

Design and Access Statement
Proposed 3 x Two Storey Dwelling

**20A Norcot Rd,
Reading,
RG30 6BU**

July 2018



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1.0 Introduction

This design and access statement is produced to support a planning application for the proposal of demolition of the existing garages and erection of three semi-detached two-storey three-bedroom dwelling houses with garage.

The application has considered the proposal in respect of local and national planning policy to ensure a policy compliant positive addition to the neighbourhood.

In addition to this planning statement, the following documents have been submitted:

- PL-01 Location Plan
- PL-02 Proposed Site Plan
- PL-03 Topographic Survey
- PL-04 Existing and Proposed Block Plan
- PL-06 Existing Elevations
- PL-07 Existing Floor Plans
- PL-08 Proposed Ground Floor Plans
- PL-09 Proposed First Floor Plans
- PL-10 Proposed Roof Plans
- PL-11 Proposed Elevations
- PL-13 3D images
- PL-14 3D Images
- PL-15 Existing Elevations 2

CIL Form

Design and Access statement and a Statement for acceptance for an S106 agreement.

The site is located in flood zone 1 and is not affected by floods.

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

2.0 Site Location

The application site is currently a mixture of retail/ residential units which includes a car sales/ repair and a car wash. Adjoining to the site it is a small warehouse and the rest of the neighbouring properties are residential. The site is located in a high in demand residential area of Tilehurst village in Reading.

3.0 Planning History

This site has seen an application for change of use plus attic from residential to private office at the May of 1989 which was refused and another application, earlier, on January , the same year 1989 for change of use from residential flat to office (B1) which was refused as well.

4.0 Development Proposal

The site is situated in Tilehurst Village, which is benefited Area Delivery plan Policy 4 on Eastern Area as identified in Core Strategy Development Plan Document (2016-2016) adopted July 2012.

The character and appearance of the area mostly is residential with traditional two storey brick housing of mixed sizes, including higher density housing with smaller gardens. There is a mixture of commercial properties in the area mostly retail shops. The proposed dwellings are keeping the traditional style and materials as the existing ones in the area by offering a more attractive final product and upgrading the aesthetics of the area.

The design of the proposed dwelling is traditional, in keeping with the character of the area, and mirrors features of the adjacent properties – it features narrow pitched roof dormers and a natural slate pitched roof.

The proposed street scene elevations show a design that blends seamlessly with the area and does not look out of place or unusual.

The proposal does not affect neighbouring dwellings privacy or right to light, the height, length and width are not exceeding that which is established by the neighbouring dwellings.

The internal layout makes good use of natural light, features an open plan kitchen and dining room.



The access arrangements are using the existing joint access from Lemart Close for the three new dwelling houses and keeping the right of access way for the occupants of the Warehouse 'Cassell Welding' which is at the rear of 14 Norcot Road.



The Cycle storage and the bin store they have been designed as per modern needs and are providing an easy access and security for the Cycles which is illustrated on the proposed Site Plan Drawing. On the same line has been designed and the bin store for the new three dwellings. Positioning by the site entrance there is the bin storage enclosed on a traditional solid Brick wall with side piers



Norcot Road is also serviced by regular buses "1S and 17" which travel to Wokingham, Reading and Tilehurst. The site is in very close distance from School road junction which is also serviced by regular buses "1S, 18S, Community Link 28, Community Link 28a and 17" which are travel to Reading, Tilehurst, Wokingham as well. The nearest stop is less than approximately 60m from the application site.

There are no trees on site that are an issue, trees adjacent to the site are out of range of the dwelling and are not expected to be impacted.

The rear of the site will be private garden, the front of the site features some soft landscaping and right of way access for the occupants of 20A, 20, 18, 16, 14 Norcot Road and the Warehouse 'Cassell Welding' which is at the rear of 14 Norcot Road.

There will be no loss of business either a downgrade of the services provided currently from the retail units as there are several similar units in the area which incorporate an easier access and more services of the same sector. In less than a minute walk from the site, by the ASDA petrol station on School road there is a big Car sales/ Repair shop and a car wash. On the Norcot road there is another car repairs retail unit less than 100ft from the site.

5.0 Appearance of the proposal

The traditional design approach taken with the dwelling blends it seamlessly into the street scene – it does not stand out as different to the existing dwellings on Old Bath Road, or in the area in general. The development is spacious and would be a high-quality dwelling with a built form standard to the characteristics of the area, maintaining the feeling and appearance of the street scene.



This development is not likely to be within any root protection zones of the existing trees outside of the boundary of the site. If it was deemed by the Council that significant risks are posed, we suggest a Planning Condition concerning the provision of an Arboricultural Method Statement to the Council to be approved before works begin being set.

The proposal is respectful of neighbouring dwellings in terms of height and distance from the boundaries.



6.0 Conclusion

We believe the proposed design is a positive addition to the area providing high-quality homes of a sustainable design that is in keeping with the surrounding area, maintaining and improving the street scene in terms of appearance.