

Planning, Design, Access and Sustainability Statement

39 BRUNSWICK HILL
READING

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Introduction

This statement is submitted in support of a planning application by Mr Eric Benjamin for the conversion and extension of the existing property to form 9No. flats at 39 Brunswick Road, Reading.

The Design and Access element of the Statement has been produced in accordance with guidance published by the Commission for architecture and the Built Environment (CABE) and covers the following:

- An analysis of the site as existing, the immediate area and the wider context.
- A description of the design process followed to reach the final design solution, covering the subjects of Use, Amount, Layout, Scale, Landscaping, and Appearance. It considers the constraints of the site and relevant local and national planning policies to demonstrate that the proposed scheme is well conceived with the aim of integrating with its surroundings.
- Considers accessibility within the site and the proposals relationship to transport links in the surrounding area, as well as inclusive access for the elderly and the disabled. It justifies the location of pedestrian and vehicular access points to the site and establishes accessibility to public transport.

The application is accompanied by the following reports:

- i) Planning, Design and Access Statement – Davis Planning Ltd
- ii) Ecological Survey – Arbeco Ltd
- iii) Tree Survey and AIA – Tree Management Consulting LLP
- iv) Viability Report – S106 Management
- v) Environmental Noise Assessment – Paragon
- vi) Vibration Assessment – Paragon
- vii) Affordable Housing, Energy and Sustainability – Davis Planning Ltd
- viii) Bat Building Assessment – Arbeco
- ix) Air Quality Assessment – Air Quality Consultants Ltd

1 The Site and Surroundings

The site lies within the defined urban area of Reading in a highly sustainable location close to a range of services and transport links including Reading West Railway Station which lies approximately 500m to the south east of the site.

The site is located on the western side of Brunswick Hill, Reading and comprises of an existing dwelling of substantial scale, with a three storey gable on the front elevation and a two and a half storey element on its southern side. The existing building fronts onto Brunswick Hill and benefits from a vehicular access on its northern side. There is also a single storey garage on the northern side of the dwelling, within its curtilage. It also benefits from a relatively large rear garden which backs onto railway land. The railway is sunk into a cutting. There are a number of trees in the rear garden of the property. Land levels across the site drop from north to south.

The front boundary of the site is formed by a brick wall of varying height, with two sets of entrance gates. Other boundaries are defined by walls, fences, trees and hedges.

The surrounding area is highly mixed in character, comprising of 2 – 4 storey detached and semi-detached houses of varying styles including purpose built modern blocks of flats and a number of larger properties, some of which have been converted into flats. A feature of these higher density development is the accesses and parking arrangements which are often provided to the rear of the properties.

To the north of the site is No.35 Brunswick Hill which is a detached two storey dwelling which fronts Brunswick Hill. Beyond this are a number of semi-detached properties of varying age, architectural style and scale. To the south of the site are a number of mainly two storey detached and semi-detached dwellings. There is a large 3-storey flatted scheme on the western side of Brunswick Hill at its junction with Tilehurst Road. On the opposing corner, there is a further 3-4 storey flatted scheme. Overall the existing street scene is highly mixed in character and appearance.

The current proposal is to create a flatted development of a high quality design. The submission is in response to the earlier proposal to redevelop the site for 9no. flats (190522) which is now at appeal. This proposal retains the existing and historically important parts of the building which make the principle contribution towards its significance including the principle external walls, fenestration, chimneys and roof. Extensions are proposed to the rear to achieve a viable and policy compliant density.

Multiple flat development up to 4 storeys in height on corner of Brunswick Hill



3 storey modern flats in Brunswick Hill with frontage and rear parking



Access to garage court directly opposite the application site



3-4 storey building on corner of Brunswick Hill/Argyl Road



2 Planning History

The planning history of the site is as follows:

05/00886/OUT – Demolition of nos.35-39 and erection of 5no. 4-bed town houses. Refused on 1st November 2005 on the following grounds:

- Failure to recognise the individuality and mixture of properties in the area;
- Overbearing impact on no.33;
- Insufficient density (i.e. below 30dph);
- Dominating impact of hardstanding at the front of the site;
- Failure to enter into a S106.

891317 /891318 – Demolition of existing house and garage, construction of 10 flats with associated car parking. Refused.

An application was submitted in 2017 to demolish the building and erect 10 apartments (ref.171719). The application was refused on 15.03.2018 for a number of reasons. The decision was the subject of an appeal which was dismissed on 14.11.2018. In dismissing the appeal, the Inspector made the following points:

- i) The building does not warrant inclusion on the Council's local list as there is little in its form, siting, landscape or plot arrangement that makes it remarkable (para.5);
- ii) Its heritage interest has more than sufficient architectural significance to be a material consideration in determining the appeal. The Framework requires a balanced judgement to be made in these circumstances and the total loss of the heritage asset would conflict with Policy CS33 which weighs against the proposal (para.6);
- iii) The building would appear uncharacteristically wide from the front, and its northern flank would appear unusually long and lacking in articulation. Whereas the entrances to the houses on this side of the street tend to lead through front gardens, the proposed entrance would be access off the side road to the rear car park. The domestic scale of the entrance and its ancillary position does not suggest it is the common entry to 10 flats (para.7);
- iv) The higher eaves of the proposal would step upwards from its neighbour up the hill rather than downwards. With exclusively hipped corners, the largely mono pitched enclosure around the high level flat roof would appear the poor relation to the street, and conspicuously so in views down the hill. The effects of its mass would be a building of uncharacteristically great bulk, incompatible with the closer grained

scale of the houses beside it and the finer texture of their modelling (para.8);

- v) The proposal would not provide an appropriate mix of dwellings (paras.12-16);
- vi) The appellant has demonstrated the scheme is not viable with affordable housing and therefore there is no conflict with Policy DM6 (paras.17-18);
- vii) The proposal provides acceptable living conditions for future occupiers (paras.23-24);
- viii) The proposal provides suitable access to the parking area (paras.25-27).

Following this decision, a revised application was submitted for 9no. flats (190522) and this was recommended for approval at the July Planning Committee with officers being satisfied that the applicant had overcome the earlier concerns raised by the appeal Inspector. Following a member decision to refuse permission against officer advice, the application to redevelop the site is now at appeal.

3 Relevant Planning Policies

Government Guidance

National Planning Policy Framework (2019) The Revised NPPF sets out the Government's planning policies and how these should be applied. It confirms that applications should be determined in accordance with the development plan unless material considerations indicate otherwise (paragraph 2). The NPPF must be taken into account in the preparation of the development plan and is a material consideration in planning decisions. Paragraph 212 of the NPPF confirms that the policies in the Framework are material considerations which should be taken into account in dealing with applications from the day of its publication.

Paragraph 7 of the revised NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 states that in achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective, a social objective and an environmental objective. Paragraph 10 states that '*So that sustainable development is pursued in a positive way, at the heart of the framework is a **presumption in favour of sustainable development** (paragraph 11).*

The presumption in favour of sustainable development does not change the status of the development plan as the starting point for decision making.

Chapter 4 states that in determining applications, local planning authorities may give weight to relevant policies in emerging plans according to:

- *The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);*
- *The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and;*
- *The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given);*

Chapter 11 is concerned with making effective use of land. Paragraph 117 states that planning policies and decision should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 122 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) Local market conditions and viability;
- c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use
- d) The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) The importance of securing well-designed, attractive and healthy places

Paragraph 123 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.

Chapter 12 is concerned with achieving well designed places. It states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development and helps to make development acceptable to communities.

Paragraph 127 states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities;
- d) Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 197 states that the effect of an application on the significance of a non designated heritage asset should be taken into account in determining the application. In weighing up applications that directly or indirectly affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the asset.

The Development Plan

Reading Borough Local Plan (Adopted November 2019)

The following policies are considered relevant:

Policy CC1 - Presumption in Favour of Sustainable Development. States that a positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the

National Planning Policy Framework. Where appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible.

The policy continues by stating that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Planning applications that accord with the policies in the development plan will be approved without delay, unless material considerations indicate otherwise. Proposed development that conflicts with the development plan will be refused, unless material considerations indicate otherwise.

Policy CC7 – Design and the public realm. States that all development must be of a high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located. The various components of development form include: layout; landscape; density and mix; scale (height and massing); and architectural details and materials. These will be assessed to ensure that the development makes a positive contribution to the following urban design objectives:

- Character;
- Continuity and enclosure;
- Quality of the public realm and provision of green infrastructure and landscaping;
- Ease of movement and permeability;
- Legibility;
- Adaptability;
- Diversity.

Development will be assessed to ensure that they, amongst other matters:

- Respond positively to their local context and create or reinforce local character and distinctiveness, including protecting and enhancing the historic environment of the Borough and providing value to the public realm;
- Are visually attractive as a result of good high quality built forms and spaces, the inclusion of public art and appropriate materials and landscaping.

Policy EN4 – Locally important heritage assets. This policy relates only to development proposals affecting buildings already on the local list.

Policy CC8 – Safeguarding amenity. Requires that development does not result in a detrimental impact on the living environment of existing residential properties or unacceptable living conditions for new residential properties in terms of:

- Privacy and overlooking;
- Access to sunlight and daylight;
- Visual dominance and overbearing effects of a development;
- Harm to outlook;
- Noise and disturbance;
- Artificial lighting;
- Vibration;
- Dust and fumes;
- Smell;
- Crime and safety.

The position of habitable rooms, windows and outdoor living spaces will be particularly important. A back to back distance of 20 metres between dwellings is usually appropriate.

Policy H2 – Density and mix. States that the appropriate density of residential development will be informed by:

- The character and mix of uses of the area in which it is located, including the housing mix, and including consideration of any nearby heritage assets or important landscape or townscape areas;
- Its current and future level of accessibility by walking, cycling and public transport;
- The need to achieve high quality design;
- The need to maximise the efficiency of land use; and
- The need to minimise environmental impacts, including detrimental impacts on the amenities of adjoining occupiers.

Indicative densities are set out in figure 4.5. The application site has an urban context and therefore the density range is 60-120 dwellings per hectare.

Wherever possible, residential development should contribute towards meeting the needs for the mix of housing set out in figure 4.6. This confirms that 30.5% should be 2 bed properties which is the second highest demand size. The minimum 50% 3 bed requirement is only applicable for sites of 10 or more dwellings.

Policy H3 – Affordable housing. States that site of between 5-9 dwellings will require a financial contribution equivalent to 20% of the housing to be provided. Where proposals fall short of the policy target as a result of viability considerations, an open book approach will be taken with the onus on the applicant to demonstrate the circumstances justifying a lower affordable housing contribution.

Policy H11 – Development of private residential gardens. States that proposals for new residential development that includes land within the curtilage or the former curtilage of private residential gardens will be acceptable where:

- 1) The proposal makes a positive contribution to the character of the area in terms of: relationship to built form and spaces; a layout that integrates with the surrounding area; providing hard and soft landscaping; compatibility with building heights within the surrounding area; materials and elevational detail; arrangement of doors and windows;
- 2) The site is of an adequate size to accommodate the development in terms of spacing, landscaping and space for access and parking;
- 3) The access meets highways standards;
- 4) The proposal does not lead to tandem development;
- 5) The design minimises exposure of existing private boundaries to public areas;
- 6) The proposal does not cause significant detrimental impact to the amenity of adjacent or nearby occupiers;
- 7) The emphasis is on family-sized housing.

4 The Proposal

The proposal is for the conversion and extension of the existing building to form 9No. flats.

Principle of Development

The application site amounts to an area of 0.14 hectares (0.35acres) and is in a highly sustainable location, being only a short distance away from Reading West Railway Station and a range of shops, services and local facilities. The principle of extending existing properties within the urban area and converting them to form additional dwellings is well-established and supported by both the Development Plan (Policy H2) and Government policy.

Previous applications and the current appeal have sought to redevelop the site and this had been justified through a Heritage Assessment which weighed these proposals against paragraph 197 of the NPPF (i.e. the balanced judgement). The conclusion of both the report and the Council's Conservation Officer was that the building was of a 'low heritage interest' and that its loss had to be seen in this context as well as the public benefits that would arise through the provision of additional dwellings in a sustainable location. However, following the Council's recent decision to refuse permission for a redevelopment, the applicant has re-evaluated the site and is now willing to retain the existing building with extensions in order to find some common ground and agreement with local politicians and members of the Planning Committee. However, the appellant has lodged an appeal against the earlier refusal of permission with a decision expected by the spring of 2020.

The NPPF sets out a presumption in favour of sustainable development and paragraph 8 identified that there are three objectives to sustainable development comprising (i) economic, (ii) social and (iii) environmental. The proposal meets with all of these roles, as follows:

i) An economic objective

The proposed development provides a number of material benefits to the local economy:

- It provides 9no. flats in a sustainable location making a contribution towards local and national housing land supply;
- It would result in local employment opportunities in the construction industry. For every new home built, up to two jobs are created for a year (as set out in the Government Housing Strategy for England (2011);
- Provides contributions to the Council in the form of the New Homes Bonus that can be spent on local infrastructure enhancements;

- The new residents resulting from the scheme will help to sustain the key services in the area.

ii) A social objective

Wider benefits to the wider community include:

- Providing high-quality residential accommodation which represents a high standard of design that enhances the character of the area;
- Increases opportunities for home ownership;
- Increase the number of residents in the locality to support local community facilities.

iii) An environmental objective

The scheme provides a number of benefits to the wider environment such as:

- Retention of the existing building which the Council consider to be a 'Non-designated Heritage Asset';
- The site is sustainable located within the urban area of reading, with public transport links and services located in close proximity;
- The scheme responds positively to local context, respecting the character and appearance of the area;
- Secures a landscaping scheme, to the benefit of the site and the surrounding area.

By meeting the economic, social and environmental goals the proposed development accords with the sustainable development principles contained within the NPPF and the proposal is acceptable in principle.

The scale and density of the development meets the objectives of Policies CC7 and H2 of the Local Plan. The proposed density of 64dph is at the lower end of the range recommended under Policy H2.

Impact on the street scene and local character

The context of the application site and the surrounding area has been carefully analysed and fully taken into account in designing the application proposal. In particular, the design of the proposal is informed by the local context. In designing the proposal, regard has been had to the relevant development plan policies and in particular to the Council's recent decision to refuse permission to redevelop the site. As stated above, this has prompted the applicant to re-evaluate his position and to retain the existing property with extensions in order to achieve the lowest viable number of dwellings (i.e. 9no. apartments).

The retention of the existing property and extensions, mainly located to the rear, provides for an integrated and distinctive development that reflects adjacent properties and also responds positively to local character in the form of building designs, materials, layout and landscaping. The front faced, including the location of the main entrance and fenestration detailing will be completely unchanged as a result.

The extensions will sit below the height of the existing property and will utilise matching brick detailing, windows and materials. The 'Proposed Details Plan' (18-J2690-109) confirms the use of slate roof, white timber windows and boarding, stone detailing and red bricks to ensure all of the new elements match the existing host property. The proposal is therefore consistent with Policy CC7 and indents 1 and 2 of Policy H11. The proposal does not involve tandem development and therefore there is also no conflict with indent 3 of Policy H11.

Impact on neighbouring dwellings and amenity of proposed occupiers

The proposed extensions and internal remodelling have taken into account the siting of the adjacent dwellings and window positions and ensures that no loss of amenity will occur as a result of loss of light or privacy. Care has been taken in positioning windows within the proposed building. The two flank bedroom windows facing No.35 will both be bay windows with the facing element being obscurely glazed and only the side elements being clear thereby protecting privacy.

The proposed building only projects a short distance beyond the rear elevation of No.41 Brunswick Road and is set in from the boundary with No.35 Brunswick Road due to the location of the new driveway. This will ensure that the proposed building will not be overbearing when viewed from adjacent dwellings. Policy CC8 and indent 6 of Policy H11 are therefore met as there would be no significant detrimental impact to the living environment of existing properties.

All of the flats will have a suitable outlook. As levels fall towards the rear of the site, the existing basement level is already partly above ground level and therefore the excavation required to provide daylight and outlook to flat 1 is relatively minimal.

Housing Mix and Affordable Housing

The proposal provides for the following housing mix:

- 3 x 1-bed
- 6 x 2-bed

The proposed mix is considered appropriate in this highly sustainable location and there is no requirement to provide 3 bed properties for developments below 10 dwellings. In addition, whilst it is acknowledged that Policy H11 seeks an 'emphasis' on family-sized units, it should be noted that this revised proposal

provides a higher number of 2 bed flats than the earlier application. Policy H2 recognises 2 bed units as being the second most important dwelling size in terms of future housing demand. In addition, the proposed ground floor flat facing Brunswick Hill is very large (i.e. it reflects the built coverage of the existing ground floor dwelling) due in part to its partial use of the existing basement and is of a size that could be comfortably occupied as a family dwelling. In this respect the proposal maintains the same level of family sized units on the site.

The application is accompanied by an Affordable Housing Viability report produced by S106 Management. This confirms that no contribution is justified on viability grounds for a 9 flat scheme on this site. There is therefore no conflict with the NPPF/NPPG and Policy H3. The applicant is willing to accept the same stipulation in the S106 in respect to the profit margin and future re-assessment of the affordable housing contribution.

Trees / Ecology

The application is accompanied by a Tree Survey and Ecological Survey which address these issues in detail. The tree survey confirms that the trees proposed to be removed are mainly domestic fruit trees with remaining trees being of low quality. The 4no. trees to be retained are all within the C category. The ecology report has not identified any ecological potential for the site. Neither of these matters were raised by the earlier appeal Inspector as being determinant in the appeal decision or by the Council in their most recent decision.

Access and Parking

The proposed flats will be accessed from Brunswick Hill via the existing access which will be widened. A driveway is proposed on the northern side of the building, leading to a parking courtyard, comprising of 12no. spaces. The Council and earlier appeal Inspector have not objected to this arrangement and the proposal therefore meets indent 3 of Policy H11.

The proposal complies with the Council adopted parking standards (Zone 2) and this level of parking provision is considered appropriate given the sustainable location of the site, being only a short walk from Reading West Station and close to a range of bus services along the nearby Oxford Road and Tilehurst Road.

5 Design

In summary:

- The scheme will provide for 9No. flats (3 x 1-bed and 6 x 2-bed) in a highly sustainable location.
- The extension will maintain the 2½ storey height of the existing building which is now proposed for retention.
- The proposal respects the established building lines along Brunswick Hill.
- The building respects the amenity of adjoining properties and the extension is of a high quality traditional design reflecting the materials already in place on the existing building.
- A private and secluded area of amenity space is provided to the rear of the building.
- There are 12 parking spaces allocated to the development. It is within a short walk of Reading west railway station and also a range of bus routes along the nearby Oxford Road and Tilehurst Road as well as local shops and services.

(a) Use

The existing building is in a residential use. The proposal is also for a residential development, comprising of 9No. flats.

(b) Amount

The proposal is for 9No. flats (3 x 1bed and 6 x 2 bed).

This equates to a density of 64 dph which is considered appropriate given the context of the site and the character and appearance of the surrounding area.

(c) Layout

The existing building is now proposed for retention and not demolition. The depth of the building will be greater than that of the existing building, but this would not be readily apparent in the street scene as the building and the extension are well articulated to provide visual interest.

The proposed extensions are set in from both of the side boundaries. The siting of the extensions and spacing between the building and existing dwellings reflects the spatial standards that are prevalent in the surrounding area. The extensions have also been designed with subservient elements on both side elevations which effectively reduces its bulk and mass.

Care has been taken to ensure that the proposed new extensions do not result in any harm to the amenity of adjacent residents. The siting of the extensions fully respects the positioning of the adjacent properties and would not result in any loss of light. Habitable room windows are primarily located on the front and rear elevations. The two side windows above ground level will have obscurely glazed panels to prevent overlooking.

The proposed new apartments would be accessed from Brunswick Hill, via the existing entrance together with a side entrance from the new driveway. 12No. parking spaces are proposed to the rear of the site. The site layout provides for secure cycle storage to the rear of the building and for bin storage to the front of the building. The principle of access points leading to rear parking courts is well established in the immediate vicinity and will ensure that hardstanding does not dominate the frontage. The earlier appeal Inspector did not raise concerns about the location or design of the hard surfaced parking area or to the principle of the access.

A generous amount of private and secluded amenity space is proposed to the rear of the building. Landscaping around the plot is to be retained and enhanced where necessary whilst hard surfaced areas have been kept to a minimum.

(d) Scale

The proposed extensions will result in a building that will be of a similar size and scale to other existing buildings in the immediate area. In this respect, the proposal is designed to assimilate into the street scene. There are a number of flatted developments in the immediate area, including at the junction of Brunswick Road and Tilehurst Road. Some buildings in the area are up to a 4 storey height.

The overall ridge height of the extensions is lower than that of the existing building to be converted. The side elements would be lower to reduce dominance close to the site boundaries. The scale of the resulting building is therefore appropriate having regard to the context of the site.

(e) Appearance

The proposed extended building responds positively to the existing site and the non-designated heritage asset. The extensions draw upon the key design features prevalent on the existing building and identified by the previous inspector. The building will maintain a high degree of articulation and will respond sympathetically to the scale and character of the existing street.

All materials will be of high quality and will reflect the host building. A 'Proposed Details Plan' has been produced setting out how the materials will sympathetic.

(f) Landscaping

The application is accompanied by a Tree Report which assesses its impact on existing trees. The proposal makes provision for a significant amount of new landscaping to be provided, particularly along the northern boundary, adjacent to the new access and around the proposed car park. The trees to be removed are mainly of a C or U category.

6 Access and Sustainability

(a) Access

The proposed new flats will be accessed via the existing access onto Brunswick Hill which will be widened.

The new driveway will be finished in a material which will minimise any noise disturbance and its impact on neighbouring properties. 12No. spaces will be provided to the rear, in accordance with the Council's adopted parking standards (for zone 2).

A secure cycle store is also proposed, to the rear of the building in accordance with adopted standards.

(b) Sustainable Design and Construction

(i) Sustainable Design

The proposal is to construct 9No. new flats with parking and amenity space through conversion and extension.

The extensions are designed to potentially accommodate any of the following:

- Air source heat pumps and/or solar thermal panels where appropriate
- Heat Recovery System
- Under Floor Heating

(ii) Energy Efficiency

To minimise heat loss from the proposed extensions and to maximise the efficiency, the proposal will incorporate the following:

- Insulated roofs, walls and floors
- Double glazed windows
- Ventilation incorporated onto the design to avoid condensation
- Energy efficient lighting
- Natural daylight to all habitable rooms

Domestic appliance ratings will aim to comply with the following:

- A+ Fridge Freezer
- A rated dishwasher & washing machine
- A rated tumble dryer

(iii) Water Resource Management

To minimise the use of water, the proposal will incorporate the following:

- Water saving devices, such as dual flush /low flush toilets
- Rainwater harvesting such as water butts and storage tanks

(iv) Flood Risk Management

The application is not situated in an area known to be at a risk of flooding. To minimise the surface run off and promote permeability, the following will be incorporated:

- Soakaways for surface water drainage
- Permeable surface driveway

The development will incorporate the requirements of SUDS hierarchy, by disposing of as much storm water drainage on-site as possible. Any shallow infiltration available will be utilised by the provision of the permeable road surfaces and the run off from the proposed building will be dispersed via soakaways located on site at a depth determined by the best available percolation rate. The run off rate achieved will be in accordance with stipulated EA requirements.

(v) Biodiversity

The application is accompanied by ecology reports that does not highlight any constraints to redeveloping the site.

(vi) Waste Recycling

The proposal will encourage responsible waste recycling in the following ways:

- Adequate space exists for storage of waste and recycling containers within the site with a refuse and recycling collection point provided near the site entrance.

(vii) Sustainable Transport

The application site is located within a highly sustainable location within easy reach of Reading West Railway Station and a number of bus routes along Oxford Road and Tilehurst Road.

(viii) Sustainable Construction

Materials will be, as far as possible, environmentally friendly and the 'Green Guide' and BRE publication 'Methodology for Environmental Profiles of Construction Materials' will be consulted. Timber will be obtained, where possible, from certified sources. A waste separation and disposal policy will be operational for the duration of the site construction.

7 Summary and Conclusions

The planning application provides for the extension of the existing building and its conversion to provide 9No. new flats. The proposal meets in full the Council's adopted policies and should be supported for the following reasons:

- The proposal makes the optimum use of a site in a sustainable location well related to key facilities and railway and bus services and as such receives strong support from national and local policy (NPPF and Policy H2). The density is at the lower end of the range recommended under Policy H2.
- The proposal includes the retention of the non designated heritage asset which is a significant concession. There are no other statutory heritage assets affecting this site. Previous appeal decisions, conservation officers and heritage consultants have all concluded that the building is of limited significance and therefore its retention should be seen as a positive step given the earlier refusal reason. The extension respects the host building in relation to articulation, scale, eaves and ridge height, roof design and the main entrance. The proposal will provide substantial public benefits as it will provide new housing in a highly sustainable location and will make an important contribution to local and national housing land supply.
- Policy H11 has been met. The proposal can comfortably accommodate the development proposed. Family sized housing is also provided. The number of units falls below the level required to provide 50% 3 bed dwellings.
- Policy CC8 is met. The amenity of existing and proposed residents was not an issue raised by the earlier Inspector.
- The proposal provides for a form of development that is in keeping with the character and appearance of the surrounding area in terms of its size, scale, layout, height and design. Hardstanding is restricted to the rear of the site and the new driveway will keep the massing of the building away from the boundary with no.35. The previous Inspector did not raise any concerns about the location of the parking or the principle of the new access.

- The site is accessible to public transport modes and provides for adequate car parking and secure cycle storage.
- As set out within the viability report, it is not viable to make provision for affordable housing. The same terms as the earlier application are however agreed to form part of a S106.