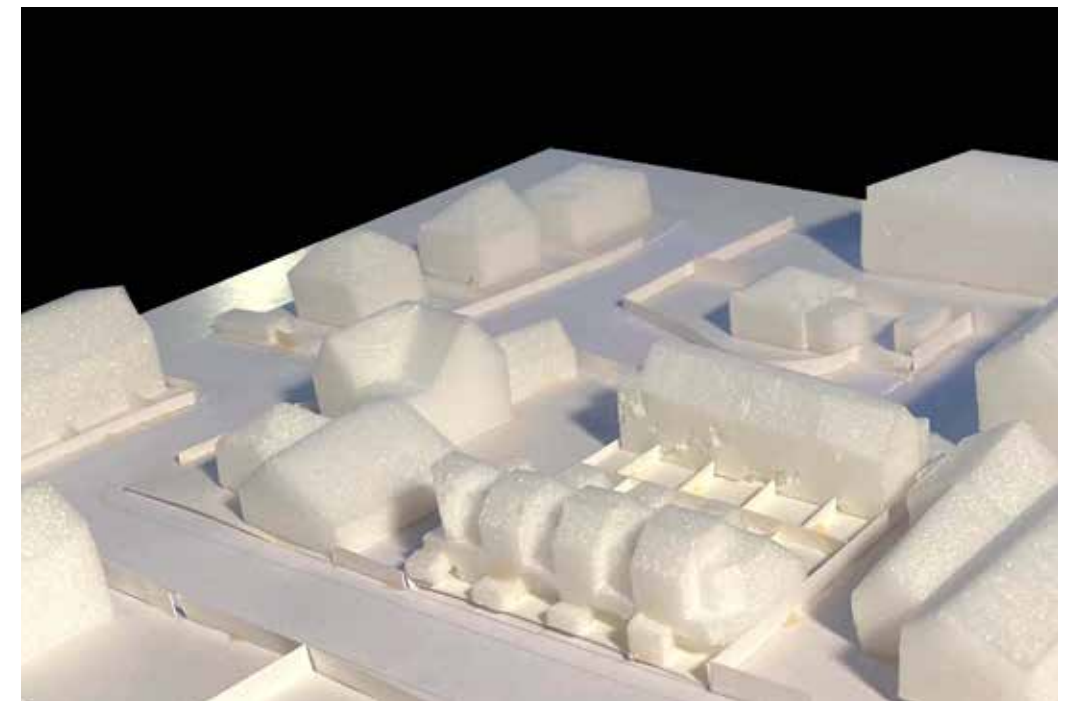
1. Initial Sketch Scheme



2. Second iteration



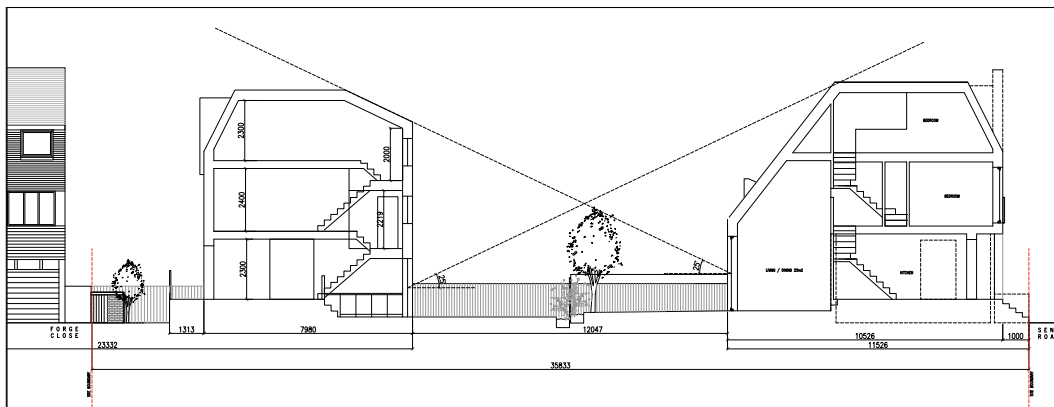
2. Second iteration, massing models



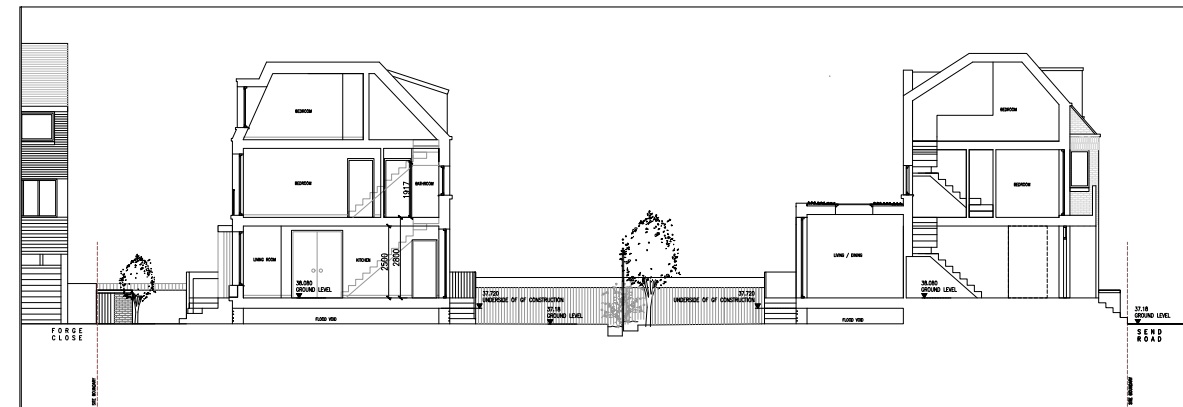
# Proposed Scheme:

## Design Development

4. Various iterations were made to the elevation design, particularly for Unit 05 that is on Forge Close nearest the listed building. Another option was explored to have a pitched roof at either end to provide an alternative end to the block.
5. Unit 05 and Unit 09, at the other end of the Forge Close terrace were then amended to be 2 storey, 2 bed houses. This would reduce the massing and impact on to the listing building to the north and 5 Forge Close to the south. The roof line of Unit 05 was also amended to be a hipped roof, again in response to the listed building.
6. The final amendment was changing the roof line of the Send Road houses. Previously this was a single pitch at the rear over two storeys. This was then amended to be a flat roof at ground floor and a more traditional pitched roof above. This will further improve the daylight / sunlight in the proposed dwellings opposite, increase the distance between dwellings at first floor level and reduce the massing of the houses against the listed building. It also opened up the possibility to have biodiverse green roofs on these houses.



Previous iteration of the Send Road rear elevations / roof line.



Current iteration of the Send Road rear elevations / roof line.

Sketch models with various iterations of the massing and treatment

## Proposed Scheme:

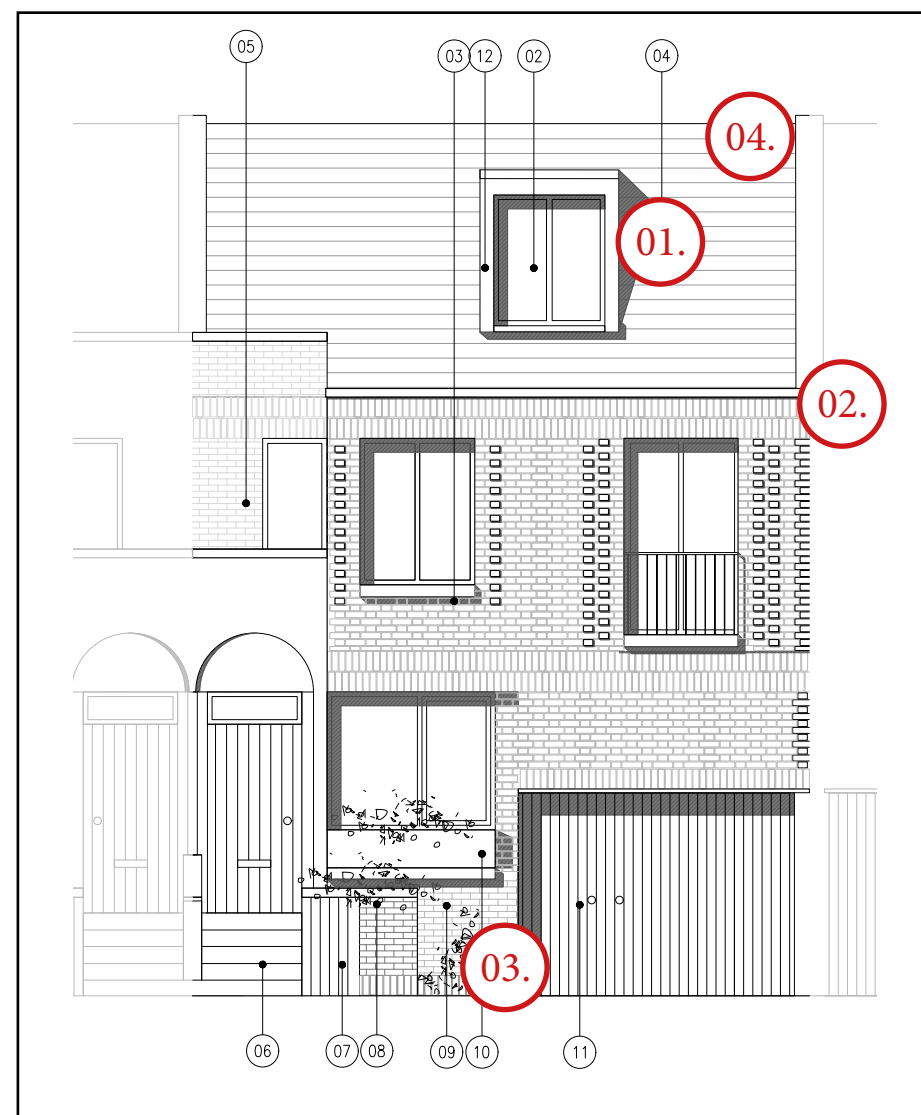
Design Development



Sketches showing the rear garden area. Note: sketch is a development sketch and doesn't represent the current building proposal as outlined on the following pages.



Pre-Application front elevation on Send Road



Proposed front elevation on Send Road incorporating various comments received at pre-app

## Proposed Scheme:

### Design Development

#### Following Pre-Application feedback :

In accordance with the pre-application design feedback we have made a number of changes to refine the detailing and make the overall appearance less bulky.

1. The main change has been to remove the brickwork from the second floor and replace the substantial built element at this level with a more traditional dormer window. This is the case for both the Forge Close and Send Road elevations. Please refer to later sections for detailed design information. This change makes the dormer windows subservient to the main house and enables the houses to more easily read as a two storey house plus dormer accommodation.
2. The dimensions of the capping have been reduced in accordance with the
3. comments and the soldier course brickwork has been recessed back to the same line as the main elevation.
4. The storage areas to the front of the site have been rearranged to allow for additional paving to the front to define the boundary of the site.
5. We have again amended the roofline of both house types. This aims to reduce the massing of the houses and the overall height. The Send Road houses have a flat section of roof to the top, which reduces the overall height of the buildings and therefore reduces their impact onto the surrounding new and existing dwellings.
6. The rear elevations now have windows to add interest and activity to the rear elevations. These windows are not in any habitable rooms and are all either opaque or high level.
7. The sedum / green roof has been removed from the rear pitched roof sections following pre-app feedback about the future maintenance of the roof. Green roofing is still proposed for the flat sections of roof on the Send Road houses at first floor level which are more accessible for future maintenance.

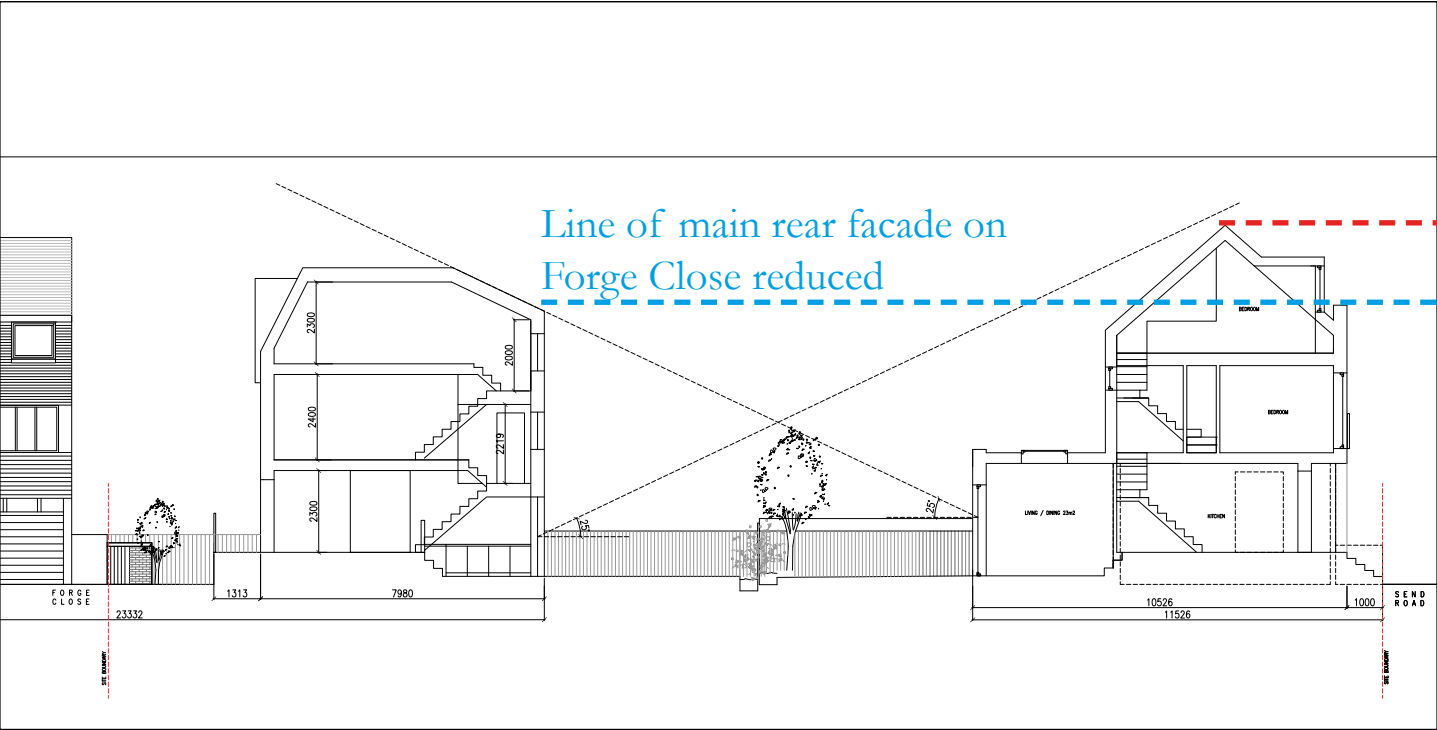
# Proposed Scheme:

Design Development

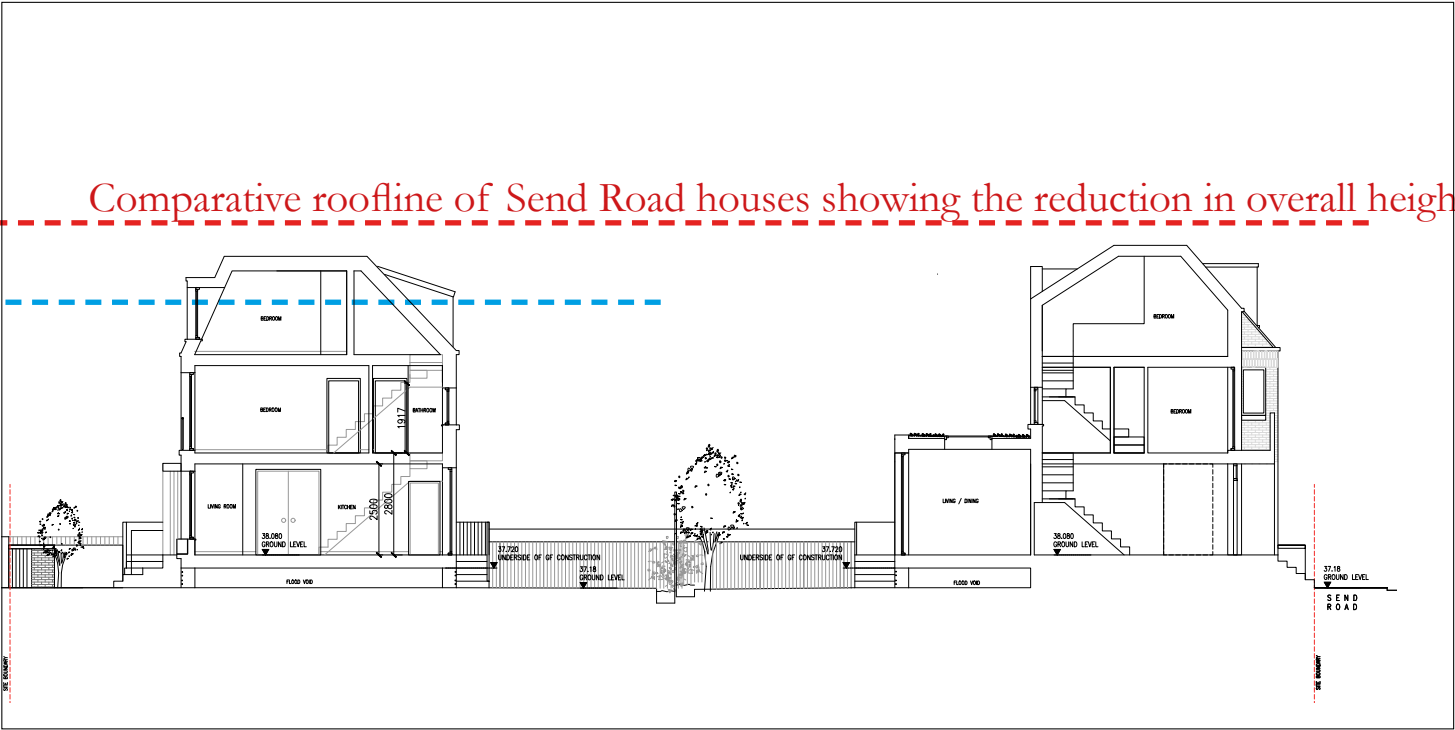
Following Pre-Application feedback :

In accordance with the pre-application design feedback we have made a number of changes to refine the detailing and make the overall appearance less bulky.

- 7. The Forge Close houses now have a small dormer to the rear to allow for sufficient height to access the top floor. This new rear dormer therefore allows the overall roofline to be reduced with a steeper pitch. Please see sections below.



Pre-App iteration of the Send Road rear elevations / roof line.



Current proposed section. Overall height of the Send Road houses reduced. Access to the top floor via a dormer in the rear that reduces the main roof line on both the Forge Close and Send Road house types

# Transport:

Please also refer to the Transport Statement  
Send Road Houses:

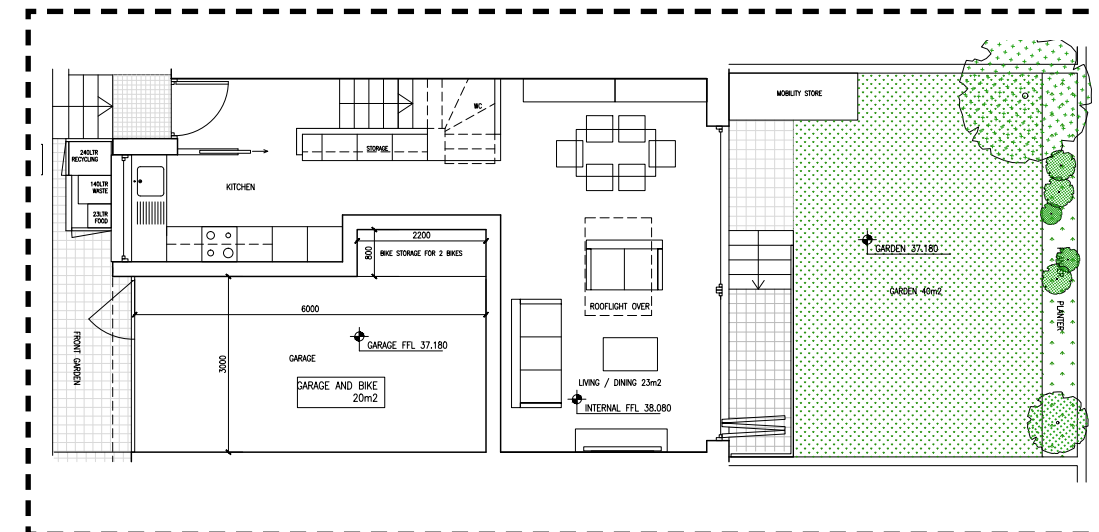
Along Send Road the key element in the design is maintaining the building line along the street edge. This is reflective of the best of the local character and also the new potential development to the north of the site.

A full parking survey has been carried out in the area surrounding the site. Please refer to Transport statement for further information. This shows that there are plenty of on-street parking spaces available on the local roads within walking distance of the proposed site so if there is demand for on-street parking associated with the proposed development, there is sufficient capacity for it to be appropriately accommodated locally.

Therefore we have chosen to integrate the parking into the house footprints. These integrated garages are 6m x 3m and are accessed directly from the street. In addition, the garages have integrated bike stores for two bicycles to the side satisfying the Council garage design guidance to enable access to and storage of a bicycle.

The houses have been paired to ensure appropriate vision splays.

The garage doors are partitioned to allow for easy access into the garage from the side door too, for instance to take a bicycle in and out.



 = Parking Space





Send Road houses with the vision spays clear of any obstruction

**Parking:** Please also refer to the Transport Statement

## Send Road Houses: Vision Splays

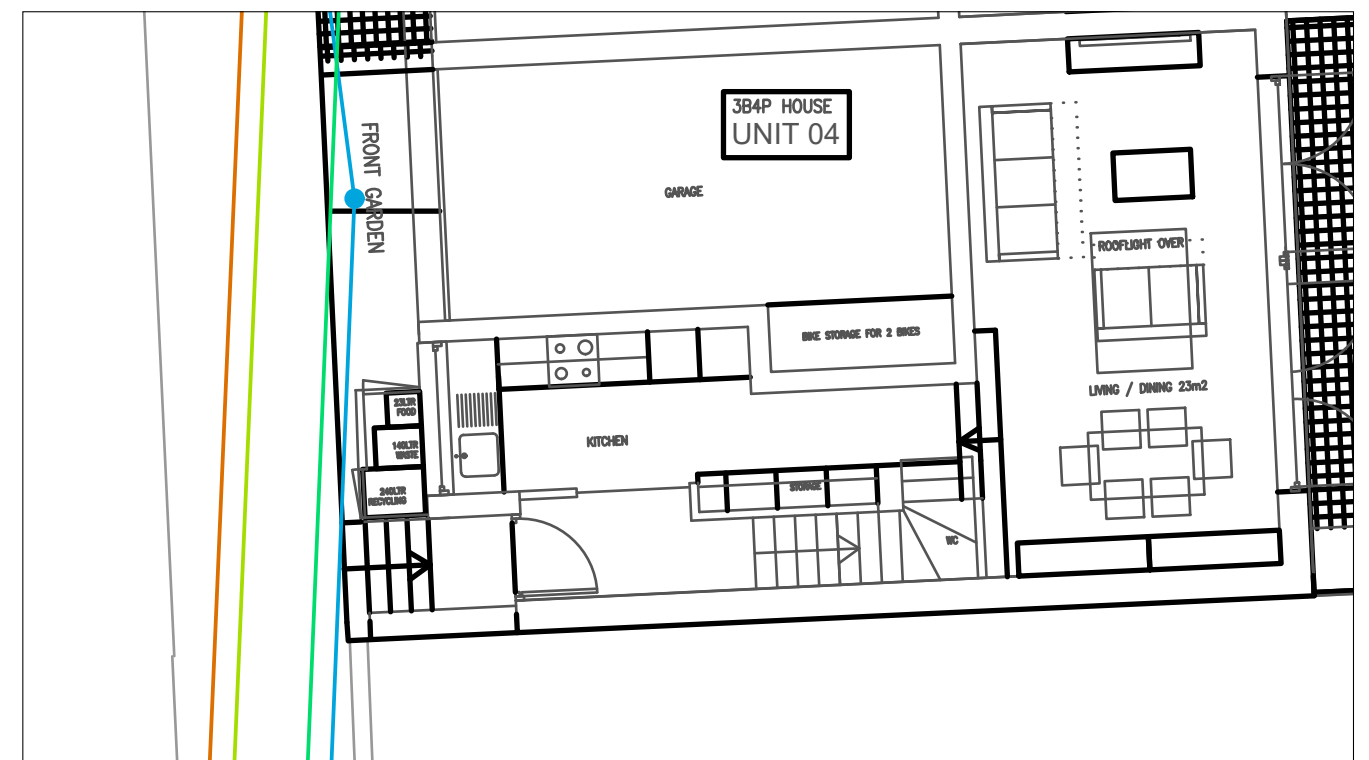
### Proposed Access:

On Send Road, the proposal is to replace the existing residential access and commercial forecourt with two double-width dropped-kerb vehicle crossovers to access the two pairs of proposed garages, thereby reducing the total length of existing vehicle crossover.

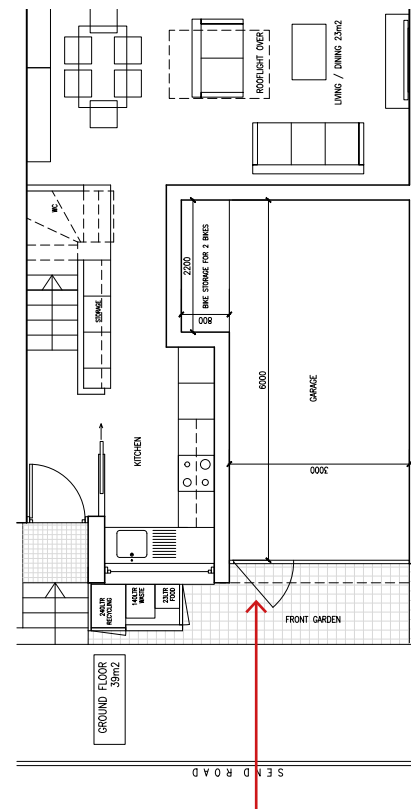
We have worked with the transport consultant to ensure the layouts along Send Road allow for the appropriate vision splays based on the ATC speed survey along the road. They have produced the drawings shown below and opposite showing the vision splays clear of any obstruction.

The ATC survey data shows that the 85th percentile speeds on Send Road are 21.8mph. Using guidance in Manual for Streets, this speed equates to a stopping sightdistance of 27.8m. The drawings provided show that visibility splays of 27.8m are achievable from each of the proposed garage accesses.

The proposed development also is expected to result in an overall reduction of daily vehicular movements in and out of Send Road, compared to the extant uses of the site.



Detail of the drawing opposite showing Unit 04 to the south of the site



Pedestrian (or wicket) door in main garage door



Examples of cedar garage doors with pedestrian access doors by Hormann (or similar)

## Parking: Please also refer to the Transport Statement

### Send Road Houses: Garage Doors

#### Proposed Access:

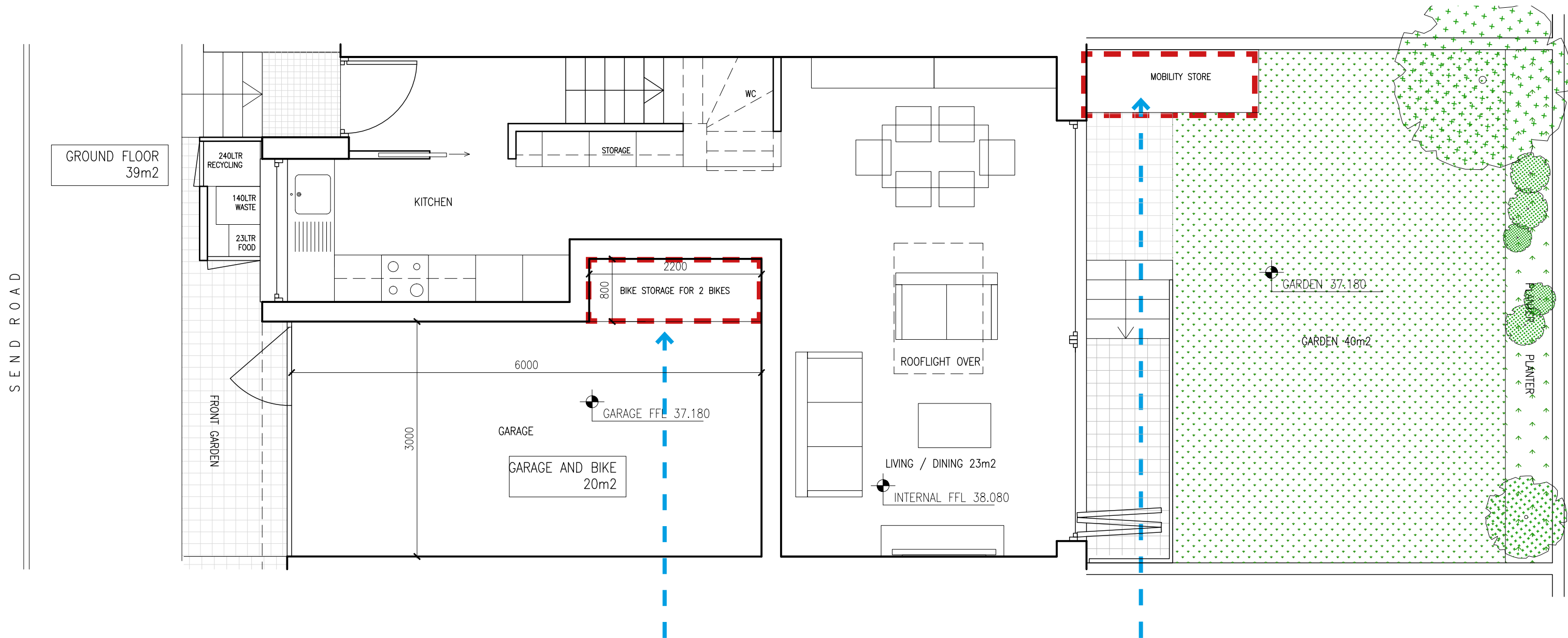
The garages along Send Road will incorporate a range of features to ensure they operate effectively for the location and proposed uses as described below.

For a sectional garage door like the Hormann one shown it can take as little as 8 seconds from closed to full opening. Opening can be via remote control in the vehicle, hand transmitter, key pad entry, or mobile app. Sectional garage doors also present very good insulation options, and because they open vertically upwards and are suspended under the ceiling there is space saving. It also means that all of the space inside and in front of the garage can be used / kept free. A sectional door like this can also accommodate a pedestrian door (also known as a wicket doors), enabling easy access for bicycles without having to open the full door. The threshold with a wicket door can be as little as 10mm high, which makes it easy to wheel a bike through.



Transport: Please also refer to the Transport Statement

## Send Road Houses: Cycle Storage



### Bike Storage:

Integrated bike storage for 2 full size bikes. Bike storage is clear from the car parking space, and with 3m width to the garage the bike is easily accessible even when a vehicle is parked in the garage. The bike store is fitted with double plug socket to allow for the potential charging of ebike and escooters

### Mobility Store:

There is also the potential to add further bike storage for 2 bikes in the rear garden of each house in the mobility store. The mobility store is designed to accommodate bicycles, escooters, hoverboards and other modes of personal mobility. It will feature a wildflower green roof and plug socket for electric charging.



## Parking Please also refer to the Transport Statement

### Forge Close Houses:

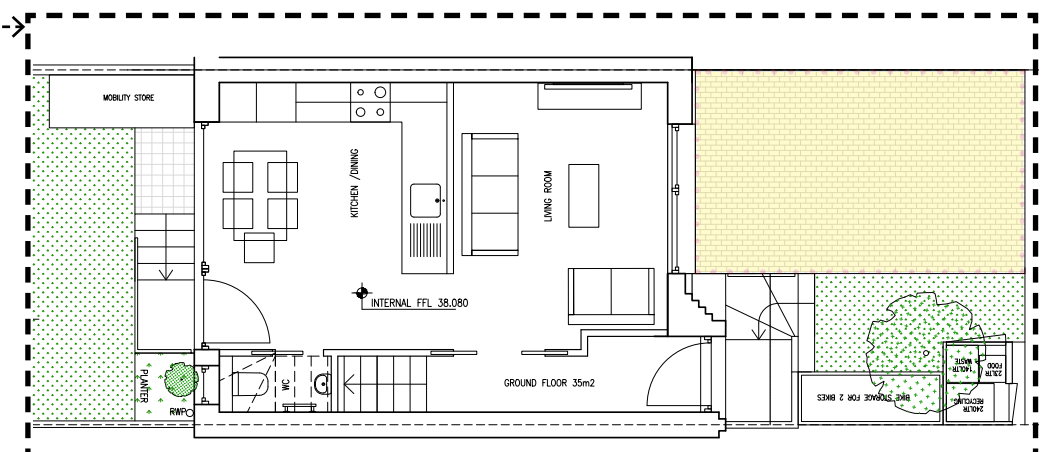
The building line along Forge Close reflects the cul-de-sac characteristics with the building line set back by approximately the same distance as the houses to the south. Therefore along Forge Close the parking is provided to the front of the houses in the external driveways. Each space is 5x3m.

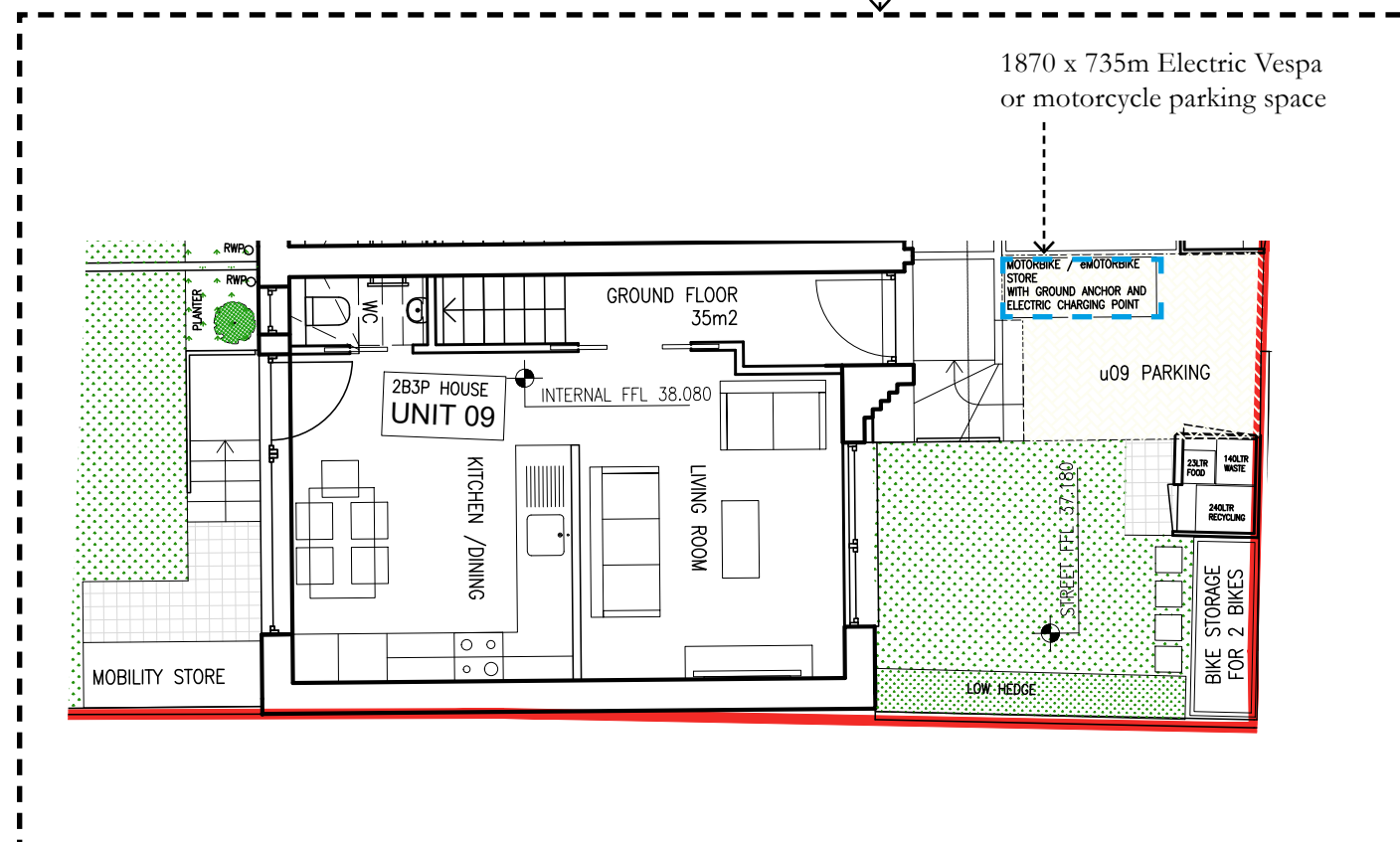
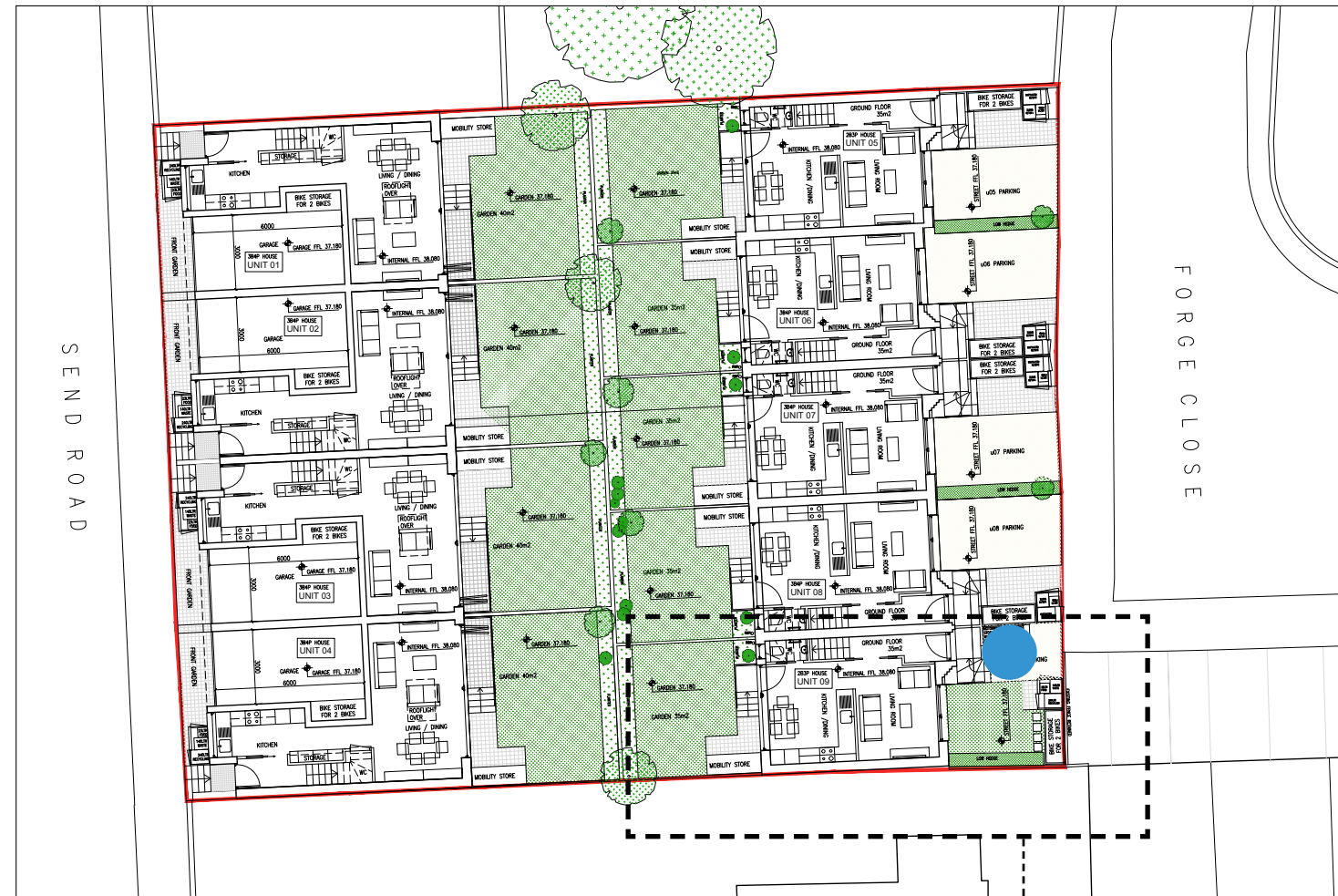
Along Forge Close we are providing 5 new homes and 4 car parking spaces. There are 3x 3bed houses, all with parking and 2x 2 bed houses, 1 indicated as car free, although evidence points to good availability of on street parking on streets within close proximity to the site. Please refer to the Parking Survey in Appendix 4 of the Transport Statement. The car free house is also specified with a motorbike or emotorbike space, including an electric charging point and ground anchor for security. Further detail is provided on the following page.

The spaces along Forge Close have been paired to increase the overall amount of street edge kerb that is sustained.

Electric vehicle charging facilities are provided externally as part of the integrated bike / bin storage area. The bike stores will also include plug points to enable charging of electric bikes and electric scooters.

- = Car Parking Space
- = Electric motorcycle parking space





## Parking Please also refer to the Transport Statement

### Forge Close Houses:

House 09 has an external parking area for a motorbike or electric motorcycle. This parking location will be fitted with a base plate or ground anchor and will also have an electric charging point suitable for electric motorcycles or mopeds.

● = Electric motorcycle parking space



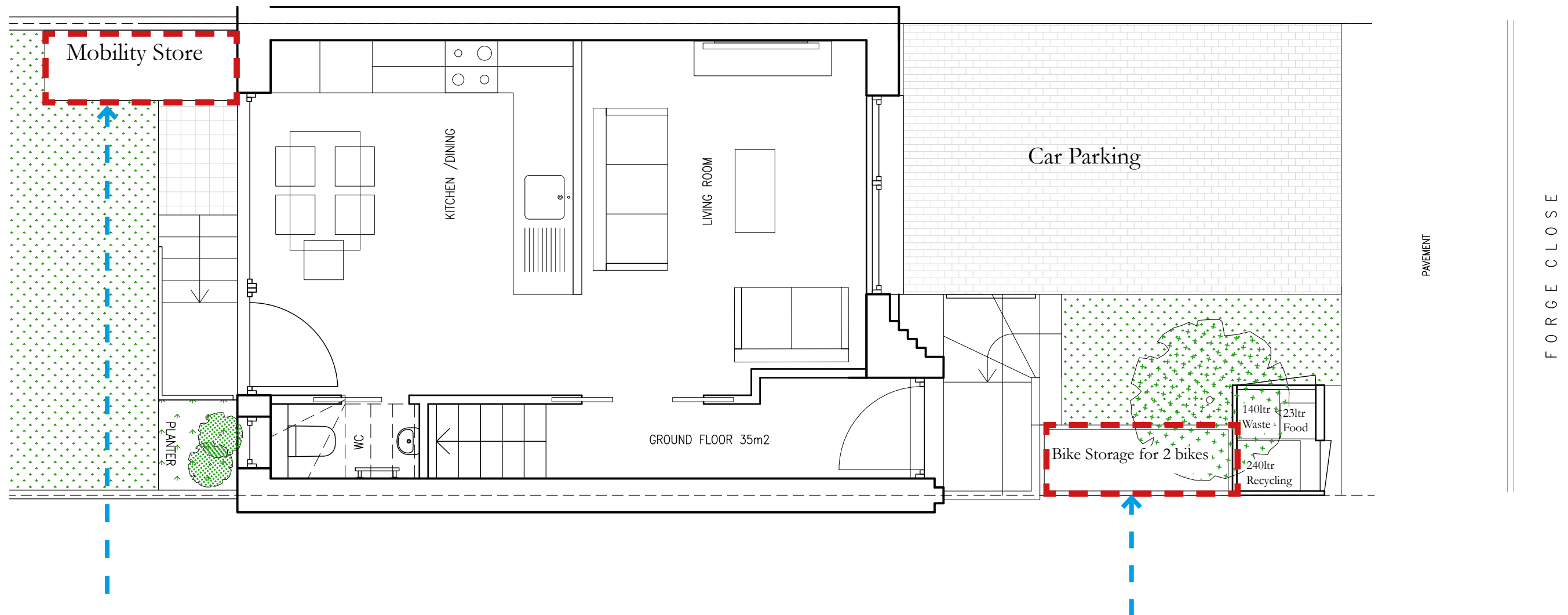
Electric Vespa



Secure ground anchor

Transport: Please also refer to the Transport Statement

## Forge Close Houses: Cycle Storage



### Mobility Store:

There is also the potential to add further bike storage for 2 bikes in the rear garden of each house in the mobility store. The mobility store is designed to accommodate bicycles, escooters, hoverboards and other modes of personal mobility. It will feature a wildflower green roof and plug socket for electric charging.

### Bike Storage:

Secure bike storage locker for two full size bikes. Electric vehicle charging facilities are provided externally as part of the integrated bike / bin storage area. The bike stores will also include plug points to enable charging of electric bikes and electric scooters.

## Flood Risk:

Please also refer to the Flood Risk Assessment  
Flooding and Sustainable Drainage Systems

The scheme has been specifically designed to meet the flood risk and climate change future-proofing requirements given the site is within EA Flood Zone 3. The flood and drainage consultants have worked closely with the Environment Agency (EA), the architects and landscape designers to optimise the scheme.

- The flood design parameters have been previously fully agreed with and approved by the EA.
- The exact EA requirements have been incorporated in the scheme for which permission is sought.
- The scheme is designed appropriately exactly the same as the EA approved and permission granted scheme adjacent to the north (Ref: 210279 - 389 Gosbrook Road).
- The scheme reduces the footprint that is below the EA's specific flood design level i.e. the 1in100year+35%cc, such that the scheme results in an increase in flood storage and hence reduces flood risk overall.

As per the EA's agreement in principle:

- The ground floor is raised to 300mm above the 1in100year+35%cc flood level on an approved void design
- There will be no habitable areas below the flood future-proofed design flood level
- The ground floor is raised on a flood void with foundation areas minimised to allow suitable flood void
- The underside of the floor slab (ceiling of the void) is raised to be at the 1in100year+35%cc openings and maximise below slab ebb and flow
- The flood void openings are designed in accordance with EA approval as per the approved scheme we designed adjacent
- The ground floor will still be fully flood resilient
- In order to meet the NPPF and LLFA requirements for further flood risk reduction, the scheme incorporates the highest form of SUDS (Sustainable Drainage Systems) including specifically:
  - Maximised porous and permeable areas
  - Integrated surface storage planters
  - Granular angular subbase minimal maintenance storage
- The EA confirmed that infiltration techniques are not allowed at this site due to the protection required for the groundwater. The strategy has therefore been optimised to store on site and discharge at the required restricted discharge rate using the existing connections as feasible. Full details are provided in the Flood Risk Assessment and SUDS Strategy (Ark Environmental, 2021) which concludes the scheme: "can be constructed and operated safely in flood risk terms, without increasing flood risk elsewhere, in fact reducing flood risk overall; it is therefore considered appropriate development in accordance with the NPPF/PPG".



Environment Agency map showing the planned Flood Alleviation Scheme for Lower Caversham. We have designed our scheme to be flood risk policy compliant, even if the FAS is not implemented.



## Landscape and Biodiversity:

The existing site is currently occupied by a single dwelling and a dilapidated light industrial unit. There is only modest amount of green space at the rear of 2 Send Road, and current biodiversity on the site is limited.

One of the main driving factors of the scheme is the intention to increase the biodiversity of the site through extensive and carefully managed landscaping.

Each house has its own rear garden of up to 40m<sup>2</sup> of private amenity space. Each garden will be planted with a range of plants, a lawn and trees of diverse species that will contribute to increasing canopy coverage.

The houses fronting Send Road will feature biodiverse green roofs, while all houses will feature wildflower blankets and other planting on the bike stores, mobility stores and bin stores.

The frontages of the houses on Forge Close will also have planting areas and new trees along the street.

Small areas of planting will also be incorporated. These include deep reveal window boxes to the ground floor large windows as well as planters on the top of the external bike / bin storage areas.

The intention for all these areas is that they are relatively domestic scale and therefore can be easily maintained and looked after by the various owners.

The new “green corridor” in the middle of the scheme provides a new outlook and sense of openness from the listed building to the north with views continuing through the centre.

The various landscape enhancements will also provide additional benefits in terms of sustainable drainage performance, with all the planters specified intercepting rainfall and the planters for the Forge Close houses being directly connected to the rainwater goods and providing on site attenuation.

Bird and bat boxes are to be specified on the buildings, sited on the appropriate elevations following consultation with the scheme ecologist. Further detail follows on the next page.



Existing site photo showing the lack of green space on site

## Landscape and Biodiversity:

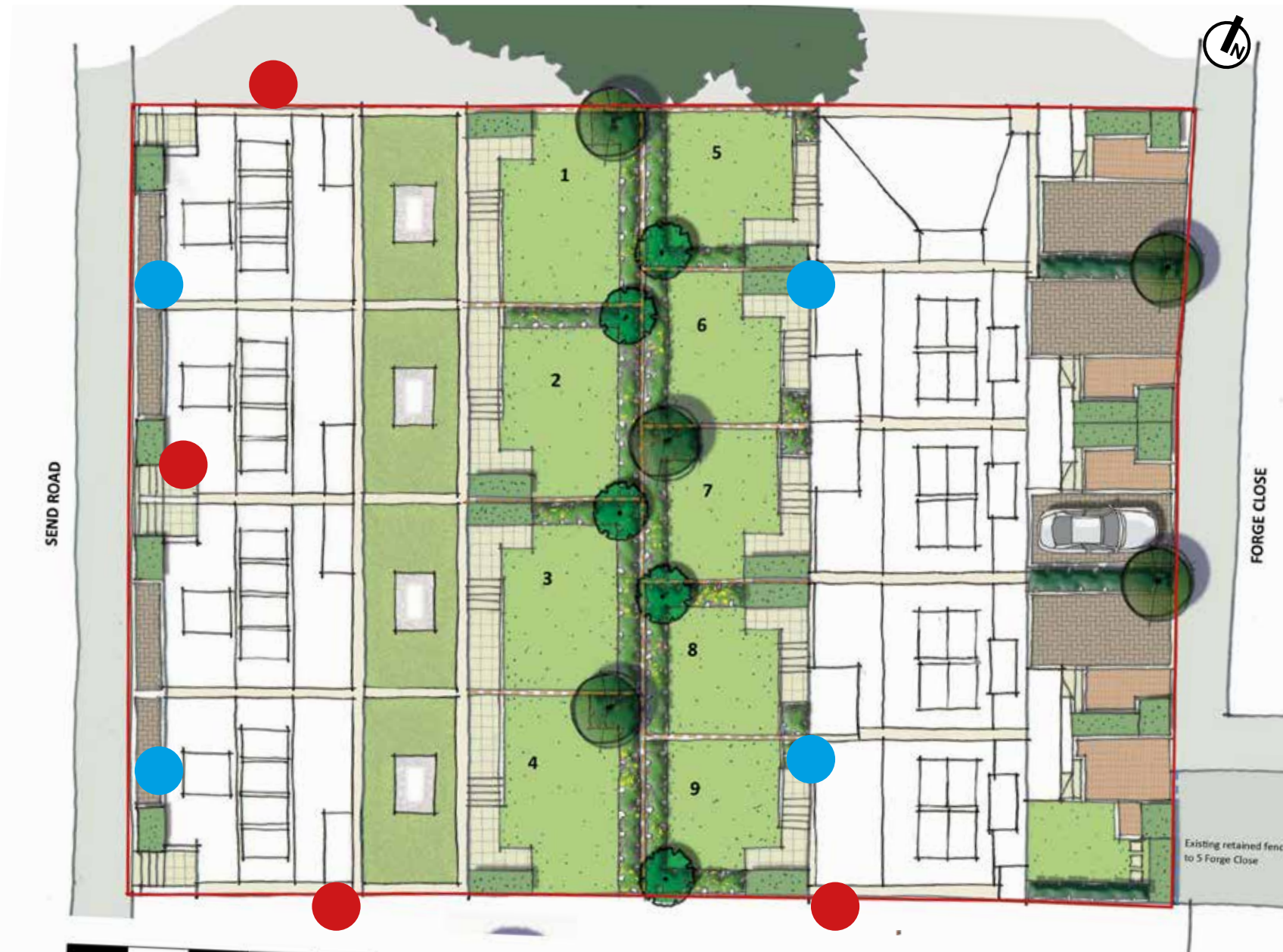
### Bats and Ecology:

Please also refer to Bat Scoping Report and Preliminary Ecological Appraisal

A preliminary ecological appraisal and bat scoping assessment of the site at 2-4 Send Road has been carried out by suitably qualified assessors. These surveys were carried out to understand the ecological constraints and opportunities in relation to the proposal.

They concluded;

- “Both 2 and 4 Send Road were assessed as having negligible bat roosting potential with all the building’s roofs either in good condition and sealed with mostly close fitting tiles, of tin construction, or felted with no potential bat access points. There was a single exception to this, with the bungalow supporting a very small area of raised tiles on the southeast corner.
- All trees on 2 Send Road were assessed as having negligible bat roosting potential.
- While the trees on 4 Send Road could not be inspected closely, the tree survey submitted with the associated planning application for 2-4 Send Road states that these trees are young self-seeded sycamores, with stem diameters below 150mm, and categorised as U and of no potential. This, coupled with a ground level inspection using high powered binoculars during the survey this group of trees are considered to hold negligible bat roosting potential.
- No further bat surveys of the buildings at 2 or 4 Send Road are recommended.
- Ecological enhancement opportunities include integrating bird and bat boxes into the new buildings, and amenity space planted with native tree species. Green roofs will be included on the Send Road fronting houses, and the houses on Forge Close will have planting areas and new trees along the street. Deep reveal window boxes will be incorporated into the large ground floor windows of all houses, as well as planters on the top of the bike and bin storage areas.



Landscape Masterplan - NTS

- New east facing bird boxes
- New bird boxes



Integrated bird and bat boxes