

Planning Design & Access Statement

Full application for the demolition of a single storey building and the erection of a pair of two-bedroom semidetached dwellings.

Land to the rear of 578 Oxford Road, Reading, RG30 1EG

This statement is produced to support a planning application for the erection of a pair of two-bedroom semi-detached dwellings, following the demolition of a single storey building on the site. This planning statement will cover the background to the application and provide the necessary information to enable its determination by officers at the Council.

In addition to this planning statement, the application is accompanied by the appropriate planning application forms and ownership certificate, duly signed and supported by the following documents:

- Site location Plan
- Proposed Block Plan
- Existing Floor plans and Elevations
- Proposed Floor Plans and Elevations
- Design and Access Statement

The relevant application fee will be submitted by the applicant separately.

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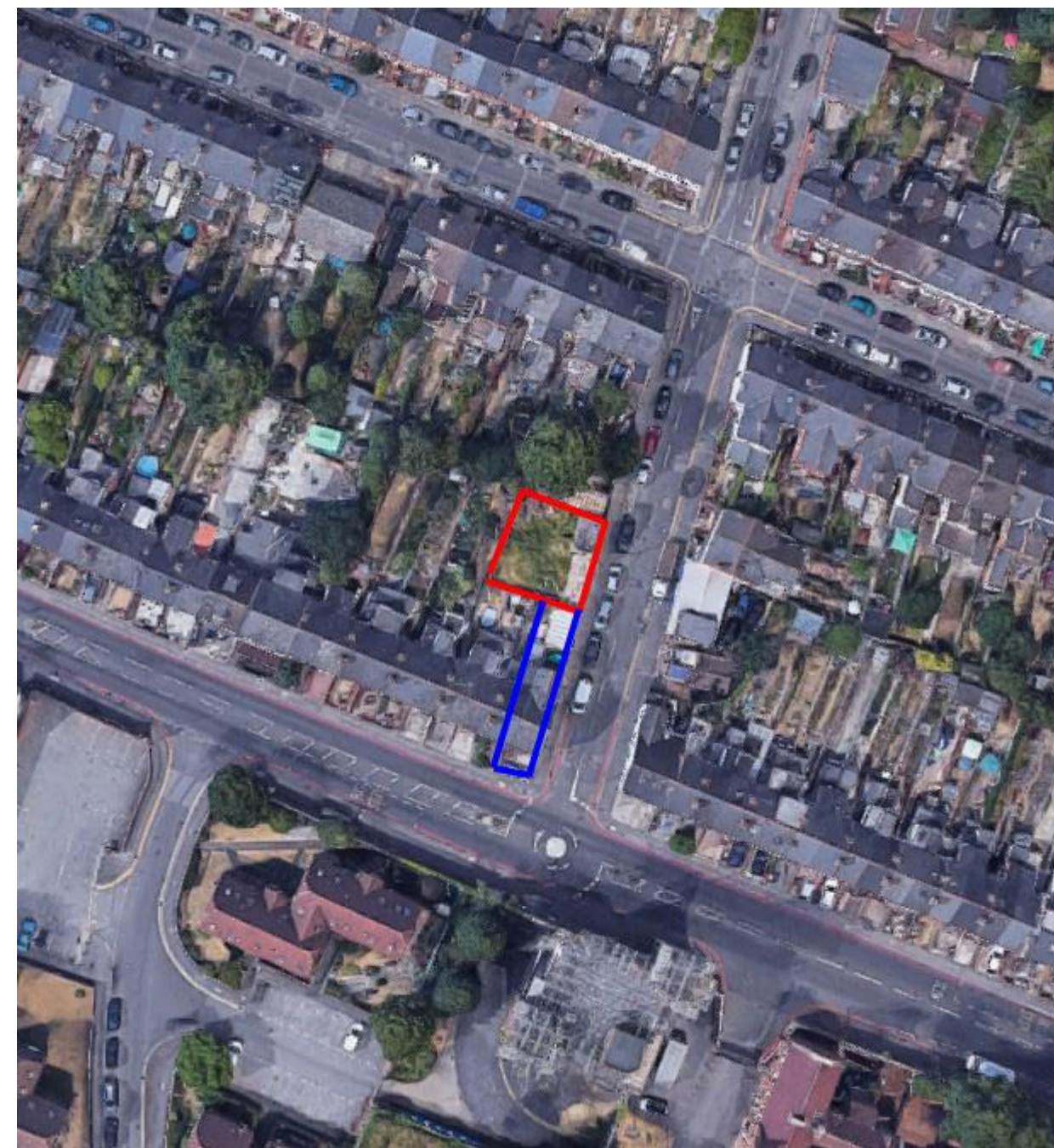


Figure 1 Aerial View of the Site



Site Location and Description

The application is located to the rear of 578–584 Oxford Road and addresses Gordon Place. The site comprises of a single storey building which has an existing commercial use. Two semi-detached dwellings are located on the opposite side of the road and are the only dwellings to address this section of Gordon Place.

The site has been subject to previous applications to deliver new housing on the site:

Planning History

The following applications are relevant to the site:

- 171466 – Approval of demolition of existing rear buildings, erection of a two-storey rear extension to 578 Oxford Road and construction of 2 no. one bedroom dwellings (Resubmission of 12/01735/FUL (121769)
- APP/E0345/A/13/2196625 – Appeal upheld for the demolition of existing rear buildings, erection of a two-storey rear extension to 578 Oxford Road and construction of two x one-bedroom dwellings.
- 121769 – Refusal of demolition of existing rear buildings, erection of a two-storey rear extension to 578 Oxford Road and construction of two x one-bedroom dwellings (resubmission of 12/00703/FUL)
- 121191 – Refusal of demolition of existing rear buildings, erection of a two-storey rear extension and construction of 3 x 1-bedroom dwellings

Proposed Development

The site seeks approval to allow the addition of a modest two storey rear extension to both dwellings approved by 171466. The enlargement will allow for the addition of a bedroom for each of the dwellings, resulting in two 2-bedroom semi-detached dwellings. The proposal still seeks to provide the development with respective private gardens, rear pedestrian access and will incorporate soft landscaping, assisting the development to assimilate into the wider area. A pedestrian side entrance is proposed for each of the dwellings to allow for direct access into the rear garden space and cycle and refuse storage.

Policy Assessment

- CC1: Presumption in Favour of Sustainable Development
- CC2: Sustainable Design and Construction
- CC3: Adaptation to Climate Change



Figure 2 View of the site from Gordon Place



Figure 3 Existing building on the site to be demolished



- CC7: Design and The Public Realm
- CC8: Safeguarding Amenity
- EN14: Trees, Hedges and Woodland
- EN18: Flooding and Drainage
- H1: Provision of Housing
- H2: Density and Mix
- H3: Affordable Housing
- H4: Build to Rent Schemes
- H5: Standards for New Housing
- H9: House Extensions and Ancillary Accommodation
- H10: Private and Communal Outdoor Space
- TR3: Access, Traffic and Highway-Related Matters
- TR5: Car and Cycle Parking and Electric Vehicle Charging

Principle of Development

The principle of residential development in this location is established by Local Plan policy and recent upheld Appeal and subsequent application. This proposal seeks to deliver two 2-bedroom dwellings which would suit new or young families and would make a contribution to the Councils 30.5% requirements as set out in Figure 4.6 of Local Plan Policy H3 addressing the Boroughs density and mix requirements.

The main issues for considerations are impact on highway safety, character and appearance of the area and residential amenity.

Highways Implications

As with the previously supported scheme and surrounding dwellings, the site is unable to provide onsite parking spaces. However, Gordon Place benefits from on-street parking and visibility splays are maintained by way of 'NO waiting' restrictions at the junction onto Oxford Road.

As addressed in the Inspectors decision the existing commercial use will no longer require a space outside and the dropped kerb will be extended in accordance with the previous approved proposal.

The impact of not providing the required spaces cannot therefore be considered to have an unacceptable impact on highways safety resulting in severe harm to wider road network.



Figure 4 Existing semi-detached dwellings on Gordon Place



Figure 5 Proposed front elevation. Dotted red line is outline of approved application 171466



Additionally, the site is located approximately 100metres from a frequent bus service to the Town Centre, making this a sustainable location to access services and employment without the use of a private vehicle.

The proposal provides cycle and refuse storage in the rear gardens of each dwelling, accessed by separate side entrances allowing occupants to easily present bins onto the Highways on the required days.

Character and Appearance

The principle elevation will maintain the character and appearance as the approved scheme in respect of materials, roof formation and window detailing. The design does not seek to replicate the opposite dwellings but is an appropriate response to the design.

Although this area of Gordon Place only has two existing dwellings, the proposal will maintain the prevailing rhythm of development by way of delivering frontage dwellings directly addressing the street scene. The proposed dwellings will include a rendered infill faux window panel on each flank elevation, to provide visual interest in the street scene.

The inclusion of the two-storey rear extension will not appear obstructive or incongruous with the area given its close relationship and similar appearance with the existing built form.

Residential Amenity

Although there will be a two-storey rear projection of 2.6 metres, the development will maintain a good area of private amenity space for each of the dwellings and will not alter the relationship with existing dwellings in terms of loss of privacy, loss of light or overbearing effects. The two rear windows and two roof lights are proposed to serve the bathrooms, windows being fixed and obscured.

Tree Protection

There are no trees affected by this proposal.

Affordable Housing

In accordance with Policy H3 the applicant will provide a financial contribution equivalent of 10% of the housing to be provided as affordable housing elsewhere in the Borough. A unilateral undertaking for the off-site financial contributions was submitted to and approved by the Appeal Inspector. This document can be varied to encompass the increase in contribution required resulting from the new development or a new agreement may be signed if preferred by the Council.

CIL

The application does not seek CIL exemption and is therefore liable in accordance with the adopted charging schedule.



Figure 6 Proposed rear elevation

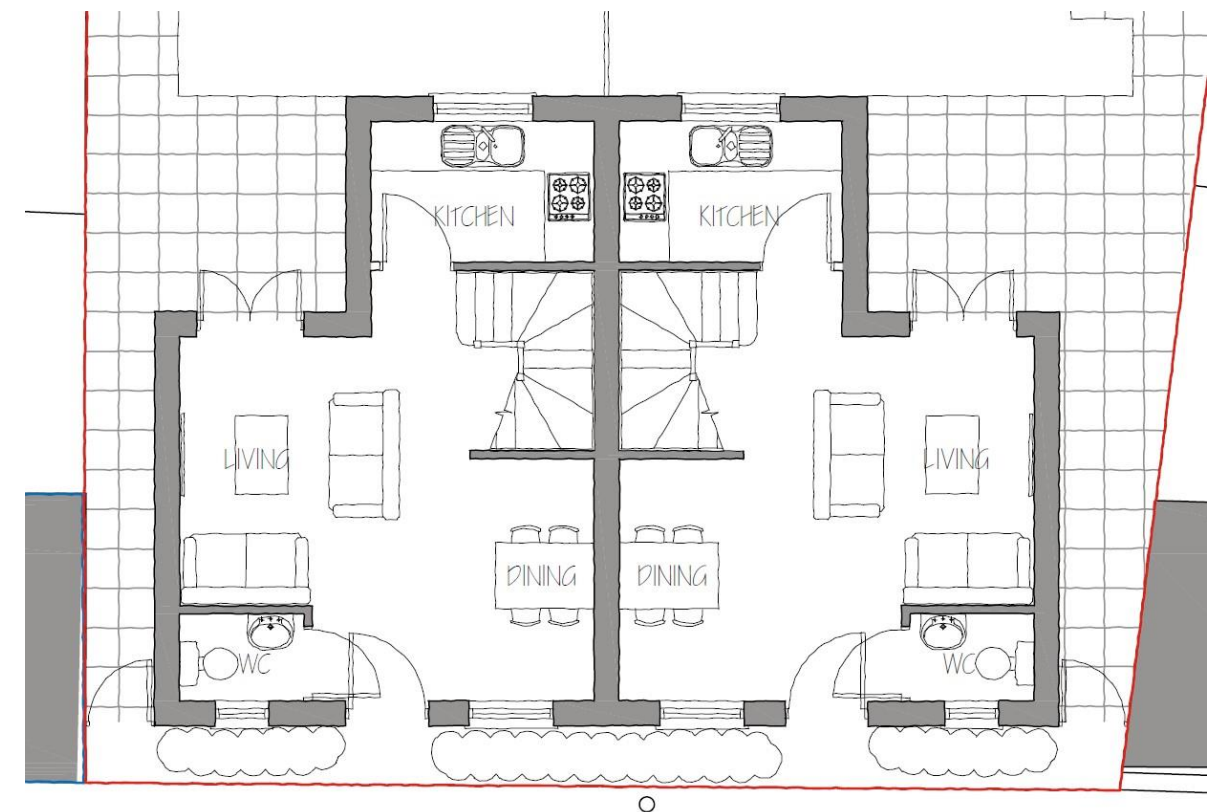


Figure 7 Proposed ground floor plan



Conclusion

This statement has demonstrated that the proposed development is acceptable in principle and makes efficient use of land in a sustainable location within the Borough. Material planning considerations have been analysed and it has demonstrated the site can be developed as proposed without adverse effects on the character of the area, amenity of neighbouring dwellings and adjacent highway network.

Overall, the proposal is compliant with the relevant local and national policy and guidance and would contribute an appropriate windfall site to the Borough's housing supply, where available land supply for residential development is limited.

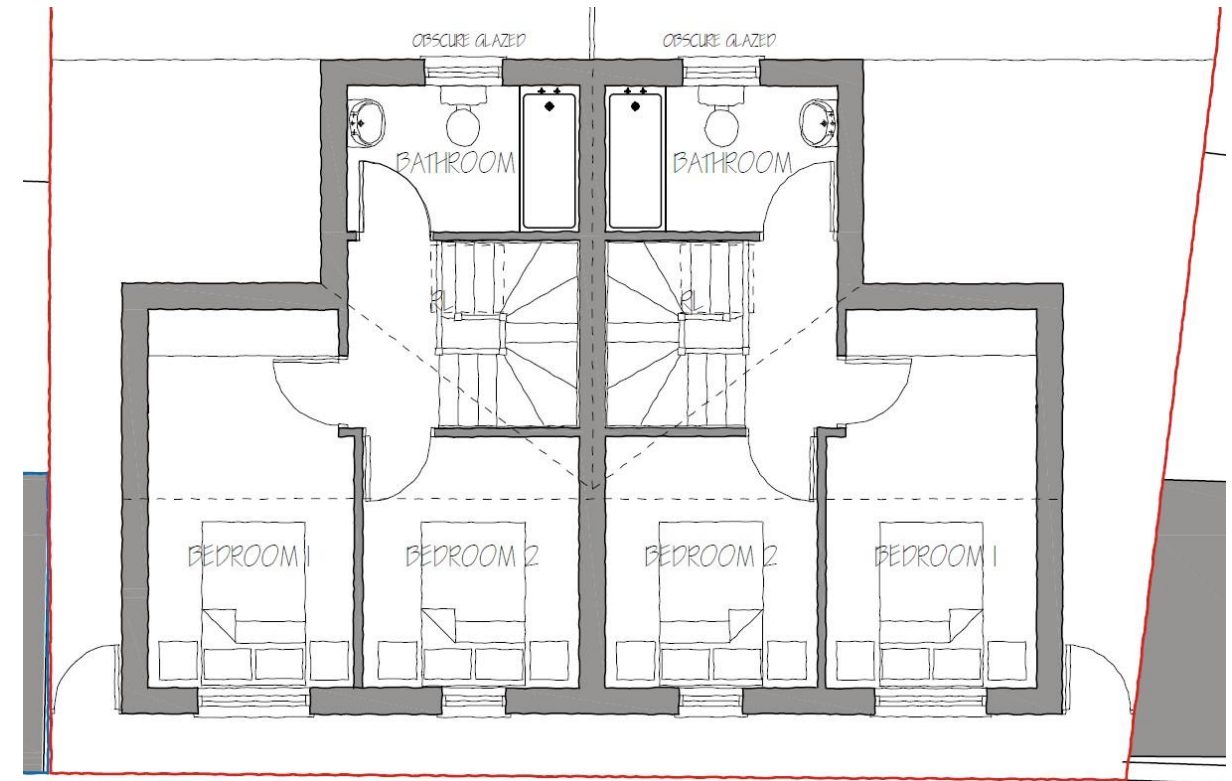


Figure 8 Proposed first floor plan