

Design and Access Statement

Proposed Conversion of Existing Front Garden
To a Driveway, 22 Erleigh Road, Reading

Client: Mr Danielli & Ms. S. Utting
Resubmission of Application 161977/HOU

Date: 10/07/2017

Job no: 036-DAS



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Revision	Summary of Changes	Date	Rev By	Chkd By

1.00 INTRODUCTION

1.01 AIMS OF THE STATEMENT

This Design and Access Statement accompanies a full planning application by the applicant for off road parking.

The description of development is as follows:

'Proposed conversion of existing front garden to a driveway'

The aims of this Design and Access Statement are to show that the proposed development has been informed by an awareness of the site's context, principles highlighted by Reading Borough Council and Local Government.

The statement will explain the proposals, identify the factors which have influenced this application and highlight the principles that were incorporated in the detailed design of the proposed works.

This statement is in accordance with CABE's guidance 'Design and Access Statements – How to Write, Read and Use them', the Reading Borough Council 'Local Development Framework Core Strategy' (Adopted 2008), 'Sites and Detailed Policies Document' (Oct 2012), Reading Borough Local Plan (1998), and the criteria highlighted within National Planning Policy Framework especially regarding 'good design' (2012).

1.02 PLANNING POLICIES

Within the Reading Borough Council 'Local Development Framework Core Strategy' (Adopted 2008), the main Planning Policies relevant to the development are:

Policy CS7 'Design and the Public Realm' All developments must be of a high design quality that maintains and enhances the character and appearance of the area of Reading in which it is located. The various

components of development form will be assessed to ensure that the development proposed makes a positive contribution.

The local character and sense of place should be positively enhanced within the local context.

Policy CS33 'Protection and Enhancement of the Historic Environment' Historic features and areas of historic importance and other elements of the historic environment, including their settings, will be protected and where appropriate enhanced.

Policy CS38 'Trees, Hedges and Woodlands' Individual trees, groups of trees, hedges and woodlands will be protected from damage or removal, and the Borough's vegetation cover will be extended.

Other relevant policies from the reading Borough Plan (1998) are:

Policy CUD14 'Standards of design in Development'



Existing frontage

2.00 SITE ASSESSMENT

2.01 LOCATION AND MOVEMENT NETWORKS

The application site is part of a pair of semi-detached properties located on Erleigh Road, Reading.

Erleigh Road links with Crescent Road to the east which forms a T-junction with Wokingham Road (A329) linking to another Local Centre. To the west Erleigh Road forms a junction with Craven Road adjoining with Royal Berkshire Hospital and London Road. London Road is part of a one way road system forming a main arterial road into Reading Town Centre from the Eastern suburbs.

The site is located at 22 Erleigh Road opposite St. Luke's Church and near the Donnington Gardens junction. The Erleigh Road Local Centre extends for the majority of the road with a broad mix of shops and facilities ranging from café's, car showrooms to a small convenience store.

It should also be noted that the site falls outside The Alexandra Road Conservation Area. According to the information on the council website the conservation area runs along the line of the highway, Erleigh Road, which leaves the pavement area immediately outside the property, out of the conservation area.

Almost all the surrounding area is two storey buildings, being a mixture of residential and retail uses. There are also a few clinics linked to the hospital which are located west of the site towards the hospital. Many of these clinics are formed from converted residences. Generally there is a concentration of "chimney pots" in the area, with quite high historical densities.

There are good shopping, community and recreation facilities nearby and the transport links are excellent, with the No. 19 bus service along the nearby Addington Road. This coupled with the nearby Royal Berkshire Hospital site, means the area is very well serviced by most town centre activities, most within walking distance.



Location Plan

2.02 SITE AND PLANNING HISTORY

The history of the site indicates that a previous planning application (Ref No. 10/00008/FUL) to convert the front garden to a driveway. This application was refused in February 2010 on the grounds that it had not addressed policies within the Reading Borough Council Core Strategy and other guidance.

In October 2016 a new application (Ref No. 169177/HOU) was submitted to address the previous application concerns and seeking permission for the front garden conversion. After lengthy correspondence with Claire Ringwood and Julie Williams, over concerns regarding the existing front boundary railings and the existing tree, the applicant withdrew the application (12/12/16 – App1).

Residents only dedicated parking has now been provided on the highway immediately in front of the property that allows for 3 vehicles, namely for local residents. The parking is open to anyone with a R13 residential permit, and it is worth mentioning that parking can be compromised when cars are parked poorly, i.e. only two cars are parked.

As part of the strategic transportation programme at Reading Borough Council key areas of two hour parking have now been converted to pay and display zones.

Following the withdrawal of Application No. 161977/HOU the applicant is now re-applying to convert their front garden to a dedicated parking space/driveway. Whilst it is noted that the dedicated highway parking bays have been converted to residents only parking, this will not avoid other residents with R13 permits using the parking zone, which is not conducive for homeowners with a young family.

No. 20, which forms part of the semi detached property with No. 22, already has a front garden conversion to a driveway.

The outlook to the frontage (north) faces onto the highway which borders the conservation area, with the parking area and annex

building of St. Luke's Church across the road. The existing front boundary is formed of a brick plinth with iron railing and gate circa 900mm high, with a thin shrub hedge at the same level. To the west, adjoining No. 20, there is a low planted border with no obvious boundary. To the east is a low single skin brick wall circa 900mm high, which is adorned by mature vegetation within the neighbouring boundary.

The front garden of No. 22 is split between gravel and a small lawn area.

Along Erleigh Road there is evidence of unsympathetic front garden conversions that are not in keeping with the local character of the area.



St Luke's Church, Erleigh Road



Erleigh Road and Donnington Gardens junction

3.00 Involvement and Evaluation

3.01 INVOLVEMENT

In an email dated 12/12/16 from Julie Williams, it was indicated that retaining more of the front boundary railings would be supported at officer level (App 2).

Since the application withdrawal the applicant has attended a meeting with the planner, Claire Ringwood, on 22/12/16 where three main concerns were highlighted. The first related to the existing vegetation where the planner was concerned that the whole drive was to be gravelled. The applicant confirmed that all the existing vegetation was to remain, and that any new proposal would seek to retain as much of the front hedge. The second point related to the existing railings and to retain as much of this feature as possible in its current position. It was also suggested that the section of railings removed could be used as a gate, or to fabricate a new gate in keeping with the original. The third point related to the existing tree and it was suggested that the application hinged on this point. It was suggested that the applicant arrange for the tree and highway officers to visit site and make an assessment.

Following the above meeting with Claire, the applicant then arranged for the Highways and Tree Officers to visit site. Both Paul Smith (Highways & Drainage) and Kevin Lee (Tree Officer) visited the site on 28th March 2017. Both officers inspected the site and marked up an acceptable positioning of the dropped kerb.

In summarising his visit Kevin Lee suggested that the distance of the dropped kerb from the more established tree (to the left-looking at the property) would be critical, but the distance from the tree on the right was not a concern as it is very young and its root network will adapt within reason. Kevin also commented that one tree root had been already cut when Virgin laid their cable in the area.

Kevin confirmed that he had no problem with the positioning of the dropped kerb being placed as per the markings made by Paul Smith.

Furthermore, Kevin confirmed that everything possible had been considered in positioning the dropped kerb to avoid damaging the tree, and his view would be that the work could go ahead. Kevin has also surveyed the area and will await consultation of the application at which time he will sign it off.



Area of dropped kerb marked out



Dropped kerb to highway



Paul Smith advised that the minimum width of the dropped kerb is 4.5m, and confirmed the placement marked out would leave enough space for parking either side of the dropped kerb. In assessing the proposal, Paul remarked, that the width of the pavement meant that the incline to the road would be quite gentle, and this will avoid vehicles grounding. Elsewhere on Erleigh Road this can be problematic due to the existing camber of the road. However, Paul was content with the angle of approach from the dropped kerb to the property.

Paul also noted that the dropped kerb does not have to be built by the council, but it does have to be carried out by 'Street Works Accreditation' and have liability insurance for £10m. A quotation for the Highways works is attached in App 3.

Since the withdrawal of the application, it should be noted that Erleigh Road has now been converted to a Pay & Display zone. In one instance a parking pay machine which is within the conservation area has been placed 1m away from a mature tree and may well have impacted the root protection area.

The applicants wish to carry out the proposals to allow them to have a dedicated and safe parking area fit for contemporary living, and bringing up a young family, whilst sensitively altering the external appearance to be complementary to its surroundings. In turn the character of Erleigh Road and the wider area. The applicant's investment in the proposals will relate to usefulness of the proposal therefore, any amendments will require further consideration in terms of value and viability.

It should also be noted that some of the residents who park on the highway, have in the recent past, had damage to their vehicles whilst parked overnight.



Existing frontage of No.s 22 & 20



View north from site



New meter by mature tree

3.02 EVALUATION

This will allow the creation of a safe and dedicated parking space away from the highway, which is noted as a busy Classified Road (C200). The proposal will endeavour to minimise any impact on the surrounding area by re-using key materials located in an adjacent position. This will assist to retain and enhance the character of the local area whilst allowing for the practicalities of the proposal. The re-use of existing traditional materials and architectural features, shows that this proposal is in line with policies CUD14, CS7 and CS33.

The proposal seeks to retain the existing Lime Tree on the public footpath and recognises that this is an integral element of its surroundings. Therefore, the proposed dropped kerb area has purposely avoided the planted surround of the tree, whilst allowing a safe access to the property. The dropped kerb position has been positioned by the Highways Officer. As part of the proposals the poorly maintained planting to the eastern boundary is to be pruned and tidied to promote healthy plant growth whilst enhancing the property frontage. Therefore, the proposal fully accords with policy CS38.



Existing western boundary



Existing eastern boundary

4.02 ACCESS AND LAYOUT

The proposals are to retain the existing iron railings and to re-use a section as a sliding gate. This will allow access for vehicles with a separate gate from public footpath and assist in retaining elements of the local character of the area and enhance the proposals.

The site has the benefit of good public transport links to the town centre and railway stations by the use of the frequent No. 19 bus service along the Addington Road. Most local facilities, including schools, shops, library, places of worship and recreation ground are accessible by foot and the majority are no longer than a ten minute walk or less.

4.03 SCALE

The proposal is to remove a section of existing iron railings to the front boundary and to re-use this as a sliding gate. Whilst forming an extended gravel area to form a driveway/parking area for one vehicle. Part of the proposal will be to form a dropped kerb on the public highway, and will be the subject of a separate application.

The scale of the existing railings will retain the front garden proportions indicative of the surrounding area.

The proposal will be in scale to the existing properties on Erleigh Road. The recycled materials used will be in complete keeping with the local vernacular.

4.04 LANDSCAPING AND OPEN SPACE

Identified areas to the frontage will retain the existing landscaped with low level hedge planting to soften the boundary to the west. The eastern boundary is to be maintained and tidied to allow healthy plant growth.

In terms of hard landscaping the existing gravel shingle is to be retained and extended to form a driveway.

4.05 LAND USE

The existing properties immediately and contextually surrounding the site to the east and west have undergone similar proposals, therefore the proposal is not a new element to the streetscene. It should be noted that many of the driveways created on Erleigh Road have been done so in an unsympathetic way when considering the local character of the area.

4.06 LANDSCAPE AND FLOODING

The existing building at 22 Erleigh Road occupies its current site curtilage with no historical extensions to the building. The area in front of No.22 is demised to the dwelling as a front garden.

The site is not identified by the Environment Agency as somewhere at risk of flooding and as such a Flood Risk Assessment does not accompany this application.



Proposed front elevation

5.00 CONCLUSION

The physical extent of the development proposed within this residential location has been appropriately designed ensuring the visual impact upon the character, appearance and visual amenity of the locality has been preserved, within the adjoining conservation area.

It is the applicant's desire to create a high quality enhancement to the site, the scheme has been designed to the highest standards thus ensuring a quality and sensitive development overall within keeping of its surroundings.

The creation of a new driveway will not give rise to any adverse impacts upon the residential amenities within the mature vegetation currently enjoyed by existing residents within the proximity of the site.

The development will not prejudice highway safety conditions along Erleigh Road or at the junctions immediately adjacent to the property.

Given the proposals lack of encroachment and visibility beyond the immediate vicinity of the site, it is not considered that there would be any harmful visual impact on the residential environment, and therefore considered to be acceptable and in accordance with policies CS7, CS33 and CS38. The site visits from both Highways and Tree Officers have reviewed the context and support the proposal.

The development therefore complies with national planning guidance and strategic and local planning policies. On the basis of the evidence and justification set out in this Supporting Statement with the application, it is respectfully requested that this application be approved.

6.00 APPENDICES

Appendix 1 – Confirmation of Application Withdrawal

Appendix 2 – Extract of email from Julie Williams 12-12-16

Appendix 3 – Quotation for Highways Works

Appendix 1 – Confirmation of Application Withdrawal



To: Mr Darryl Danielli
22 Erleigh Road
Reading
RG1 5LX

Application No: 161977
Application type: Householder

Applicant: Mr Darryl Danielli

Proposal: Conversion of existing front garden to a driveway

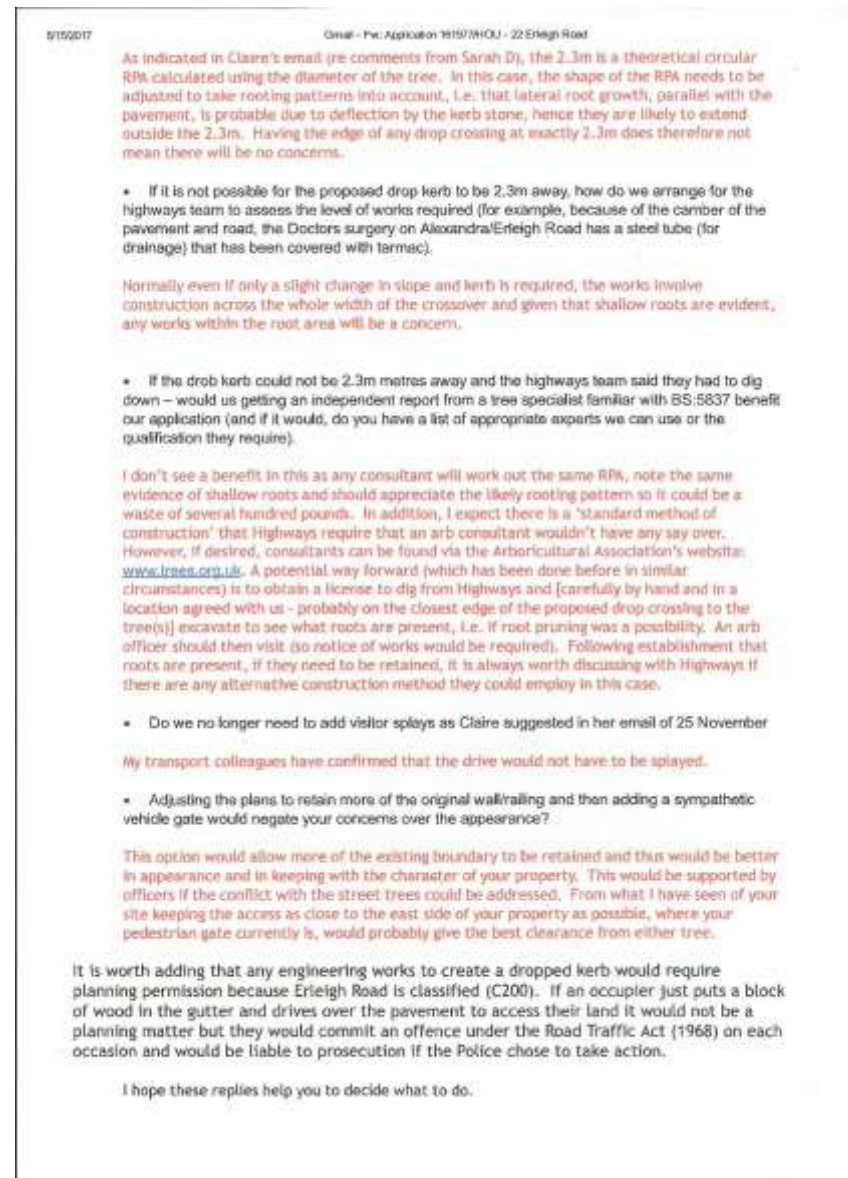
At: 22 Erleigh Road Reading RG1 5LX

The above application was **WITHDRAWN** by the applicant on 12 December 2016.

Date: 12 December 2016

Head of Planning, Development
& Regulatory Services

Appendix 2 – Extract of email from Julie Williams 12-12-16



Appendix 3 – Quotation for Highway Works

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Mr Danielli
22 Erleigh Road
Reading
RG1 5LX

Allison Bell
Director of Environment and
Neighbourhood Services

Neighbourhood Services
19 Bennet Road, Reading, RG2 0QX
☎ 0118 937 3787

Our Ref: 574107

E-mail: streetcareadmin@reading.gov.uk

31 March 2017

Your contact is: Kirsty Kenny, Neighbourhood Support Services

Dear Daryl Danielli

VEHICLE CROSSING / DROPPED KERB APPLICATION

PROPERTY - 22 Erleigh Road, RG1 5LX

Further to your application for a vehicle crossing at the above property,

I am pleased to inform you that the Area Neighbourhood Officer has approved your request and attach a copy of our quotation for the vehicle crossing works at the above address. This quotation is valid for 3 months from the date of this letter.

It has been noted that the property already has a hard standing. If there are no edging kerbs at the property boundary, your quotation for the vehicle crossing will include for this to the line and level of the existing back of footway.

Can I take this opportunity to highlight that there are two ways that you can have your vehicle crossing constructed, either using Reading Borough Council's contractor or an approved private contractor of your own choice.

If you decide to use a private contractor, they must comply with the requirements contained in **Section 184 of the Highways Act 1980**, which are detailed in the attached conditions.

Please be aware of contractors that knock on your door offering a service, they are often not insured. If they carry out illegal works, you could be held legally responsible for re-instating the public highway. Please do not hesitate to ring us for advice.

If you would like to proceed with the application, please complete either Part A or Part B of the attached acceptance form and return to me at the above address.

If you require any further information, please contact me on the above telephone number.

Yours sincerely

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Kirsty Kenny

Neighbourhood Services

Enc. Quotation, Footway Crossing Specification and private contractor conditions

QUOTATION FOR VEHICLE CROSSING AT – 22 Erleigh Road, RG1 5LX

This quotation is valid for 3 months from the date of this letter.

If you would like to proceed with this application, please complete either Part A or B and return it to Neighbourhood Support Services, 19 Bennet road, Reading RG2 0QX.

Total construction of the crossing (material, plant and labour)	£1736.60
Plus V.A.T.@20%	£ 347.32

SUB TOTAL	£2083.92
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Site Supervision & Quality Control	£ 106.42
Administration fee	£ 56.00

TOTAL:	£2246.34
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Reference No: 574107
Address: 22 Erleigh Road Reading RG1 5LX

Part A

☐ I am satisfied with the quotation provided. Please find enclosed cheque for the amount of £2246.34 paid for the construction of a new footway crossing, by Reading Borough Council at 22 Erleigh Road, RG1 5LX. Alternatively card payments can be accepted over the telephone, please contact Neighbourhood Support Services on 0118 937 3787 to make a payment.

Signed Date / /

Part B

Ref: 574107

☐ I do not wish to have the Council to carry out the footway crossing works. I will be employing a private contractor.

Company Name:

Contact Name:

Company Address:

Company Telephone Number:

Company VAT Registration Number:

Date Work Commencing:

(Please note: five working days notice required before work commences)

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Please enclose the following:

Copy of Public Liability Insurance (Minimum £10,000,000 cover required)

Cheque for £106.42 - (supervision fee) made payable to: Reading Borough Council

PLEASE NOTE THAT UNTIL ALL THE ABOVE DOCUMENTATION IS RECEIVED AND A WORKS LICENCE ISSUED TO YOUR CONTRACTOR - NO WORK CAN TAKE PLACE. THE HOUSEHOLDER WILL ALSO RECEIVE A COPY OF THE SECTION 184 LICENCE.

Signed Date / /

CONDITIONS WHEN USING A PRIVATE CONTRACTOR TO CONSTRUCT A VEHICLE CROSSING

Any contractor wishing to construct a vehicle crossing on behalf of a private individual must comply with the following requirements laid down under **Section 184 of The Highways Act 1980**. We recommend that you show or provide a copy of these conditions to your chosen contractor.

1. The work must be carried out and completed in accordance with our standard specification and safety requirements, including working restrictions on traffic sensitive roads. The contractor must be trained to the standards set out in Chapter 8 of the Traffic Signs Manual (Traffic Safety Measures and Signs for Road Works and Temporary Situations).
2. **Copy of a valid certificate of insurance**, indemnifying Reading Borough Council from all liability in respect of Third Party claims, minimum value of £10,000,000 for any single claim, and an unlimited number of claims, **must be forwarded to this office before work commences**.
3. **All operatives working on the Public Highway must be New Roads and Street Works Act 1991 accredited and holds a valid street works licence, copy to be forwarded to this office before work commences**.
4. The contractor must be **VAT registered**, and a document of proof, e.g. the company's letterhead, showing VAT registration number must also be sent to this department before any works start.
5. Before any work commences, a processing and supervision charge of £123.60 must be paid to Reading Borough Council.
6. We must receive notice of **at least 5 working days** prior to work commencing; this is in order for us to arrange supervision and inspection of the works by the Area Highways Inspector. **Please note that weekend working is not permitted without prior approval of the Council**.
7. It is essential that you notify the Public Utilities of your intention to excavate in the footway that

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