

Introduction

This statement has been prepared to support the planning application for the Erection of part first & second floor rear extension to provide stair case access to provide two bedroom self-contained flat at second floor.

The main points of this proposal are as follows;

- Part first & second floor rear extension to provide stair case access
- Erection of Additional second floor to provide two bed self-contained flat.
- Internal and external alterations required to facilitate the proposed development.

The following planning policies taken into consideration for the above mentioned proposal,

Saved Local plan policies, from the Reading Borough local Plan 1991-2006, HSG5: Residential Design Standards, CS24: Car/Cycle Parking, CS27: Maintaining the Retail character of centres, CS34: Pollution and Water Resources and HSG9 Location of Residential development are relevant to this application.

Supplementary Planning Document, House Conversions and Houses in Multiple occupation adopted 22nd September 2003, and Supplementary Planning Document, Sustainable design and Construction adopted on 11th July 2011, all are relevant to this application.

Site Description

The Application site- 8-9 Union Street in Reading town centre is in the South East region of England. Union Street is a pedestrian alley in the centre of the English town of Reading. It is lined with small shops and other retail outlets, and connects Broad Street and Friar Street.

The Site benefits from less than a 5 minute walk to Reading main train Station, along with bus stops on Friar Street. The application sites connect to one end with Friar Street which is well served with busses and taxis available throughout the day and night. This indicates that the location is well connected making it beneficial for potential residents. The other side of Union Street connects with Broad Street where Oracle shopping centre is located along with all the high street shops.

The site is situated within a highly sustainable location, whereby all of the services and facilities likely to be required by the potential residents are within a short walking distance.

Existing Use

The existing use of ground floor retail unit is occupied and currently offering mobile phone repair and other related accessories services. The first floor is in office use and been vacant for a very long

time and the planning permission were granted for the change of use to two bed room flat under the planning reference no. 181158.

Design

Design is limited to a solution of making efficient use of the existing available floor space. The second floor is proposed to accommodate one, two bedroom flat, which is set back from the front and from the adjoining side of the neighbouring building to minimise the impact of the additional storey. Slate finish over timber frame structure is proposed as a material for sustainable and light weight construction to diffuse the impact of brick work abundantly used in and around the application site. In the proposal there will be a few physical alterations internally which are required to convert the property to use as a two self-contained units out of which at the first floor flat is two bed roomed and the rear extension part of first floor extension accommodates the stair case to access the second floor. The existing parapet is raised to match the height of neighbouring adjoining building 6 Union Street by three to four courses and stainless steel hand rail is proposed on top of the new raised parapet level.

There is small amount of alterations to the existing front elevation of the building, so the basic design principal was to retain as many original features of the existing building and use the sustainable materials to provide modern approach along with keeping with the existing building features intact.

Layout of Accommodation

The flat is arranged making the maximum use of the available floor space to produce a self-contained flat which are provided with two bedroom located at the front and open plan kitchen and living area is proposed at the rear.

Transport & Highway Impact

As the site benefits from abundance of Public transport this includes buses and Reading train station approximately less than five minute walk away from the application site. There are secured & covered cycle spaces which are proposed at the entrance of the property.

As the application site is located within established Town Centre and within walking and cycling distance from the amenities and residents of the proposed residential units will feel encouraged to use the means of public transport or cycling rather than the use of private cars.

There is no vehicular access onto the site at present. This will not change as a result of this proposal.

The main Pedestrian access to the first floors will remain as existing.

In the light of above information, it is considered that the proposed development will actually reduce the impact of private transport as compared to the existing use and office hence, no adverse impact to the Transport and highways.

Car Parking

No car parking is provided as part of this proposal. The application site lies in a highly sustainable location and provides realistic alternatives to using the private car. This is reflected in the council's parking Standards and design supplementary Planning document, which highlights the maximum parking provision for the application site as being only 0.5 spaces per 1-2 bedroom apartments.

Risk of Flooding

The Site falls within very low risk of flooding as per Environment agency (flood map for planning rivers and sea). Therefore, we believe that Environmental agency will not object this proposal.

Conclusion

As per above information and the relevant criteria for the determination of the Planning application, we believe the proposed development will offer high quality accommodation and enhance the character of the existing property and the wider area, and the proposed first floor rear extension and additional second floor will not cause any significant issues of overshadowing or overlooking of the adjoining properties.

The external alterations to the property have been designed to be sympathetic and sustainable to the original building with minimal impact to street elevation.