

Introduction

This statement has been prepared to support the 'prior notification' application for change of use from Office (B1) to Residential (C3) arranged into a studio flat.

Site Description

The application site is located on A329 Oxford Road, a main artery in the city of Reading. Many several secondary roads joins in to Oxford Road that are predominantly residential. Oxford Road is a single carriageway road with restricted on street parking. The road is a main public route into and around Reading city centre.

The street scene comprises of a variety of uses with a mixture of modern & traditional building mostly residential and with mixed used commercial on the ground floor offering retail, takeaways, restaurants etc. this gives a gives a varied character to the area. Oxford Road mainly comprises of two or three storey terraced properties with commercial units on Ground floor and residential dwellings or office use on top floors. Oxford Road buildings are been built in a mix of style and use of range of materials such as facing brick work and render. Some of the buildings have traditional architectural details representing there age while the modern building with fully or partially glazed facades giving it more varied appearance. The streets consists of a mixed use, with commercial and residential properties.

Design

Design is limited to a solution of making efficient use of the existing available floor space. There have been few physical alterations internally that were required to convert the property to use as a self-contained studio flat. There is small alteration would be required to fit in the matching windows within the existing openings to provide continuous ventilation to front elevation above the commercial unit, so the basic design principal was to retain as many original features of the existing building by which the applicant has been successful keeping that approach.

Layout of Accommodation

The flat is arranged making the maximum use of the available floor space to produce 1 self-contained studio flat achieving average floor area of 40sqm. Accesses to the existing flats are through an existing hallway through the main entrance door located at the front on ground floor.

Transport & Highway Impact

There is no car parking available onto the site at present. This will not change as a result of this proposal. The site benefits from abundance of Public transport which includes bus stops approximately few minutes away from the application site. However, an existing cycle parking within the flats is located under stairs on each floor.

As the site benefits from abundance of Public transport this includes buses and West Reading train station approximately couple of minutes away from the application site. The occupier has to carry their bikes inside the building and park under the stairs.

Town Centre is approximately 1 mile and within walking and cycling distance from the application site and residents of the proposed residential units will feel encouraged to use of a means of public transport or cycles other than the private cars.

All the existing car parking spaces on site are to be retained.

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

WASTE & RE-CYCLE COLLECTION

The existing waste and recycling bins are located at the front entrance under the covered shed serving the existing flats and the new flat will be served to use the existing refuse and re-cycling bins.

Contamination Risks

To the best of our knowledge, there is no risk of contamination as the application site has never been used for the storage of hazardous materials therefore the proposal will not invite any sort of contamination risks.

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 the proposal.

Conclusion

As per above information and the relevant criteria for the determination of the prior approval, we believe there is no need for prior approval notification and the proposed development is lawful and permitted as amended (S1 2013 no. 1101) general permitted development order 1995.