

Ref: 17009_9.1_DAS_18.01.16

Date: 16/01/2018

Document Title: **DESIGN & ACCESS STATEMENT**

Project: **REFURBISHMENT AND CHANGE OF USE TO 5NO. RESIDENTIAL FLATS**

Site Address: **25 REDLANDS ROAD, READING, RG1 5HX**

Client: **MR PAUL KILSHAW**



Fig.1: Street view of the existing 25 Redlands Road

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1.0 Introduction

This design and access statement is written as support for a Full Planning Application with Reading Borough Council for the change of use to 25 Redlands Road in Reading. Following the receipt of Pre-application Advice from RBC (Ref: 171377) and subsequent meeting with Julie Williams, we have addressed matters raised within our original proposal to satisfy current local planning policy. The development involves demolition of a single-storey rear projection, followed by the construction of a larger single-storey rear extension, internal modifications and refurbishment to facilitate change of use from a single dwelling house with detached garage (C3a) to 5no. self-contained flats (C3a) with associated car parking, bin and cycle storage. This statement is to be read in conjunction with the following information:

- Weston & Co Architects drawings 17009-PL-1, 17009-PL-2, 17009-PL-3, 17009-PL-4, 17009-PL-5, 17009-PL-6, 17009-PL-7 and 17009-PL-8.
- Haslams Estate Agents letter dated 1st August 2017.

2.0 The Site & Context

The site is located within Reading Borough Council's 'Redlands Conservation Area' on the corner plot between Redlands Road and Elmhurst Road. The application site is one-mile south-east from Reading town centre and immediately adjacent to the western end of Reading University's Whiteknights Campus.

The site benefits from a wide range of local amenities within 150 metres, these include: a pharmacy, convenience stores, bank, public house, hot food take away, café, restaurant and launderette. The site also has the benefit of the publicly accessible green spaces on the Whiteknights Reading University campus and Cintra Park nearby. The site is directly adjacent to the busy road junction where Redlands Road, Elmhurst Road and Northcourt Avenue meet the A327 (Shinfield/Christchurch Road).

The existing dwelling was built in the early 20th century, previously used as a guesthouse and most recently used as a dwelling house when under the management of Reading University. The property is a 2-storey detached building with a separate garage, large rear garden and car parking at the front, accessible from Redlands Road.



Fig. 2: Rear view of existing 25 Redlands Road

3.0 Use

Addressing Reading Borough Council's Residential Conversions SPD Checklist 23 (DM8), the proposed change of use for the development is from Dwelling House (C3a) to 1no. two-bed Dwelling Flat and 4no. one-bed Dwelling Flats (C3a) with associated bin and cycle storage. Shared amenity space serving the flats is located in the garden at the rear of the site, Unit 2(two-bedroom flat) and Unit 5 (previously garage) benefit from private amenity space.

Due to the site's location adjacent to a very busy road junction there was very little interest from families when the property was recently marketed for seven months and sold by Reading University. For additional detail on the marketing and sale of the property please refer to Haslams letter dated 1st August 2017. The applicant seeks to change the use of the property due to the lack of interest in the site serving as a C3a Dwelling House use which presents a fundamental sustainability issue.

4.0 Amount

The existing dwelling on the site has a floor area of 189.5 sq.m (G.I.A.) with an additional 31.1sq.m. (G.I.A.) provided by the detached garage. The total floor area of the proposed residential development is 257.3 sq.m (G.I.A.). The additional 36.7 sqm within the proposal will be provided by the single-storey rear extension. The proposed development provides 109.8 sq.m of shared amenity space, 67.7 sq.m of private terrace area to Unit 2 and 21.8sq.m of private terrace area to Unit 5.

Secure and covered storage for 4no. bicycles and appropriate bin storage area are also proposed with access at the front of the property, as suggested on pre-application advice report.

The site is located within Reading Borough Council's car parking Zone 2, the adopted car parking standards require that one space be provided per flat, 5no. car spaces in total. It is proposed for 3no. car parking spaces to be provided on site at the front of the property accommodated by a small enlargement to the driveway. It is requested that the additional 2no. car spaces be provided by entitlement to 2no. on-street car parking permits allocated to the remaining two flats not served by on-site car parking.

The pre-application enquiry response raised transport consultation objections stating 'the parking demand created by this development should not be accommodated on the surrounding roads where there is significant demand for on-street parking'. There is currently fairly low demand on car parking in the streets adjacent to the application site following the imposition of car parking restrictions last year. We therefore suggest that providing 2no. car permits serving the proposed flats would be a reasonable approach to meet the local authority's car parking requirements.

5.0 Layout

The proposed layout of 25 Redlands Road aims to make the best use of the existing building, within the main house the existing stair and hall is proposed as a communal circulation space to access Units 1 to 4.

On the Ground Floor Unit 1's Lounge, Kitchen and Dining are located at the front whilst the Bedroom and Bathroom are located within the proposed new single-storey rear extension. On this level Unit 2 has Lounge, Kitchen and Dining at the front with Bedroom 1, Bedroom 2 and Shower room located within the existing loggia at the rear and the proposed single-storey rear extension. Unit 2 is proposed to have a private terrace at the side of the house, accessible from the Lounge.

The proposed layout for Units 3 and 4 use the existing volume of the first floor and are accessed from the communal circulation space, both have their Lounge, Kitchen and Dining rooms towards the front of the house whilst the Bedroom and Bathroom is located towards the rear. Similar room uses have been located above one another as far as practicable.

The Garage refurbishment takes advantage of the existing available space to convert the garage building into a comfortable studio flat. Unit 5 will be accessed via a side door; the Bathroom and Bedroom are located at the front of the building with the Kitchen / Living Room at the rear with access to a private rear terrace.

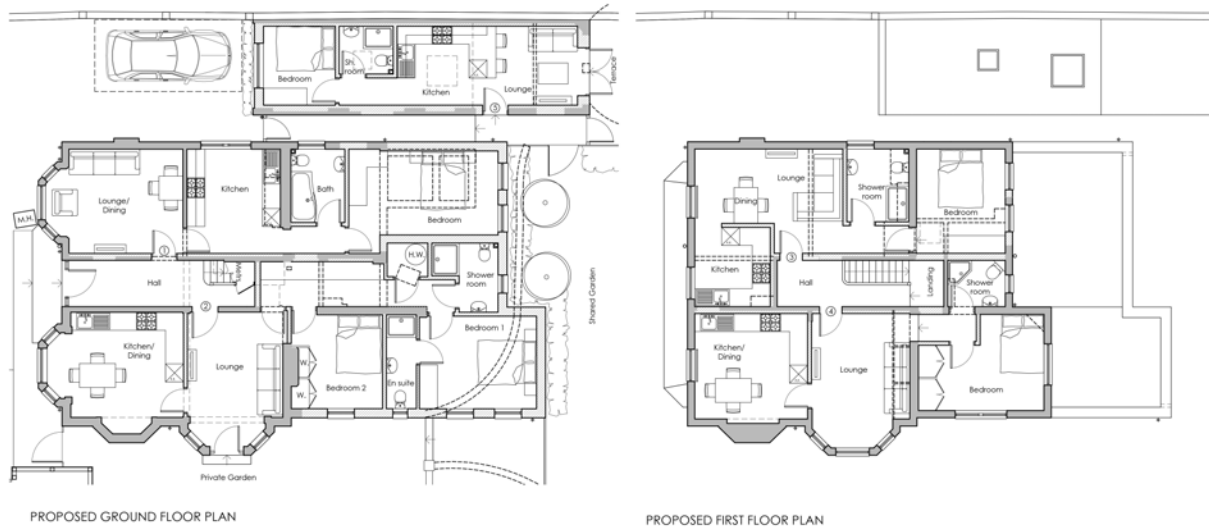


Fig. 3: Proposed Floor Plans extract from drawing 17009-PL-6

6.0 Scale

The proposed new rear extension is single-storey and designed to be within the parameters of what would ordinarily be acceptable under householder permitted development rights. By following the existing guidelines and including design features of the original house into our proposal, the resulting scheme allows the rear extension to remain subservient to the main massing of the house.

7.0 Landscaping

The suggested soft and hard landscaping scheme provides good quality shared amenity space and allows appropriate privacy screening between the shared garden and Unit 2/Unit 5's private amenity areas. A boundary treatment using a combination of railings and hedges will provide sufficient privacy between the separate amenity spaces, whilst keeping visual continuity of the rear of the site as a whole. It is requested that any requirement for a detailed hard and soft landscaping scheme be reserved as a condition to any planning approval.



Fig. 4: Proposed Site Plan extract from drawing 17009-PL-5

8.0 Appearance

The proposed external alterations are designed to be in-keeping with the building's original features and materials. The most significant alterations are proposed to the rear of the main building, involving construction of a single-storey rear extension and enclosure of the ground floor covered loggia.



Fig. 5: Proposed North East (Rear) Elevation extract from drawing 17009-PL-8

The detached garage converted to Unit 5 is proposed to have a new window where the existing garage door is located. The remainder of the existing opening will be clad with timber weatherboarding to clearly reference the modern conversion of the garage. Some existing side windows overlooking the garage are proposed to be infilled with brick to match existing.



Fig. 6: Proposed South West Elevation (Front on Redlands Road) extract from drawing 17009-PL-7

9.0 Access

There are no alterations to pedestrian or vehicle access into the main house and site. The site is in a very sustainable location due to its proximity to public transport provision and a wide range of local amenities and employment opportunities. Reading Buses route numbers: 3, 9, 10, 21, 244 and 981 are all less than 5 minutes walking distance from the site. In addition, the proposal site is less than a 5-minute walk to Reading University, and Reading Station is 1.5 miles away from the site giving access to the national rail network. Reading town centre is one mile away from the site offering significant employment opportunities, and a wide range of retail and leisure amenities, all ensuring the site as an extremely sustainable location for residential development.