

RIDGE



FOXHAYS ROAD, READING DESIGN AND ACCESS STATEMENT

Jun 2018

VERSION CONTROL

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26.04.2018	SRQ	MF	01	PLANNING
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DEVELOPMENT TEAM



Reading Borough Council



Ridge and Partners

CONTENT

1.0	INTRODUCTION	1
2.0	TECHNICAL ASSESSMENT	10
3.0	DESIGN EVOLUTION	14
4.0	PROPOSALS	17
5.0	CONCLUSIONS	24
6.0	APPENDIX	25

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1.0 INTRODUCTION

Purpose of the document

Design and Access Statements (DAS) are intended to achieve the following:

- As a design tool, they help to ensure that development proposals are based upon a thoughtful and rigorous design process. It is intended that statements should evolve throughout the design process and that this will improve the quality of the proposals.
- As a communication tool, statements allow the applicant to explain the design process and justify their proposals. In turn, statements help those assessing the application to understand the design rationale that underpins them.

According to Planning Policy Guidance Paragraph (14-031-20140306) a Design and Access Statement should:

(a) explain the design principles and concepts that have been applied to the proposed development; and

(b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

The guidance goes on to identify three essential components of a DAS. These include the areas below:

1. Context

A DAS statement should demonstrate the steps taken to appraise the context of the proposed development. Therefore, it is important that proposals are technically sound and layouts are robust and withstand scrutiny.

2. Design

To gain a good understanding of context and use it appropriately, applicants should follow a design process which includes assessment, involvement and evaluation. Based on the Reserved Matters facets on the application form, design could include:

- **Use** - how the use or mix of uses proposed for the land have been derived from an understanding of the context, technical appraisal and best practice.
- **Amount** - how much development is proposed. The DAS should explain and justify the amount of development proposed for each use, its distribution across the site, how it relates to the site's surroundings and how accessibility to and between all parts of the development have been maximised.

• **Layout** - the way in which buildings, and open spaces (both public and private), are provided, placed and orientated in relation to each other and in relation to buildings and spaces surrounding the site. This element remains important even in an outline application since the LPA must be comfortable that the quantum of development proposed can be accommodated within the site area.

• **Scale** - the size of the buildings (including their height) in relation to their surroundings. The statement should also explain and justify the size of individual building parts and how these relate to each other. This element of the DAS is only useful in establishing likely upper limits of ridge heights.

• **Appearance** - the visual impression made by the buildings should be explained and justified, including their built form, architecture, materials, decoration, lighting, colour and texture. The appearance is a matter for future applications but the LPA nonetheless needs to be satisfied that the character of the wider area has been the subject of research and has an informed illustrative layout and street scene illustrations.

• **Landscaping** - the treatment of private and public spaces to enhance or protect the amenities of the site and the area in which it is situated, through hard and soft landscaping measures and how these will be maintained. The degree to which this area is relevant depends to some degree upon the individual site and how enclosed it is.

3. Access

A DAS statement should explain the applicant's approach to access, including a description of any Local Highway Authority (LHA) consultation undertaken in relation to access issues and how the outcome of this advice has influenced the proposals. Access also refers to accessibility and for this reason an illustrative layout has been included.

1.0 INTRODUCTION

1.1 Site overview

The application site is a former car garaging block and hardstanding situated off Foxhays Road towards the southern fringe of Reading. The site is approximately 0.1012 Ha, which is generally flat with good high level hedge screening and fencing to its boundaries.

The site offers good communication links off Foxhays Road;

- Bus service to Reading shopping precinct/ neighbouring Bracknell along with the surrounding villages.
- Car journeys;
- Lower Earley Town centre (9 min drive).
- Reading Town centre (14 min drive).
- Wokingham (21 min drive).
- M4 (5 min drive).

The existing street character along Long Foxhays road comprises of primarily semi-detached dwellings with some large detached and terraced units formed around the perimeter of a good sized green with some tree planting. Accommodation over two stories, mixed materiality with on and off street parking. The existing pedestrian

route services FoxyHays Road and Whitley Wood Road. Boundaries are presented in timber close boarded fencing and mature high level hedging.

A number of dwellings within Foxhays Road have been extended over time in the form of single storey rear extensions and two storey flank projections. The majority rear facing the site are found to have generous garden sizes which are in part screened by various trees and high level dense hedging.

As will be demonstrated later, there are a reasonable range of local services within the locality.

Description of development

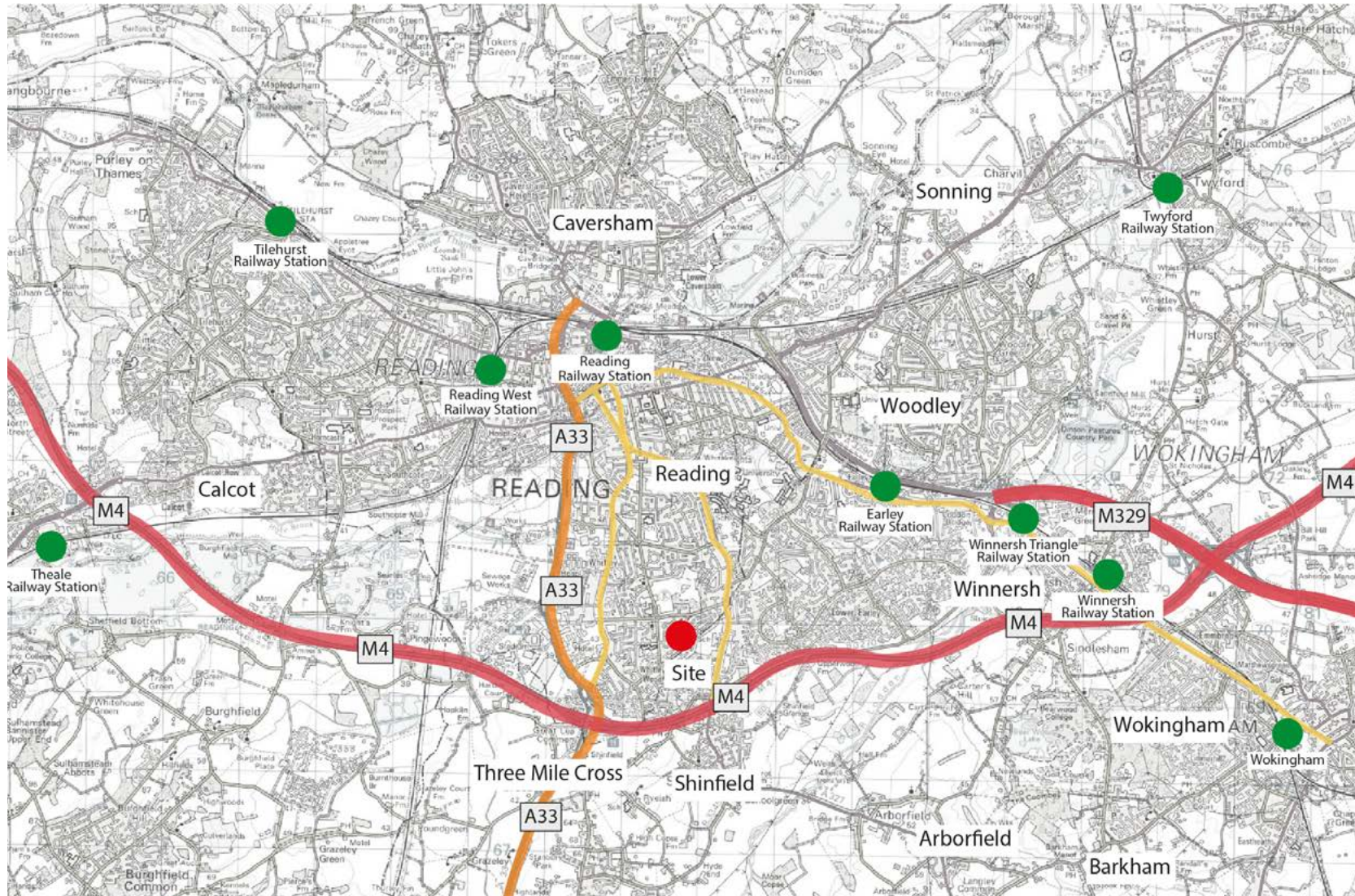
The application is for “Full Planning Application for up to 3 dwellings and associated landscaping.”



Site setting image

1.0 INTRODUCTION

1.2 Context and accessibility map



Context Map

1.0 INTRODUCTION

PLANNING APPLICATION HISTORY

1. Application number: 150258
40 Wentworth Avenue Reading RG2 8JL. Two storey extension to side elevation.
Status: Application Permitted
Decision issued date: 14 April 2015
(For further information see Appendix 6.2.1)

2. Application number: 140003
74 Wentworth Avenue Reading RG2 8JL. Two storey side extension and single storey rear extension.
Status: Application Permitted
Decision issued date: 27 February 2014
(For further information see Appendix 6.2.2)

3. Application number: 102064
90 Wentworth Avenue Reading RG2 8JL. Two storey side extension.
Status: Application Permitted
Decision issued date: 24 January 2011
(For further information see Appendix 6.2.3)

4. Application number: 121590
100 Wentworth Avenue Reading RG2 8JL. Two storey side extension
Status: Application Permitted
Decision issued date: 24 December 2012
(For further information see Appendix 6.2.4)

5. Application number: 170300
133 Whitley Wood Road Reading RG2 8JH. New development of two x 2-bedroom bungalows with 2 parking spaces perproperty.
Status: Recommendation Made
Decision issued date: NA
(For further information see Appendix 6.2.5)

6. Application number: 050328
133 Whitley Wood Road Reading RG2 8JH. Demolition of 18 garages and erection of 2 bungalows
Status: Application Refused - Appeal Determined
Decision issued date: 06 April 2005

(For further information see Appendix 6.2.6)

7. Application number: 070364
159a Foxhays Road Reading RG2 8NN. Erection of 2 linked single storey houses for wheelchair users.
Status: Application Permitted
Decision issued date: 20 March 2007
(For further information see Appendix 6.2.7)

8. Application number: 050565
20 Brayford Road Reading RG2 8LT. Construction of 2 bungalows suitable for disabled persons on garage site between 18-20 Brayford Road
Status: Application Permitted
Decision issued date: 19 August 2005
(For further information see Appendix 6.2.8)

9. Application number: 092099
Former Whitley Tavern Northumberland Avenue Reading Berkshire RG2 8LY. Demolition of existing buildings and erection of two 3-bed houses and fourteen flats (eight 1-bed and six 2-bed) with associated car parking, refuse, recycling and cycle storage and associated landscaping (amended description of development)
Status: Application Permitted
Decision issued date: 15 March 2010
(For further information see Appendix 6.2.9)



1.0 INTRODUCTION

1.3 DEVELOPMENT PLAN CONTEXT

1.3.1 The Development Plan for the area is made up of national planning guidance contained in the National Planning Policy Framework (NPPF), and the adopted documents forming part of the Local Development Framework particularly, in this case, the adopted Core Strategy (CS) document and the Sites and Detailed Policies Document (SDPD).

1.3.2 One of the main principles of national policy is to concentrate development in sustainable locations such as this. The provision of housing to meet the needs of a sustainable and buoyant economy is also a principle theme. Among the core land-use planning principles identified at paragraph 17 of the NPPF is to; proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

1.3.3 Core Strategy Policy CS1 (Sustainable Construction and Design) states that proposals for new development, including the construction of new buildings and the redevelopment and refurbishment of existing building stock will be acceptable where the design of buildings and site layouts use energy, water, minerals, materials and other natural resources appropriately, efficiently and with care and take account of climate change.

1.3.4 Policy CS7 (Design and the Public Realm) requires that all development must be of high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located.

1.3.5 Policy CS15 (Location, Accessibility, Density and Housing Mix) states that the appropriate density and mix of residential development within the Borough will be informed by:

- An assessment of the characteristics, including the mix of uses of the area in which it is located;
- Its current and future level of accessibility by walking,

cycling and public transport, as defined in Policy CS4;

- The need to achieve high quality design in accordance with Policy CS7; and
- The need to minimise environmental impacts, including detrimental impacts on the amenities of adjoining occupiers.

1.3.6 Policy CS24 (Car/Cycle Parking) indicates that maximum car and cycle parking standards will be applied which relate to the accessibility of the location.

1.3.7 SDPD Policy DM6 (Affordable Housing) requires the provision of 10% affordable housing on sites of 1 - 4 dwellings, subject to viability.

1.3.8 Policy DM8 (Safeguarding Amenity) seeks to ensure that development does not have a significant detrimental impact on the living environment of existing or new residential properties, in terms of, among other things:

- Privacy and overlooking;
- Access to sunlight and daylight;
- Visual dominance and overbearing effects of a development.

1.3.9 Policy DM10 (Private and Communal Outdoor Space) requires that new dwellings are provided with functional private or communal open space which for flats can include balconies or roof gardens.

1.4 POLICY APPRAISAL

1.4.1 With regard to national policy and guidance the scheme is considered to be an appropriate response to requirements in terms of supporting sustainable development in delivering much needed homes "and thriving local places that the country needs".

1.4.2 Having regard to Policy CS7, as noted, the notion of backland development in this area has been established with the development of the Woodside Business Park. The

site is well obscured from the existing setting and more than meets the required separation distances for planning, whilst being designed to provide not additional overlooking or impairment to the existing private amenity.

1.4.3 The site is within a sustainable location and the provision of smaller dwelling units in the scheme is considered appropriate with regard to Policy CS15 which refers to the provision of an appropriate range of housing opportunities to be informed by matters such as the areas character and the sites accessibility as well as the need to achieve high design quality and minimize environmental impacts.

1.4.4 The scheme can provide for levels of cycle parking appropriate to the sites location and the number of units and 2 car parking spaces are also provided for each unit. This level of car parking is considered appropriate for the size of the dwellings and taking account of the level of provision to other established houses in the area and we are of the opinion that the scheme would comply with Policy CS24.

1.4.5 The design has been formed to complement the existing setting whilst incurring on additional negative impact towards existing private amenity. Separation distances comply with planning requirements and as such should be considered acceptable with regards to Policy DM8.

1.4.6 It is considered that there is sufficient usable outdoor amenity space, in accordance with Policy DM10, where that space is relatively private within the context of development in the area and where there is space for such things as sitting out areas, clothes drying and childrens play areas.

1.4.7 This is a sustainable location and it is considered that with proper regard to the constraints posed by the site its opportunities could be realised in a manner that respects the established character of the area and one that is suitable for future occupiers.

1.0 INTRODUCTION

1.4 POLICY APPRAISAL CONTINUED

1.4.8 The site is considered appropriate for a residential use and it is put here that the scheme as submitted would accord with the development plan context for the area. In this regard, prior to putting the site to market it is hoped that this pre-application request can gain a favourable response from the LPA in order to maximise the sites value and it might be that a meeting with officers would be beneficial to all parties.

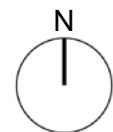
1.0 INTRODUCTION

1.5 Aerial photograph of site



Aerial photograph copyright of Bing maps

Site location plan



1.0 INTRODUCTION

1.6 Aerial view



Aerial photograph copyright of Bing maps copyright of Google Earth

1.0 INTRODUCTION

1.6 Purpose of the proposals

Provide new affordable homes - Reading Borough Council is experiencing a shortage of suitable housing. It has not been determined where the unmet need component for the wider areas are to be located, but sites such as this one, which is spatially reasonable and well-located to the towns will assist in meeting some of the needs for the Parish, District and the wider area.

Improve the ecology of the site - As it stands the site has limited ecological value. The proposals will bring with it greater levels of greening through improved landscaping and other measures intended to benefit wildlife.

Enclosed Site - Unlike sites where there are no natural boundaries, this site is enclosed and will not place new pressure on adjacent land. It is a logical and sensible use of valuable land.

Net gain for surface water - has been to ensure that the site improves run off rates against the existing land use. This means that more surface water, not less, is captured, held and used on the site. Please note that the existing levels of hardstanding will be significantly reduced as part of the proposal of which will aide in the above statement.



source:www.ox.ac.uk/news/2015-10-14-divorce-birds-affected-their-social-group



source:www.housebeautiful.co.uk/garden/designs/a87/designing-your-front-garden/

2.0 TECHNICAL ASSESSMENT

2.1 Analysing the context

The site is located towards the Southern fringe of the settlement, off Foxhays road which provides good access routes to Reading Town centre, surrounding villages and the motorway, bus and railway networks.

South Reading has a wide range of day-to-day facilities from local convenience shops to large retail offerings all of which are serviced by good transportation links and public services.

A number of local employment providers are indicated in the images provided with further opportunities found in neighbouring Wokingham, Basingstoke and Newbury which are each roughly equidistant.



Reading international business park



Turbridge Jones industrial estate



Worton Grange industrial estate



University of Reading



Christ The King Catholic Primary School



Christ The King church



Local shops: supermarket, pharmacy, post office etc.

2.0 TECHNICAL ASSESSMENT

2.2 Local housing stock

Overall the village has a varying townscape. Perhaps beneficially, there is no single dominant density or architectural appearance in the area. The Character Assessment identified examples of the following building types:

- Semi-detached housing
- Terraced housing
- Large detached housing
- Modern infill development

2.3 Built environment character

South Reading is typical of many suburban large estate settlements and has a relatively constant density core which shows pragmatic separations, highways provision and private amenity. Typically parking provisions along Foxhays Road have been formed in the front gardens with some on street parking.

Most dwellings are two storey in scale.

The finishing materials of the street are typically render and brick, with no clear dominant style or form.

Roofing is predominantly tile.

A variety of building forms are found in the area:

- Semi and or terraced dwellings
- Mostly two storey
- Prominent gables
- Mixed materiality



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2.0 TECHNICAL ASSESSMENT

2.4 Site assessment

The site boundaries consist of the existing high mature hedge rows and residential curtilage as such is of a fairly irregular shape in places.

The site is somewhat obscured from the main public views along Foxhays Road because of the enclosure afforded by the existing residential buildings and their boundary treatments. This feature is considered to be important to the site. Due to the topography of the area mid to longer range views do not afford clear views into or across the site. Given the site context, it is not considered that the proposed dwellings would appear at odds or compromise the visual amenity of the area.

The proposed design ridge height would be lower than that of the existing dwellings in the street setting.

2.5 Landscape character

The impact of the proposed development on the landscape character of the area is an important consideration. How the proposed development relates to the existing landscape context of the site has been given careful consideration throughout the design process.

The site is not located in any designated landscape area such as an AONB or Green Belt (GB).

The proposals (being housing within back

land infill) would not be an alien feature in the landscape and indeed could be argued to improve the current site in eradicating anit-social opportunities whilst improving security to the existing community.

As a result of the enclosure of the site the site is considered to have good capacity to accept change. The boundaries are defined by established hedgerows which are considered to be positive landscape features.



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2.0 TECHNICAL ASSESSMENT

2.6 Access and sustainable movement

The application site is within reasonable walking distance of a range of services, including supermarkets, restaurants, primary and pre-schools, recreation and sports facilities, public houses and access to thousands of jobs in Reading and Wokingham. As such, the proposal is considered to be in a sustainable location in social and economic terms.

Train Station:

Earley station: 11 mins drive
Reading West station: 15 mins drive
Reading station: 17 mins drive

Bus Service

Rodwell Drive for 9 *Scarlet* / *F31* service: 2 mins walking
Brayford Road bus stop for *Emerald 5* and *991* service: 4 mins walking

Footways & Cycleways

Nearest supermarket (The Co-operative Food):
8 mins walking or 2 mins cycling
Nearest Pharmacy (Whitley Wood Pharmacy):
8mins walking or 2 mins cycling
Geoffrey Field Junior School: 6 mins walking or
1 min cycling
Christ the King Catholic Primary School: 5mins
walking or 1 min cycling



3.0 DESIGN EVOLUTION - FIRST PRINCIPLES

3.1 Opportunities and constraints

Movement and access

- Foxhays road has ample capacity.
- No potential conflict is proposed with existing visibility splays
- Parking to be to Council standards
- Layout must be able to accommodate refuse trucks and larger delivery vans

Context and Character

- Opportunities for the site to integrate with the town should be explored.
- Proposals should seek to replicate the successful elements of nearby more modern schemes, where possible.

Other Constraints

- Development should not unduly erode residential amenity of the existing nearby housing.

Opportunities

- To use SUDS techniques to capture and use water on site thereby improving the run off rates to better than greenfield
- To provide good quality housing in a location reasonably close to major employment and transport.

3.2 Access

The internal roads are designed for 20MPH maximum speed and will be largely shared surfaces. All new roads are well overlooked and are intended to be a particularly pedestrian-friendly environment.

3.3 Sustainability

Designing sustainable places is also about creating places that are healthy, economically viable and sensitive to social needs. It involves respecting natural systems and learning from ecological processes.

This site offers a reasonably sustainable location for new affordable housing.

3.4 Sustainable energy

Buildings account for most of the UK's CO₂ emissions. Dwellings alone account for 30% of the UK energy consumption and 28% of the resulting CO₂. The national objective is to improve the efficiency of the use of energy both in the construction phase and during the lifetime of the buildings, in order to reduce CO₂ emissions. General energy efficiency can be achieved by:

- High standards of thermal efficiency in new construction (insulation and airtightness)
- Encourage the use of energy efficient appliances
- Education of occupants about energy efficiency at the purchase stage
- Building regulations will ensure the above standards are adhered to however the masterplanning stage also affords many opportunities to reduce the carbon footprint of the site.

3.0 DESIGN EVOLUTION - FIRST PRINCIPLES

3.5 Site Plan



Option 1B

The location and type of dwellings are still the same, however the parking layout have been slightly moved around to create different solutions. Due to extra space, a garage have been added beside pl

Option 1

Plots 1 and 2 located on the left side of the site with the bungalow on the other. With this layout, it creates large sized gardens for each units.

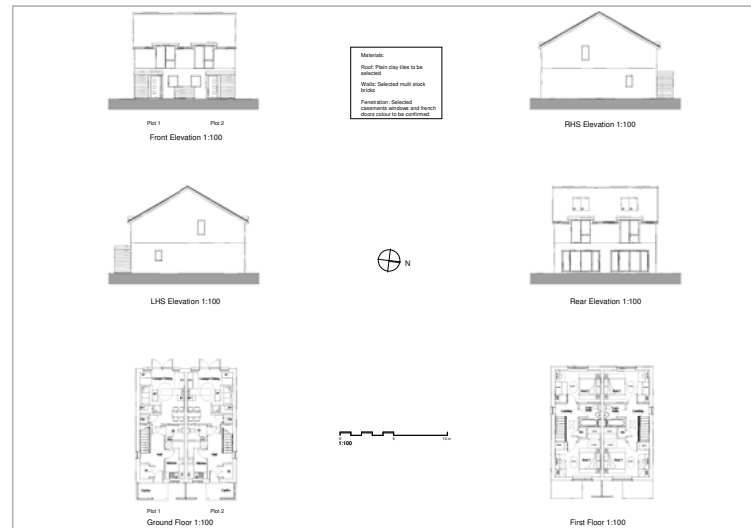


Option 2

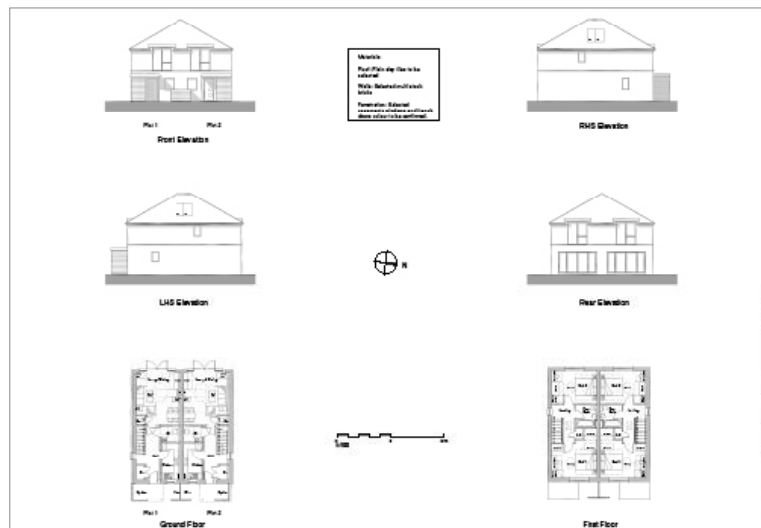
In this layout, the dwellings have switched their position over. Back gardens are still provided for each units but have slightly decreased in size. Parking bays for the bungalow has been placed next to the other plots instead having its own secluded space.

3.0 DESIGN EVOLUTION - FIRST PRINCIPLES

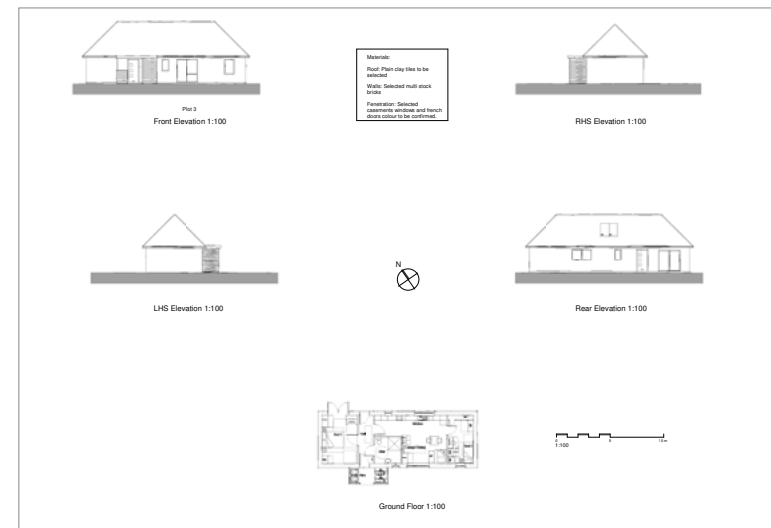
3.6 Elevations and Floor Plans



Option 1



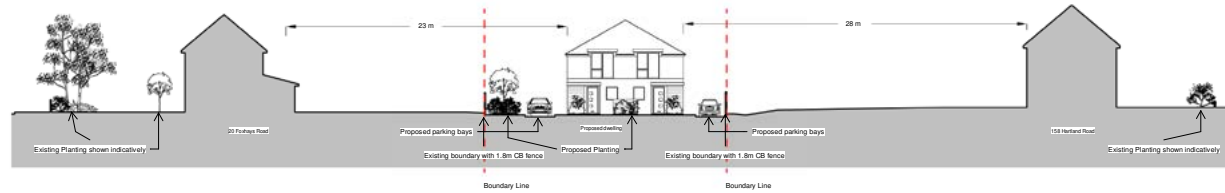
Option 1B



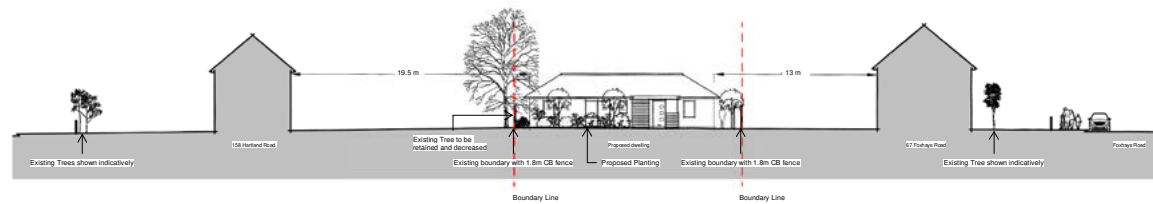
Option 1B

3.0 DESIGN EVOLUTION - FIRST PRINCIPLES

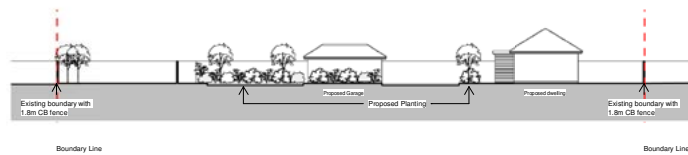
3.7 Site Sections



Site Section AA



Site Section BB



Site Section CC

0 10 m 20 m
Scale: 1:200



3.0 DESIGN EVOLUTION - FIRST PRINCIPLES

3.8 Site Plan



Option 1



Option 1B



Option 2

4.0 PROPOSAL

4.1 Use and amount

The proposed development comprises the erection of 3 homes with associated parking spaces and infrastructure. The dwellings are to be of two, two double bedrooomed semi-detached affordable units and one retirement bungalow with carers room, which are to meet Lifetime Homes and Part M requirements.

Importantly, the proposed quantum can be demonstrated to sit comfortably within the site including space for parking, turning etc. Overall the scheme has an acceptable density, which is considered to be suitable for the locality.

4.2 Layout and connectivity

The layout of the proposed development has been carefully considered to make effective and efficient use of the site whilst respecting the local context and ensuring that there are no significant impacts on the existing residential property on site.

4.3 Design principles

During the design development stages we have utilised local design guides to emphasise how the design of buildings and in particular Parameters Plan their form, proportions, roofscape and overall appearance is borne from the place and contribute positively to the character of the existing settlement. This objective is considered to have been met.

4.4 Parking and access

Parking is to be in accordance with current standards.

Parking has generally been located so as to not dominate the frontage. Driveway lengths were kept to a minimum.

4.5 Means of enclosure and street scene

The objectives were to create a scheme that would complement the existing settling whilst being subordinate with regards to overlooking and private amenity.

4.6 Landscape strategy

The landscape framework will be designed with two primary functions. Firstly, the strategic landscape proposals will be designed to improve the existing local environment together with an integration of the adjoining land uses. Secondly, the more localised planting within the site itself will form the immediate setting for the buildings, whilst also accommodating and creating spaces for recreation, wildlife and the visual interest for residents and visitors. The landscape proposals will aim to reinforce the boundaries providing an appropriate edge to the development, a pleasant environment within the site for residents and a suitable setting for the proposed built form.

In order to assist the integration of the proposals into the receiving landscape and visual environment the following measures are recommended for inclusion. The following landscape measures have been developed to best meet the aims of landscape and design related national and local planning policy:

- Retention of mature boundaries of the site, retained vegetation will be supplemented by proposed native tree and hedge planting within the development to reinforce the vegetated character.
- Boundary treatments will include native hedgerow planting to create a softened boundary to the site and contribute positively to local biodiversity. Careful specification of planting will ensure year-round visual and ecological interest;
- Tree planting and wide verges incorporated within the residential area to break up the built environment, ensure the presence of tree planting within the development and

connect with the wider landscape. The proposed landscaping will not only assist in integrating the proposed built form, but also create a high quality environment in which to live;

- Incidental open spaces within the development will also assist in breaking up the perceived built environment and provide opportunities for feature planting that will contribute to place-making;

4.7 Design principles

The key objectives which have guided the scheme:

- A development that integrates with and makes a positive contribution to the context.
- To provide a higher density development which provides a positive interface with the neighbouring development and the town.
- To provide ecological enhancements in biodiversity.
- Provide a distinctive development which enhances and respects its context and has a 'sense of place'.

4.0 PROPOSAL

4.8 Layout Principles

The layout structure for the development is a result of place making and organising the dwellings in the most appropriate location.

- The proposed layout has been developed in response to the existing residential boundaries and street setting.
- A single access point has been formed off Foxhay Road with all development set behind the existing building frontage.
- The dwellings have been set away from the main boundaries with a turning head and five parking spaces.
- The natural topography of the site allows the development to sit down within its surroundings as noted on the submitted survey. As such this has enabled the ridge lines of the proposed to be significantly reduced, thus reducing any perceived impact or bulk.
- New homes will be of similar scale and form to those in the area, with two storey accommodation to the sensitive boundary to further reduce any perceived bulk and or height.
- Car parking will be dealt with sensitively and in a variety of ways to avoid a car dominant street scene.

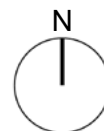
4.9 Illustrative masterplan

Key

- A: Existing dwelling, amenity and parking.
- B: 2 x 2 bed Semi-detached dwellings & 1x 1 bedroomed retirement bungalow with carers room.
- C: Existing vehicle access and turning head to be retained.
- D: Proposed vehicle turning head.
- E: Existing tree to be retained.
- F: Proposed shrub and tree planting.
- G: Proposed new parking.
- H: Access.

Indicative dwelling mix:

- 2x 2 bed dwellings.
- 1x1 bedroom bungalow.
- 3 dwellings in total.
- 5 parking spaces.



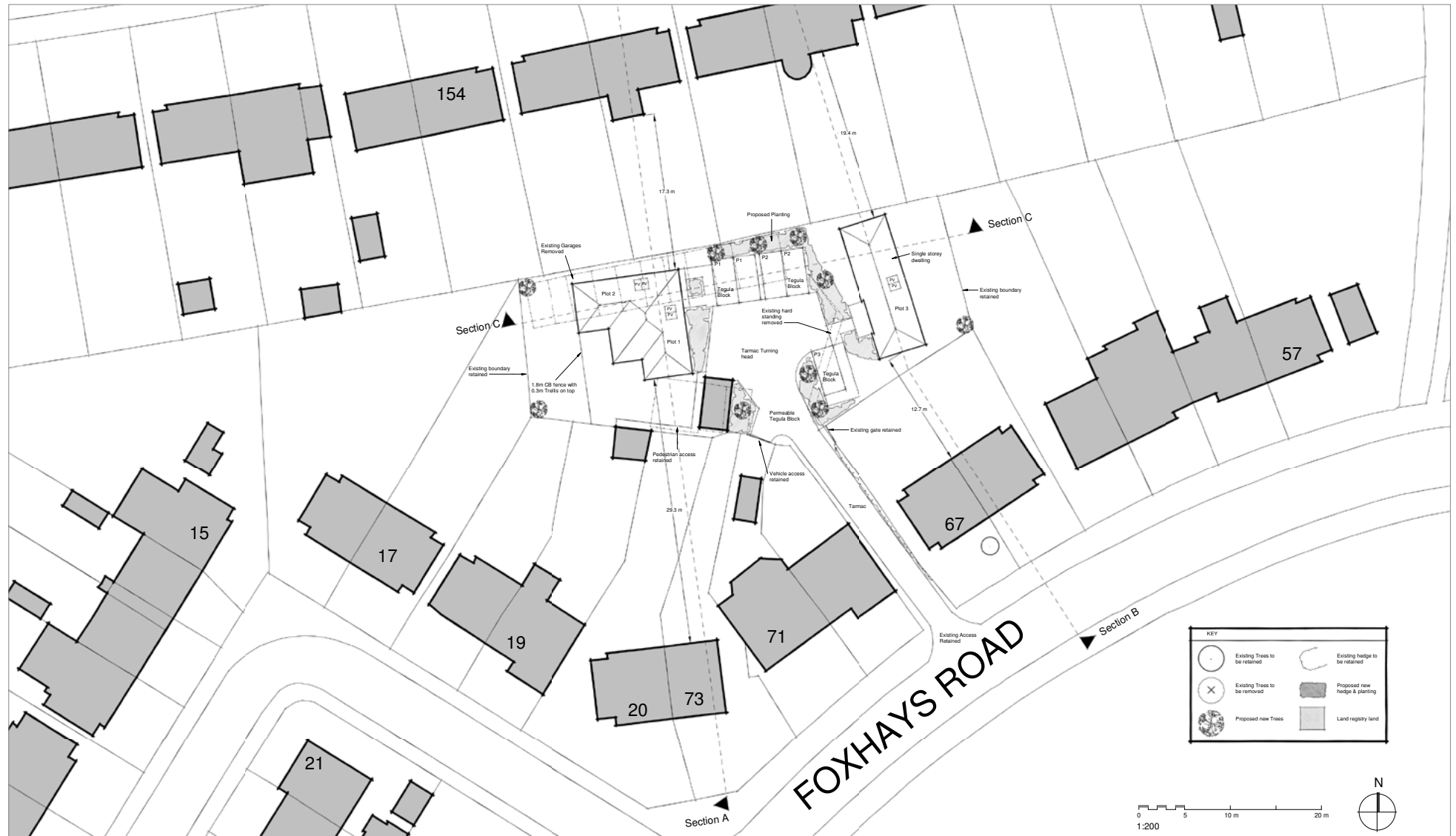
4.0 PROPOSAL

4.10 The Development



4.0 PROPOSAL

4.11 Site Plan



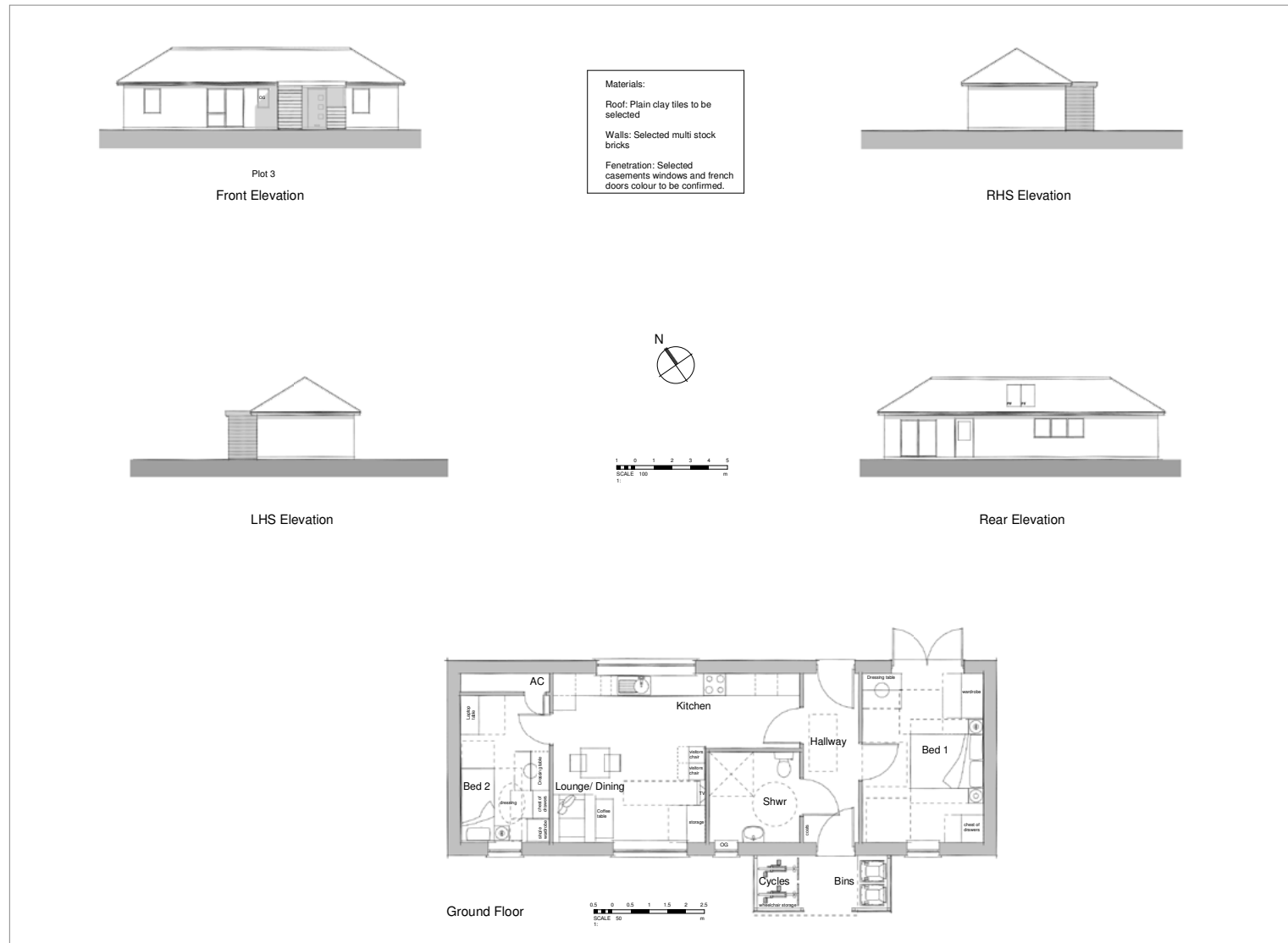
4.0 PROPOSAL

4.12 Elevations and Floors Plans - Plots 1-2



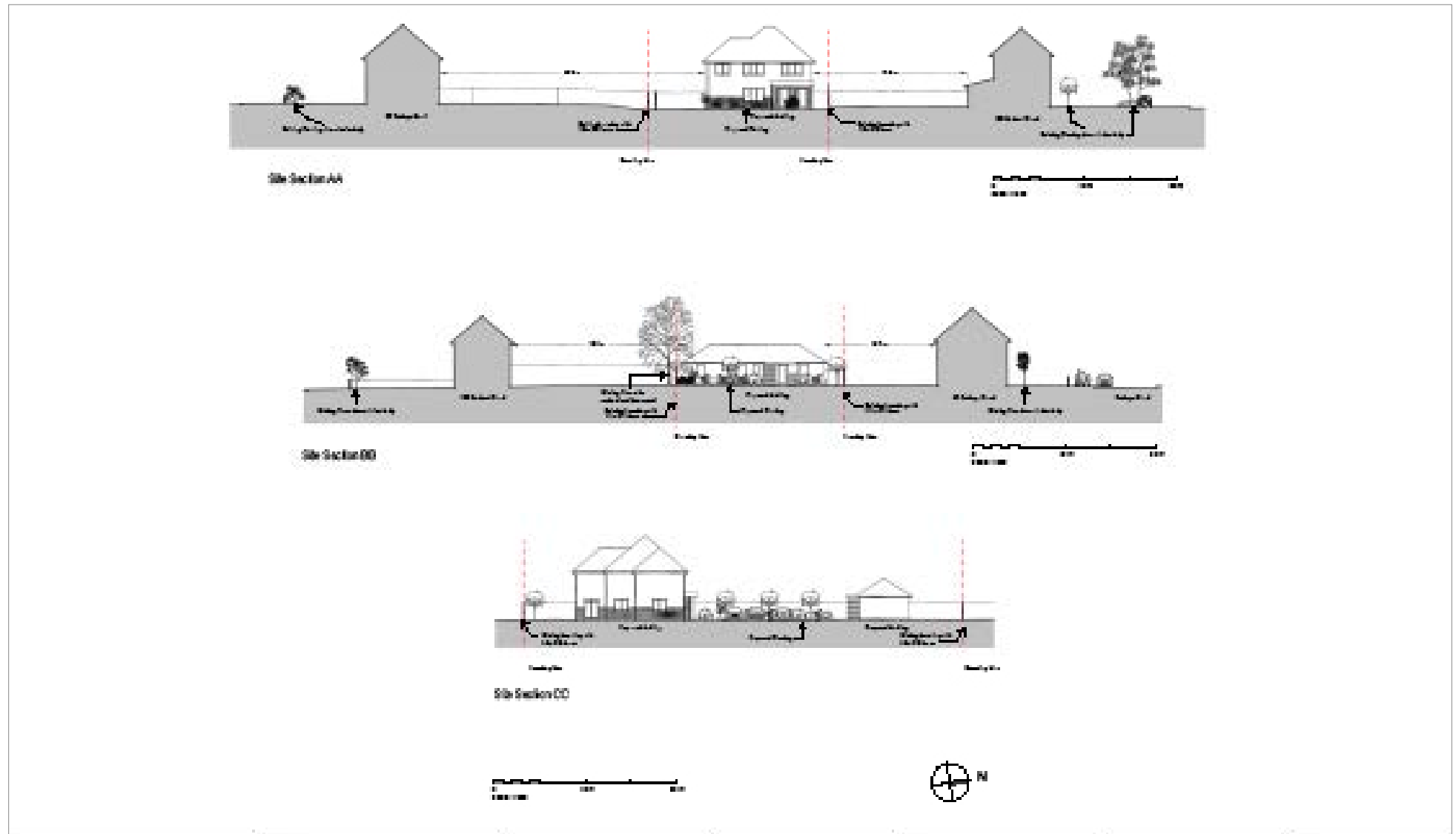
4.0 PROPOSAL

4.13 Elevations and Floors Plans - Plot 3



4.0 PROPOSAL

4.14 Site Sections



5.0 CONCLUSIONS

The proposals will bring much needed new housing to this part of the district and make contributions to local infrastructure to off-set any impact. This document demonstrates that a logical process of assessment and design evolution has taken place to arrive at a robust design solution which has taken consideration of the constraints and opportunities of the site.

Main Benefits

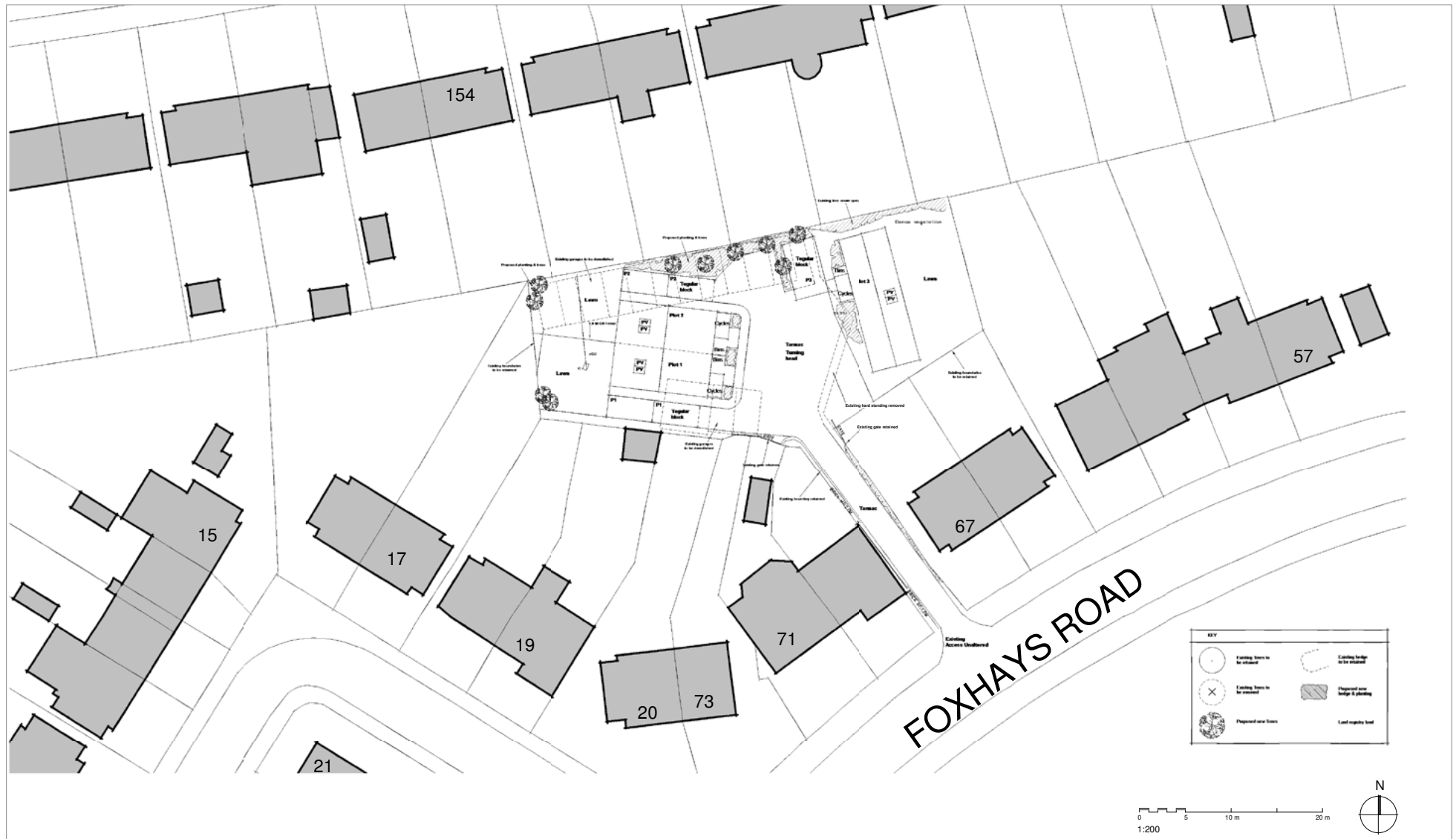
- 3 new homes.
- Enhancement of existing street scene in term of landscaping, security, water runoff and reduction of anti-social behaviour.
- Improved access.
- Enhanced ecological offering.
- Freeing up existing housing stock to rehouse families.

Economic Benefits

- Housing that responds to a pressing (and identified) local need within the Housing Market Area
- Freeing up existing housing stock to rehouse families.
- Boost to retail, leisure and other spend by the addition of new residents to the locality. Local businesses may respond by hiring new staff, opening for longer hours, etc.

6.0 APPENDIX

6.1 Initial Scheme Development

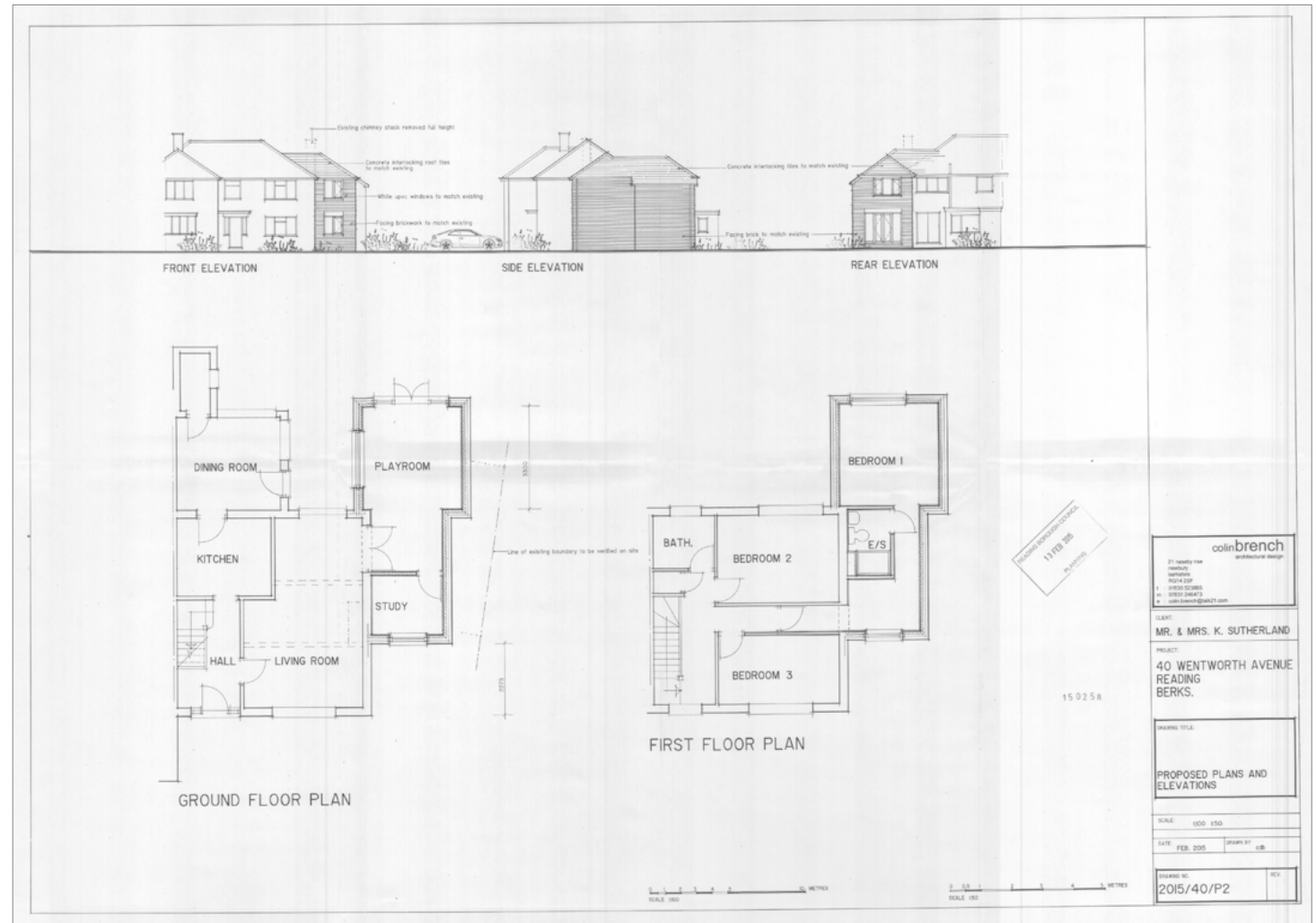


Option 1

6.0 APPENDIX

6.2.1 Recent Planning Application

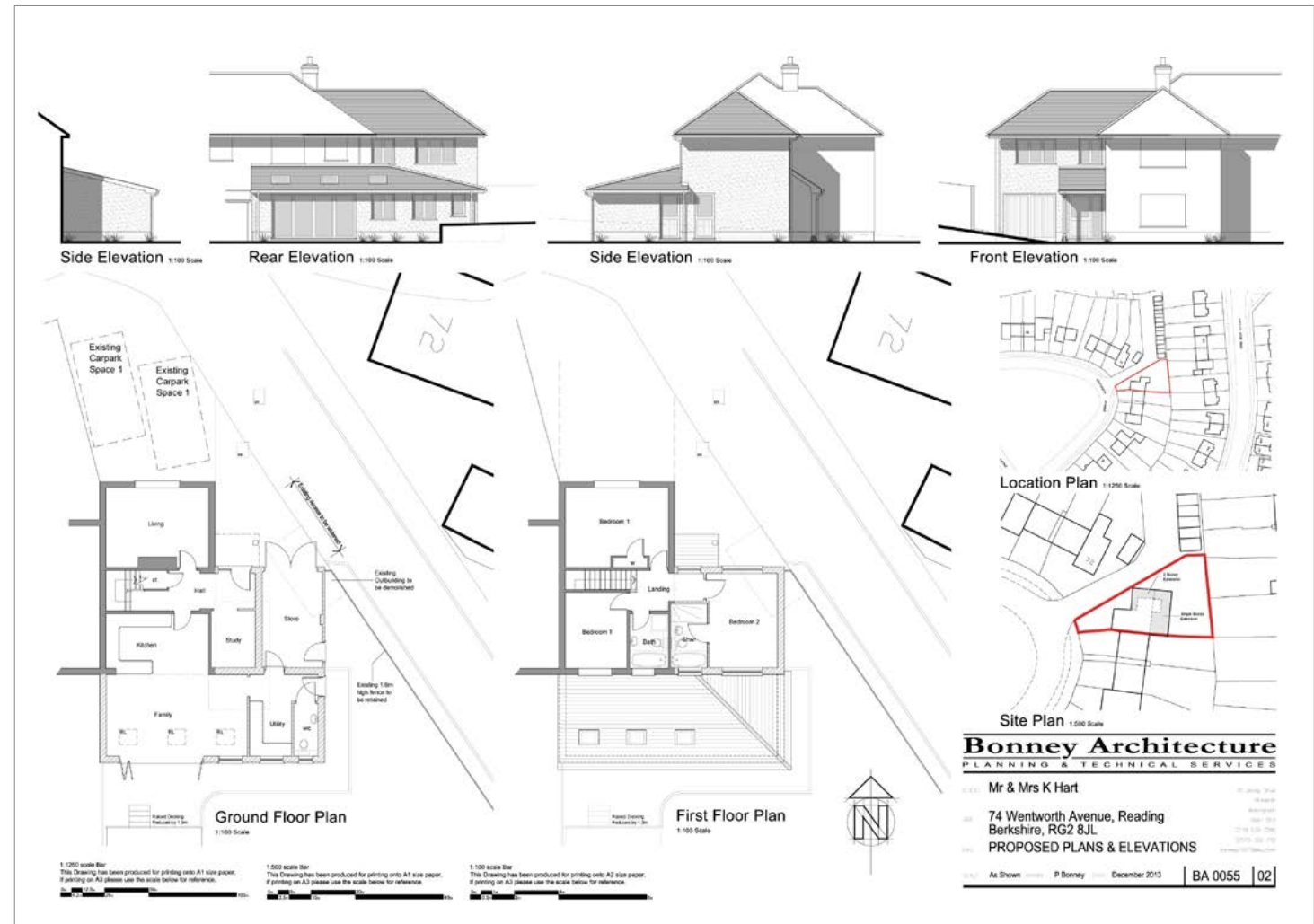
1. Application number: 150258
 40 Wentworth Avenue Reading RG2
 8JL. Two storey extension to side
 elevation.
 Status: Application Permitted
 Decision issued date: 14 April 2015



6.0 APPENDIX

6.2.2 Recent Planning Application

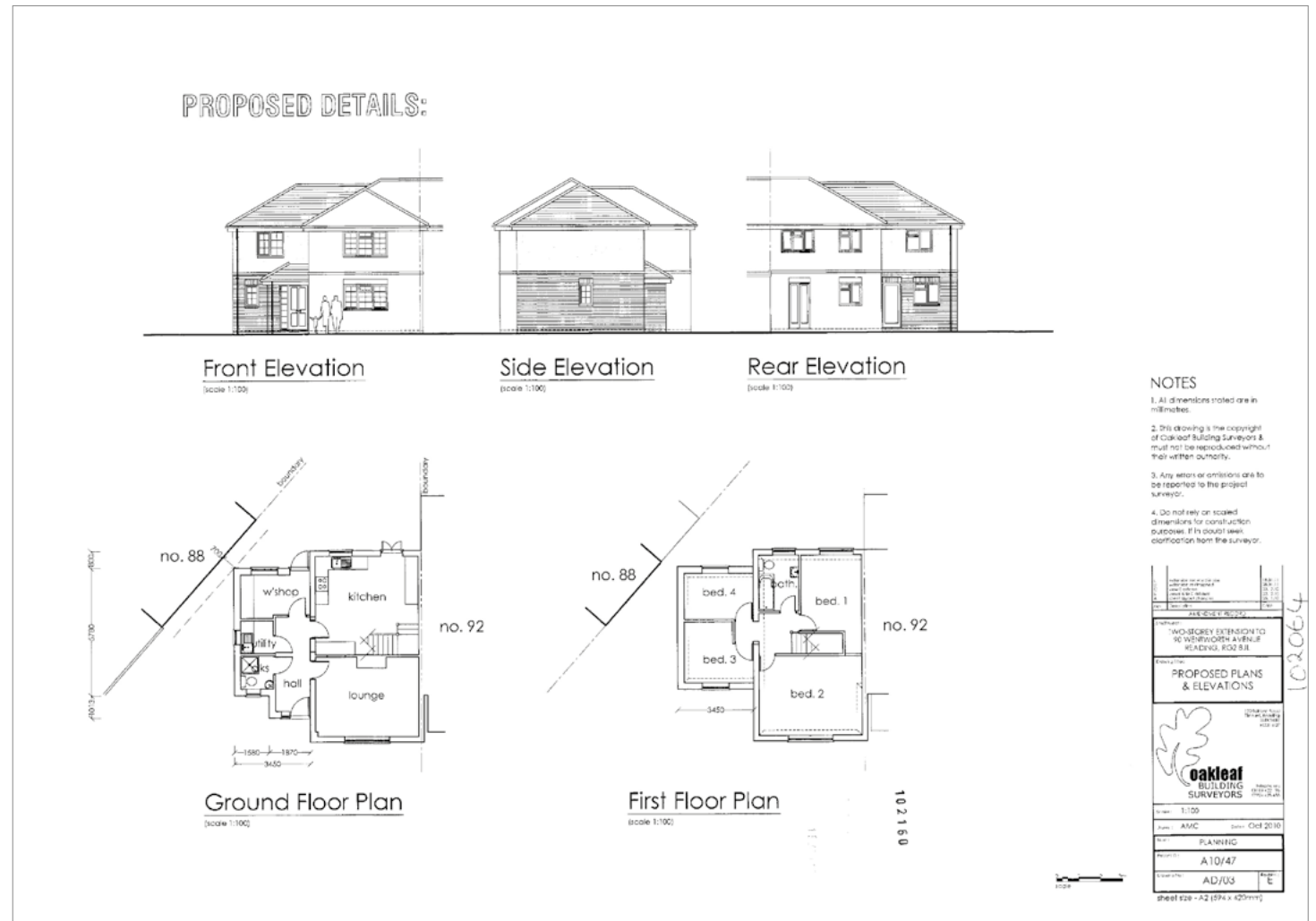
2. Application number: 140003
74 Wentworth Avenue Reading RG2
8JL. Two storey side extension and
single storey rear extension.
Status: Application Permitted
Decision issued date: 27 February
2014



6.0 APPENDIX

6.2.3 Recent Planning Application

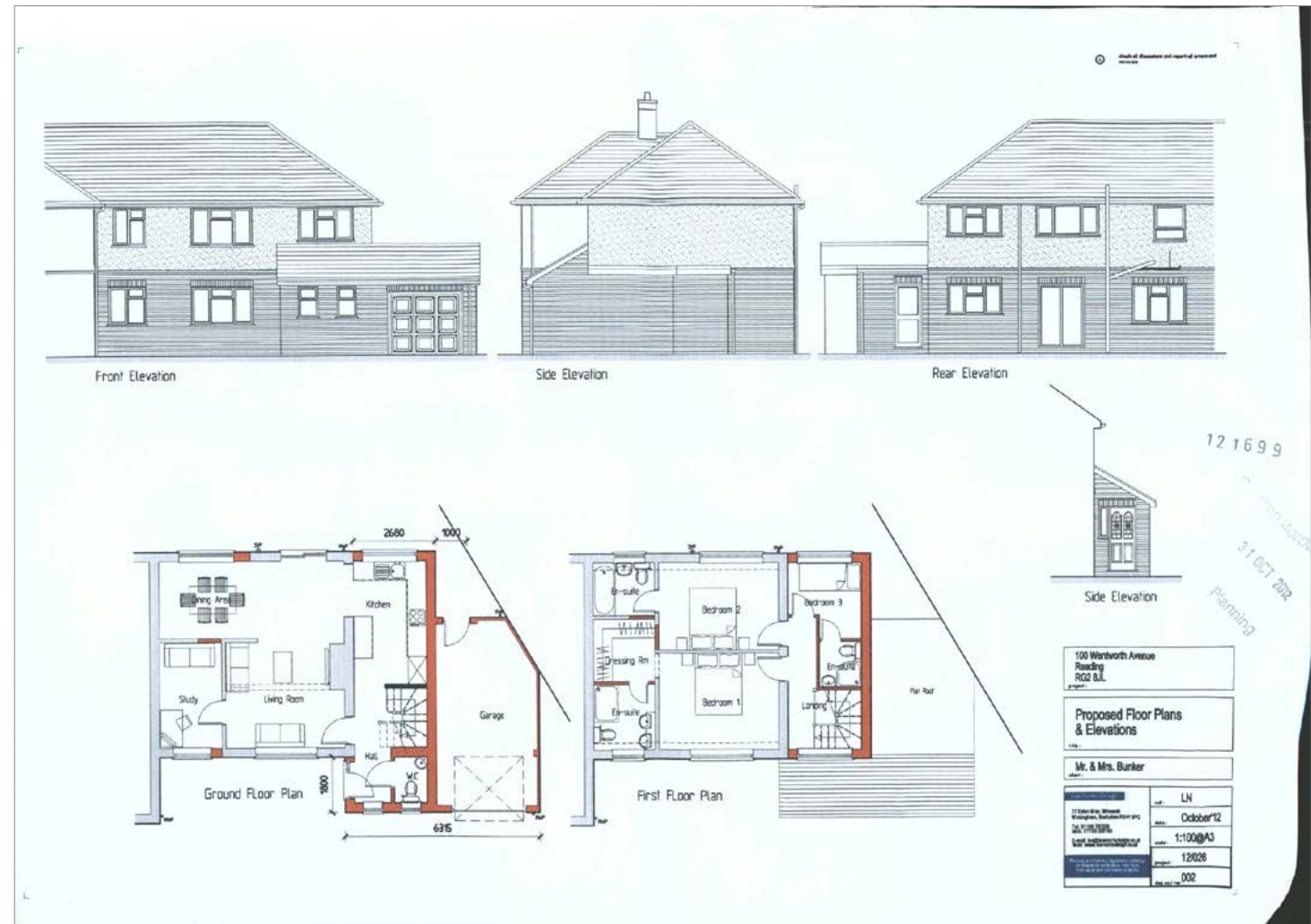
3. Application number: 102064
 90 Wentworth Avenue Reading RG2
 8JL. Two storey side extension.
 Status: Application Permitted
 Decision issued date: 24 January
 2011



6.0 APPENDIX

6.2.4 Recent Planning Application

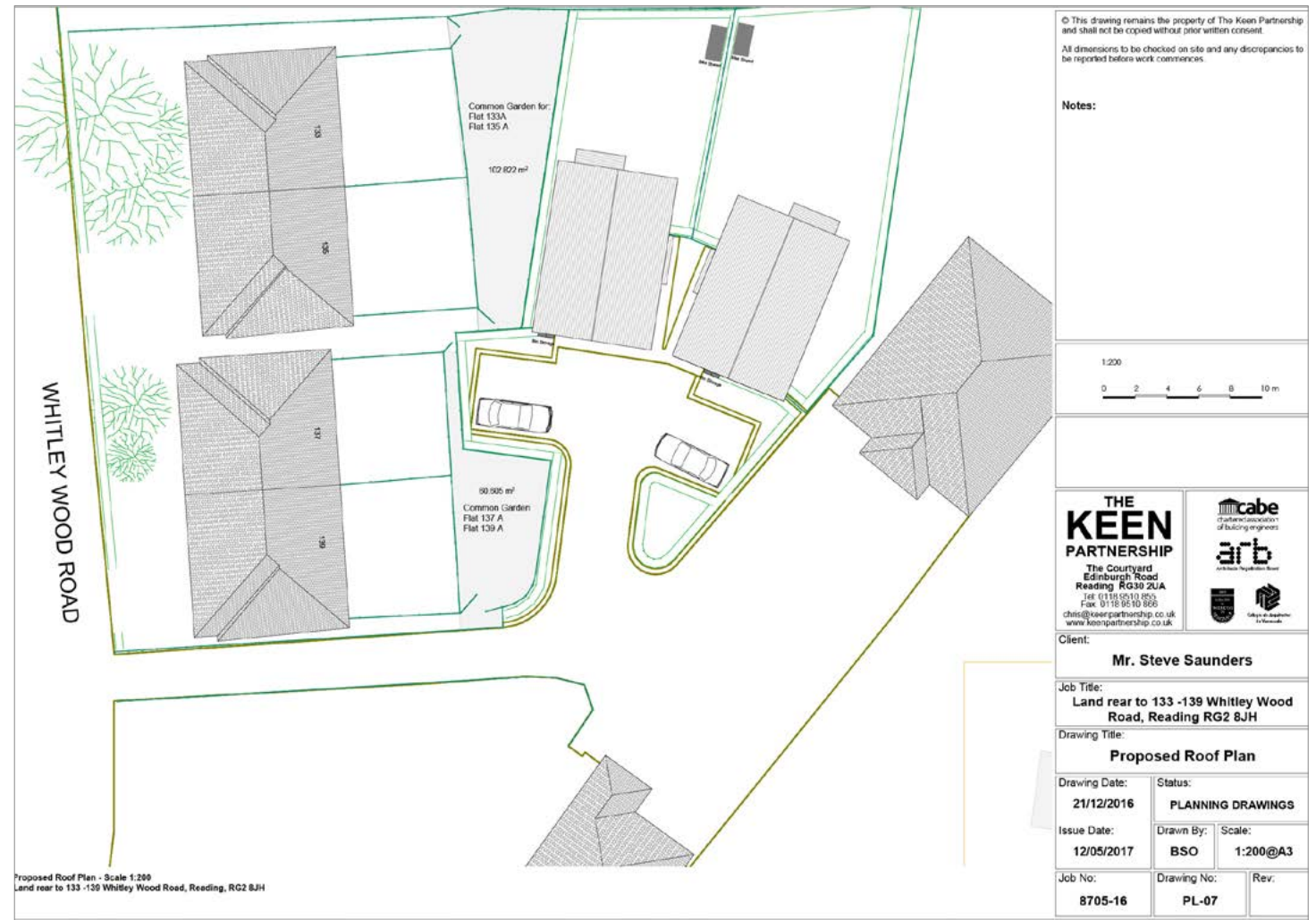
4. Application number: 121590
 100 Wentworth Avenue Reading RG2
 8JL. Two storey side extension
 Status: Application Permitted
 Decision issued date: 24 December
 2012



6.0 APPENDIX

6.2.5 Recent Planning Application

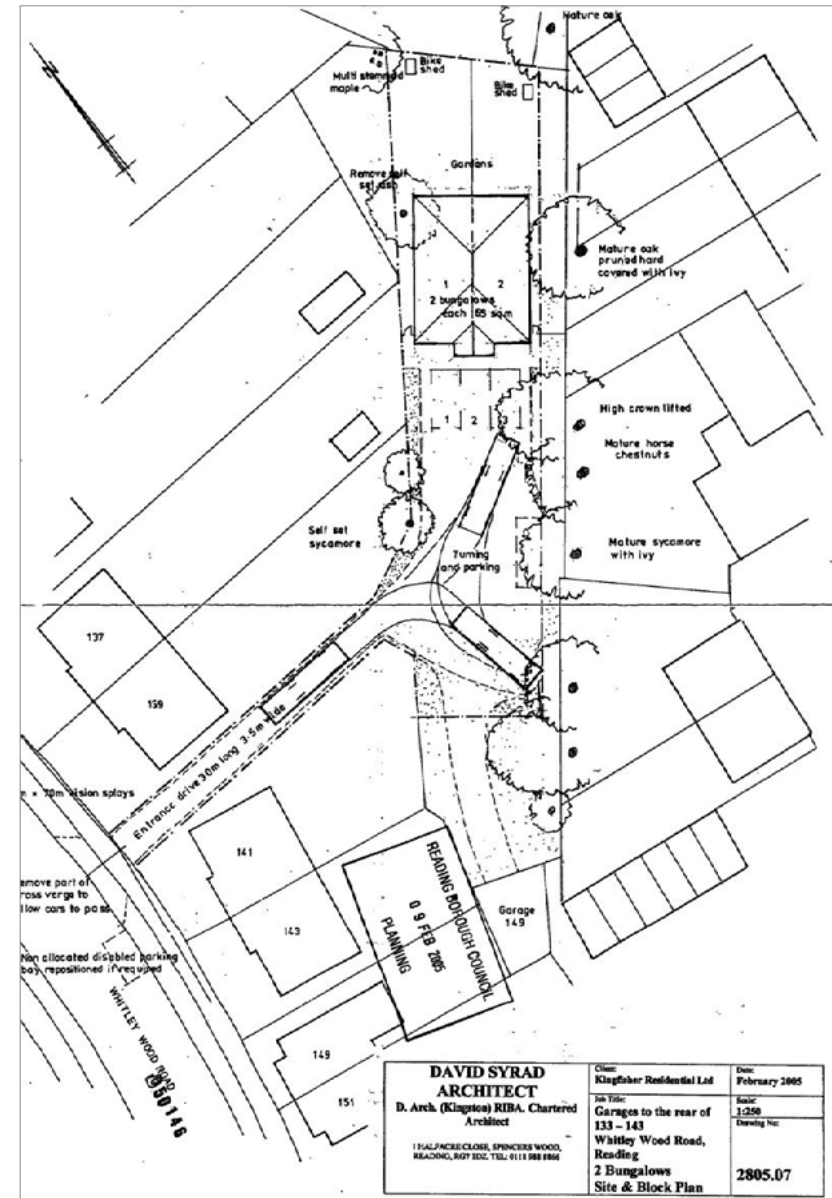
5. Application number: 170300
133 Whitley Wood Road Reading
RG2 8JH. New development of two x
2-bedroom bungalows with 2 parking
spaces perproperty.
Status: Recommendation Made
Decision issued date: NA



6.0 APPENDIX

6.2.6 Recent Planning Application

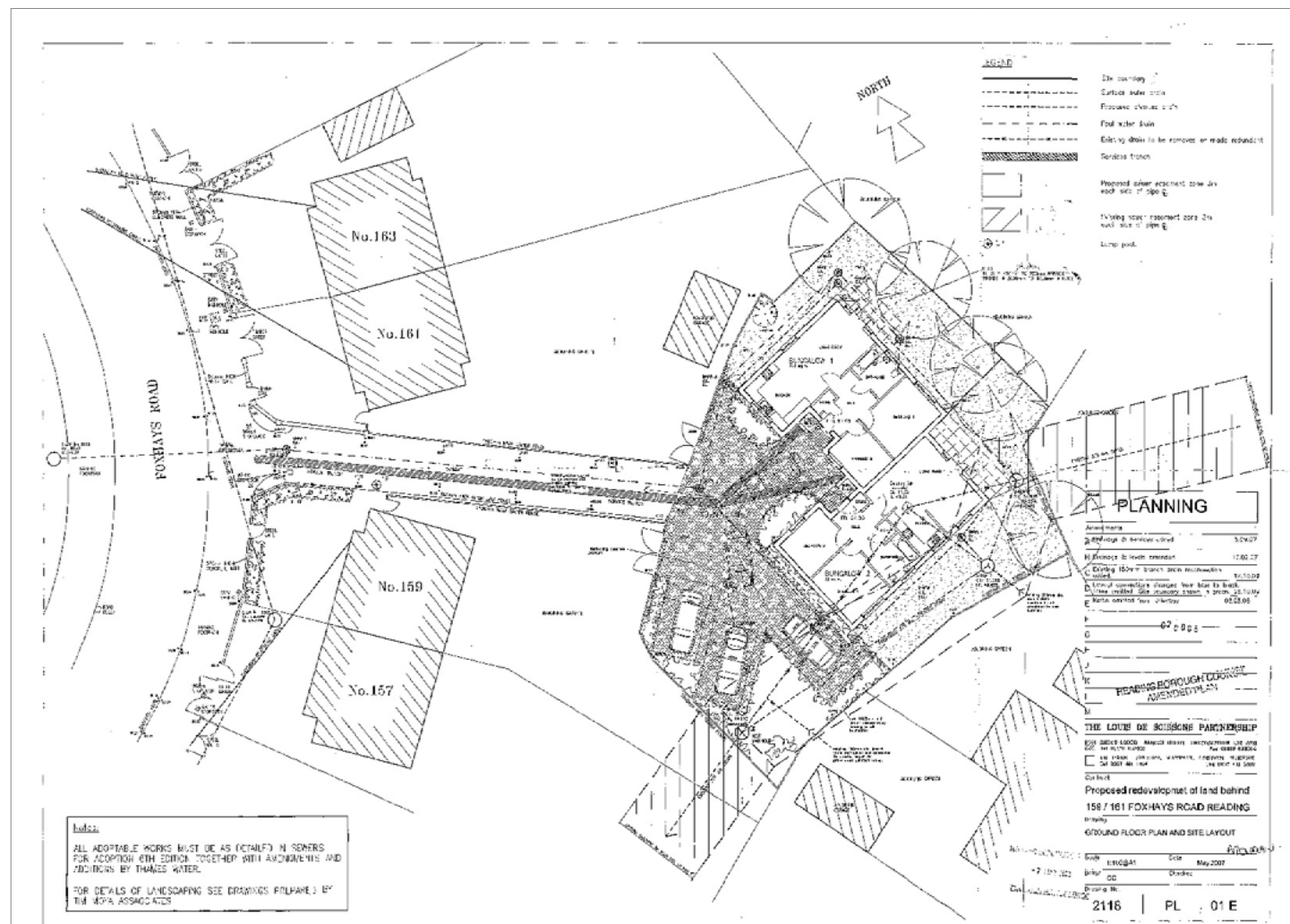
6. Application number: 050328
 133 Whitley Wood Road Reading
 RG2 8JH. Demolition of 18 garages
 and erection of 2 bungalows
 Status: Application Refused - Appeal
 Determined
 Decision issued date: 06 April 2005



6.0 APPENDIX

6.2.7 Recent Planning Application

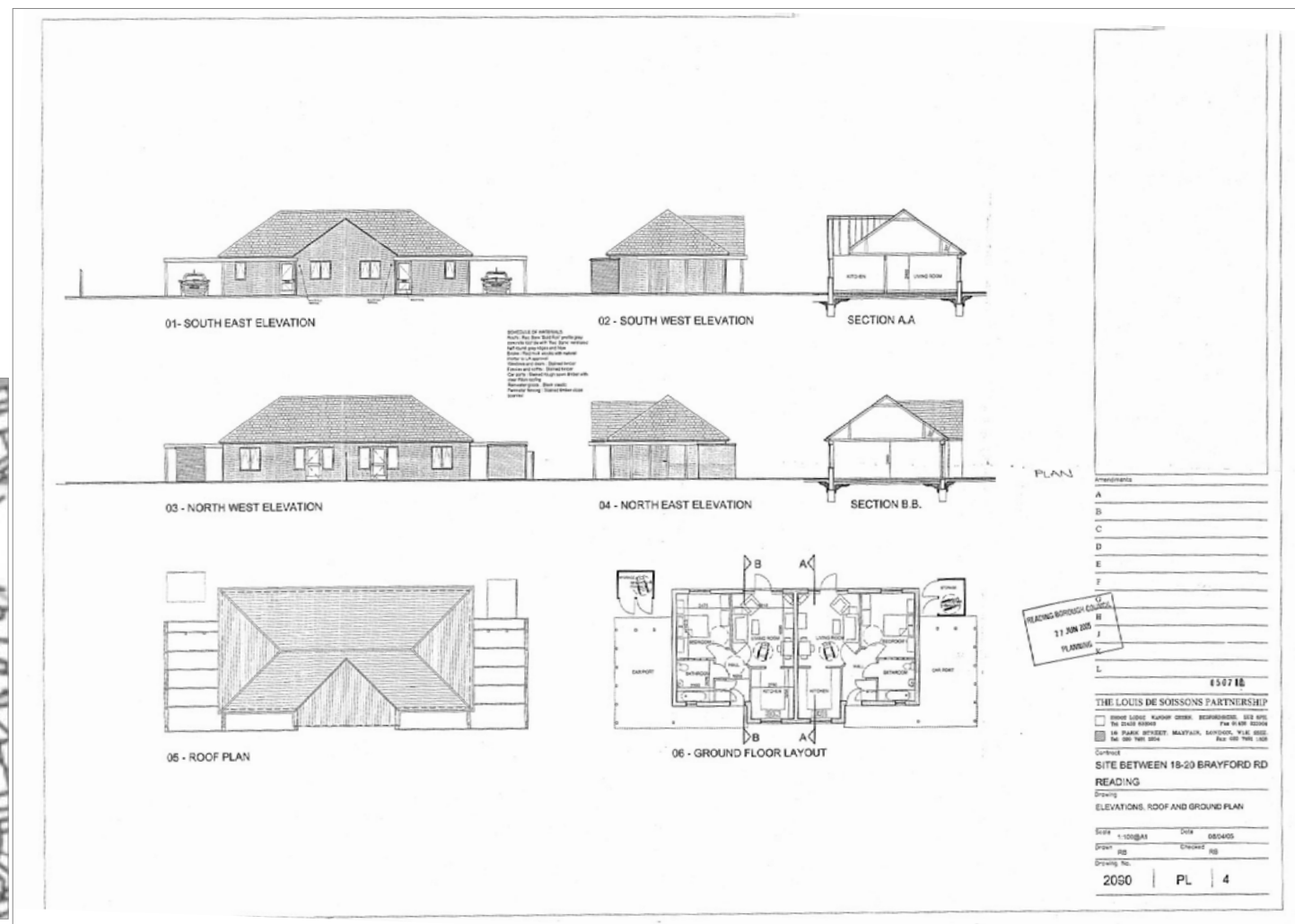
7. Application number: 070364
159a Foxhays Road Reading RG2
8NN. Erection of 2 linked single
storey houses for wheelchair users.
Status: Application Permitted
Decision issued date: 20 March 2007



6.0 APPENDIX

6.2.8 Recent Planning Application

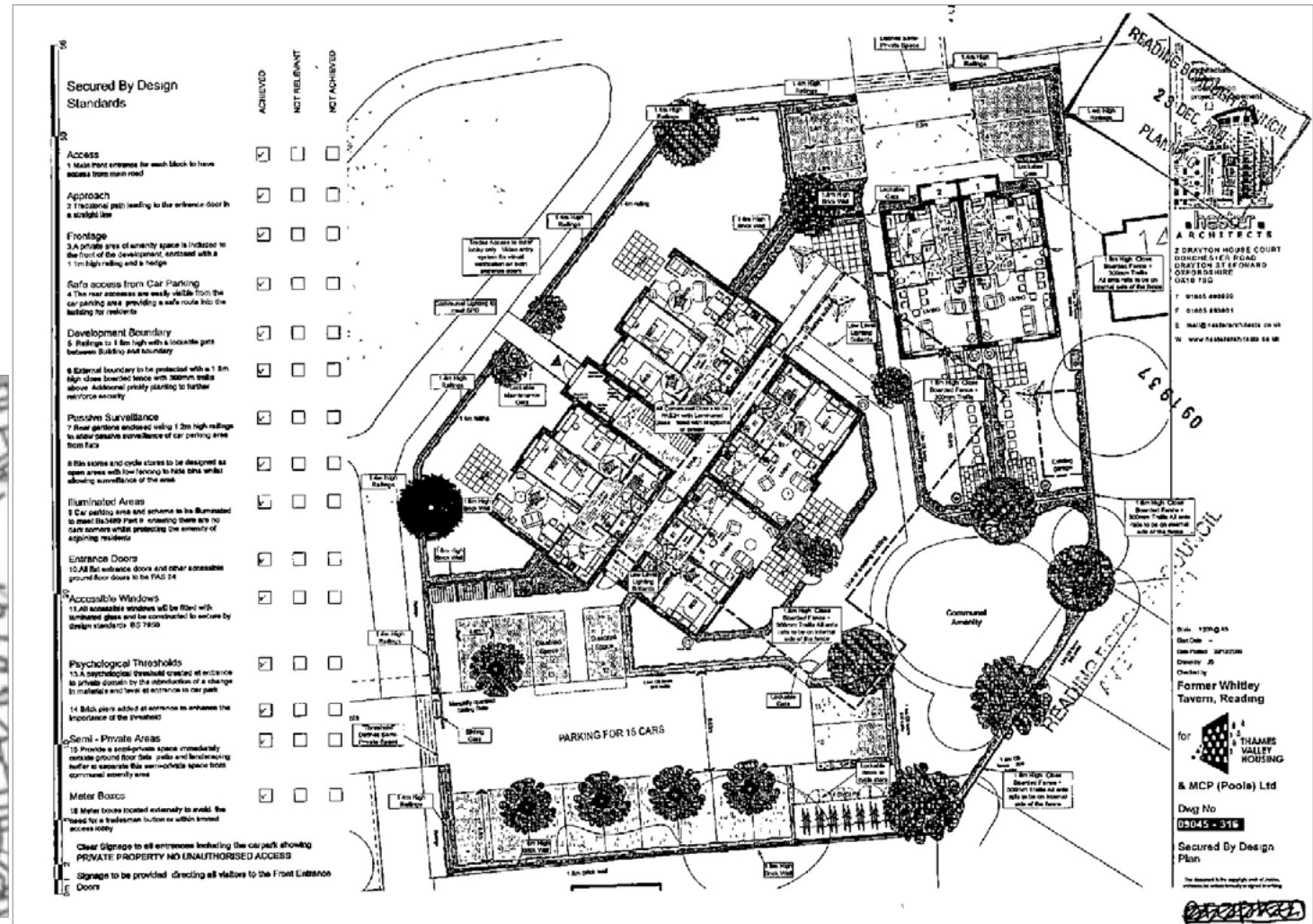
8. Application number: 050565
20 Brayford Road Reading RG2 8LT.
Construction of 2 bungalows suitable
for disabled persons on garage site
between 18-20 Brayford Road
Status: Application Permitted
Decision issued date: 19 August 2005



6.0 APPENDIX

6.2.9 Recent Planning Application

9. Application number: 092099
Former Whitley Tavern Northumber-
land Avenue Reading Berkshire RG2
8LY. Demolition of existing build-
ings and erection of two 3-bed houses
and fourteen flats (eight 1-bed and six
2-bed) with associated car parking,
refuse, recycling and cycle storage
and associated landscaping (amend-
ed description of development)
Status: Application Permitted
Decision issued date: 15 March 2010



7.0 PUBLIC CONSULTATION

7.0 Public Consultation

Consultation leaflets were issued to the neighbouring properties. Comments on parking, access, overlooking received and incorporated into the proposal.

PUBLIC CONSULTATION LETTER - FOXHAYS ROAD

This leaflet provides information on a proposed development by Reading Borough Council to make better use of the unused former garage site to the rear of your home.

The proposal is to provide council owned homes for local people. There is a growing need for affordable family and elderly housing in Reading which can be adapted to disabled living needs.

The proposal seeks to provide a two bedroomed bungalow and two, two bedroomed maisonettes, for rent with hard and soft landscaping.

Improved planting along the site boundaries will provide privacy and a more pleasant view. The design of the new homes will be sympathetic to the character and appearance of the area and access will continue to be achieved off Foxhays Road with on-site car parking provision set out to local authority standards.

Each home will be built to a high standard, and incorporate a high level of energy efficiency and reduced water usage.



Indicative layout above

As part of the design process and prior to making a planning application we would like to hear your views on the proposal to help us finalise the design. If you have any comments or concerns please send them by email to:

Jacqui.foster-browne@reading.gov.uk

or by post to:

The Property Development Team
Reading Borough Council
Civic Offices
Bridge Street, Reading RG1 1LU

In addition to this you will also have the opportunity to submit formal comments on the planning application to Reading Borough Council Planning Department

Please let us have your comments by Sunday 10th of March 2019.



Front Elevation



Aerial View



Aerial View 2



