

WE ARE

**AYRE
CHAMBERLAIN
GAUNT**

**153 Hemdean Road,
Caversham**

18.07.2016

Planning

Design & Access Summary

Our ref: **1976**

Applicant: **Mr. M. Chamberlain**

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01

INTRODUCTION

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INTRODUCTION

The site currently comprises a single detached dwelling, located on Hemdean Road, Caversham. The site is bound to the east by Balmore Park, to the west by Hemdean Road, with Caversham Primary School located opposite, and to the north and south by dwellings along Hemdean Road. A public footpath also runs adjacent to the northern boundary of the site providing access from Hemdean Road to Balmore Park.

The proposed development seeks to demolish the existing dwelling at 153 Hemdean Road and in its place provides a replacement dwelling and two new dwellings. A new driveway (utilising the existing entrance position) provides access to the dwellings with individual parking and turning spaces, allowing all vehicles to enter and exit in forward gear. The proposals also seek to cut into the slope of the site, reducing the current 5 metre high ramp up from the highway, positioning vehicles beneath the new properties, and enabling a controlled access onto the highway.

The design creates an exemplar development of highly sustainable and family housing. The proposals draw reference from the local vernacular and embrace Reading's historical significance as a source of Bricks. However, any views to the buildings will be relatively imperceptible as a result of the dense sycamore screening to all sides of the plot.



01-03 Aerial views of the site, courtesy of Bing Maps

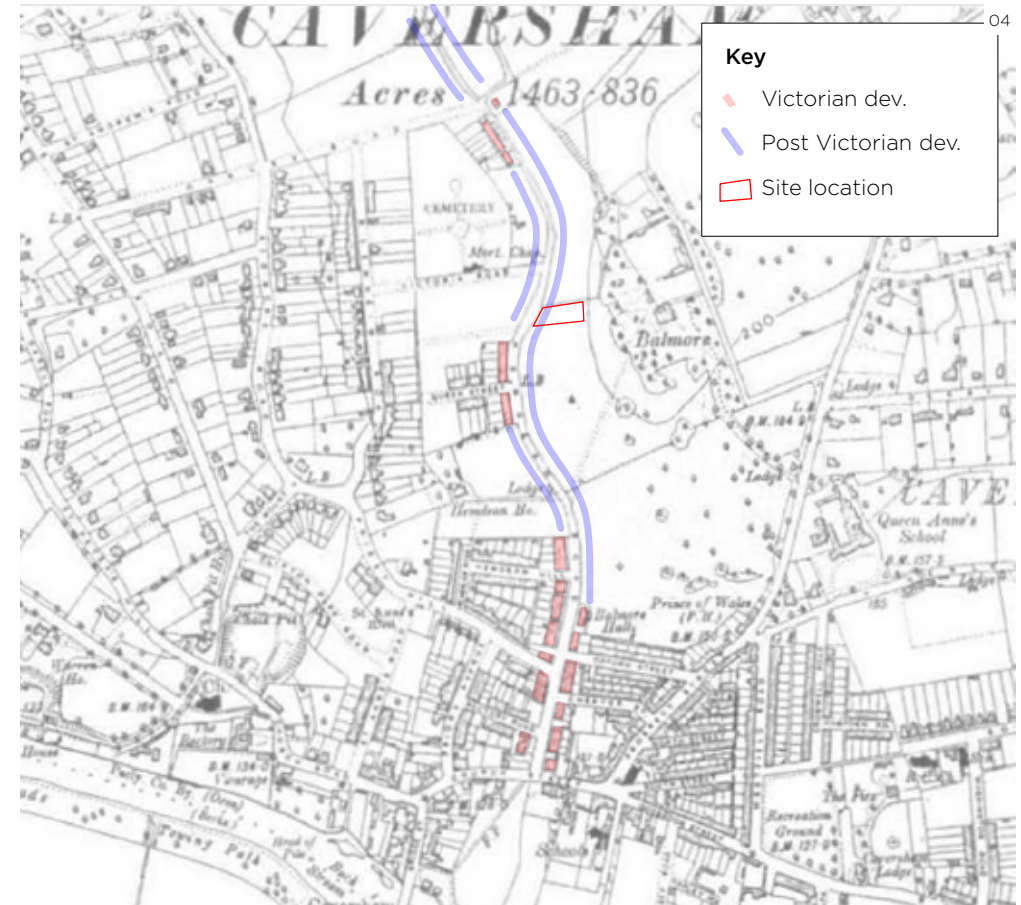
LOCAL VERNACULAR

Hemdean Road follows the line of field patterns established prior to the rapid expansion of Caversham in the Victorian era.

Whilst buildings from the Victorian period are dotted along the length of lower Hemdean Road (below Oakley Road) the main extent of them are concentrated in the Prospect Triangle (Oxford Street and below). As is highlighted on the c. 1914 historic map the vast majority of development on Hemdean Road occurred in the inter and post war periods.

Today, there are clusters of dwellings where a particular style or period can be identified, for example the pairs of 1920's semi detached immediately to the south of the application site or the 1960's bungalows to the north and including 153 Hemdean Road.

In Hemdean Road, there is not a dominant vernacular, rather as sections of land were released the style and typology of the day was used. This has created an interesting and diverse streetscene as is illustrated within the photographs on the following page.



04 c. 1914 Historic Map of Hemdean Road

LOCAL VERNACULAR



05



06



07



08



09



10

- 05** Victorian terrace properties in Hemdean Road (west side)
- 06** 1930 / 1940 Semi-detached properties in Hemdean Road (East side)
- 07** Properties immediately south of application site, building FFL set circa 5m above road level)
- 08** Late 20th Century infill development in local area.
- 09** Property immediately north of application site
- 10** 157 - 159 Hemdean Road, properties set behind mature screening

02

PLANNING

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PLANNING

PRINCIPLE OF DEVELOPMENT

The site is located in an existing residential area, which comprises a mix of terraced, semi-detached and detached units. In this respect, the principle of residential development in this location is well established.

A review of the Council's 5 Year Housing Land Supply indicates that RBC are able to demonstrate a supply of 8.49 years supply over the period 2014/15 – 2018/19. However, there is a need for family housing in the Borough.

Paragraph 1.3.10 of the Sites and Detailed Policies Document (2014) states that over 80% of new dwellings provided between 2001 and 2008 were flats, creating a strong need for larger family housing. Although this is beginning to balance out (41% of new build dwellings permitted during 2013-14 were houses), only 28.1% of these were 3 beds or above.

Further, Policy DM11 seeks to ensure that for developments of private residential gardens, 'emphasis is on the provision of family housing'. The proposed development will provide three family units (1 x 3 bed house & 2 x 4 bed houses), resulting in a net increase of 2 family dwellings in the borough. Though minimal, this will nonetheless contribute to the provision of family housing in the Borough.



11



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Policy DM11 appears to provide the most relevant criteria for informing and assessing the proposals, although the general requirements of both Policy CS1 & CS7 are also of considerable importance.

With regard to Policy CS1, the proposals will result in a **density per hectare of 15 dwellings** when averaged across the site (the site area is 0.2 hectares). All of the units will benefit from substantial rear gardens measuring approximately 40 metres x 9 - 10.5 metres.

The density study clearly demonstrate the proposals will create a well-proportioned and spaced development, providing a high quality environment for family housing.



11 153 Hemdean Road, existing mid 1960's bungalow

12 View to 153 Hemdean Road from access driveway.

13 Key View 01, looking south east towards the application site from Hemdean Road - existing property completely screened by mature Sycamore hedging.

14 Key View 02, looking north east towards the application site from Hemdean Road - existing property completely screened by mature Sycamore hedging.

PLANNING

POLICY CONTEXT

The site is located within the administrative area of Reading Borough Council, where the adopted development plan comprises:

- Core Strategy (2008) and;
- Sites and Detailed Policies Document (2012).

A number of supplementary planning documents are also relevant to the proposed development. These comprise:

- Revised Parking Standards and Design Supplementary Planning Document (October 2011),
- Planning Obligations under S106 Supplementary Planning Document; and
- Sustainable Construction and Design Supplementary Planning Document.

The key planning policies relevant to the proposed development are set out below:

Core Strategy (2008)

- Policy CS1 (Sustainable Construction and Design)
- Policy CS5 (Inclusive Access) – seeks to ensure that buildings are located, sited and designed to provide suitable access for all

- Policy CS7 (Design and the Public Realm) – seeks to ensure high quality design
- Policy CS15 (Location, Accessibility, Density and Housing Mix) – seeks to ensure an appropriate location, accessibility, density and mix of housing development.
- Policy CS22 (Transport Assessments) – seeks to ensure an adequate level of accessibility and safety using all modes of transport from the site.
- Policy CS24 (Car and Cycling Parking) – seeks to ensure that Car/Cycle Parking Maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities)
- Policy CS36 (Biodiversity and Geology) – seeks to protect and enhance, biodiversity, geodiversity and to protect any ecological designations.
- Policy CS37 (Major Landscape Features) – states that planning permission will not be granted for development that would detract from the character or appearance of Major Landscape Feature designated areas.
- Policy CS38 (Trees, Hedges and Woodlands) – seeks to ensure that 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.)

Sites and Detailed Policies Document (2012)

- Policy DM4 (Safeguarding Amenity) – seeks to ensure that development will not cause a significant detrimental impact to the living environment of existing or new residential properties
- Policy DM6 (Affordable Housing) – states that on sites of 1-4 dwellings a financial contribution will be sought towards the provision of affordable housing elsewhere in the borough
- Policy DM10 (Private and Communal Outdoor Space) – seeks to ensure the provision of appropriate function private and communal outdoor space
- Policy DM11 (Development of Private Residential Gardens) – sets requirements for new residential development that includes land within the curtilage or the former curtilage of private residential gardens
- Policy DM12 (Access, Traffic and Highway-Related Matters) – provides the parameters against which proposals involving a new or altered access will be permitted

PLANNING

- Policy SA14 (Cycle Routes) – states that cycle routes will be maintained and enhanced and to ensure that developments do not detrimentally affect identified cycle routes
- Policy SA17 (Major Landscape Features) – identifies the Borough's Major Landscape Features.

PLANNING

AFFORDABLE HOUSING STATEMENT

The proposed development is for a replacement dwelling and the addition of two further open market dwellings, with no provision for on site affordable housing, RBC's adopted Policy DM6: Affordable Housing of the Sites and Detailed Policies Document sets out that, '...on sites of 1-4 dwellings, a financial contribution will be made that will enable the equivalent of 10% of the housing to be provided as affordable housing elsewhere in the Borough.'

This contribution is calculated as the proportion of the Gross Development Value (GDV) a Registered Provider would pay for the units. This is assumed to be 50% of Gross Development Value (GDV).

The Planning Policy starting point of a Section 106 Developer Contribution amount based on 5% of the development value is noted, along with the option to submit a viability appraisal in the event that such a figure is deemed inappropriate for the project.

To this end, please find attached a completed Viability Appraisal for your information. It is important to consider that the application is not a speculative development, but instead partly a self build owner occupier project with the goal of

providing a purpose built house to the applicant's preferred design, and in their preferred location. The appraisal shows that the project will in fact make a loss, in financial terms, although this is not wholly unexpected considering that:

- The land purchase cost is comparatively high, due to the plot location and the fact that it currently contains a dwelling that is in reasonable condition.
- The project is to provide a purpose built house in the applicant's preferred location and it is therefore expected that this will come at a premium.

Therefore from a purely commercial point of view there is no profit in the project that can be allocated to a Section 106 payment in respect of Affordable Housing. However as a good will gesture and in recognition of the existence of the Policy, the applicant is willing to make a Section 106 Developer Contribution of £5,000.00 per dwelling.

Two valuation reports produced by Haslams and Farmer & Dyer are included in the appendix of this report.

PRE APPLICATION ADVICE

INFORMATION SUBMITTED

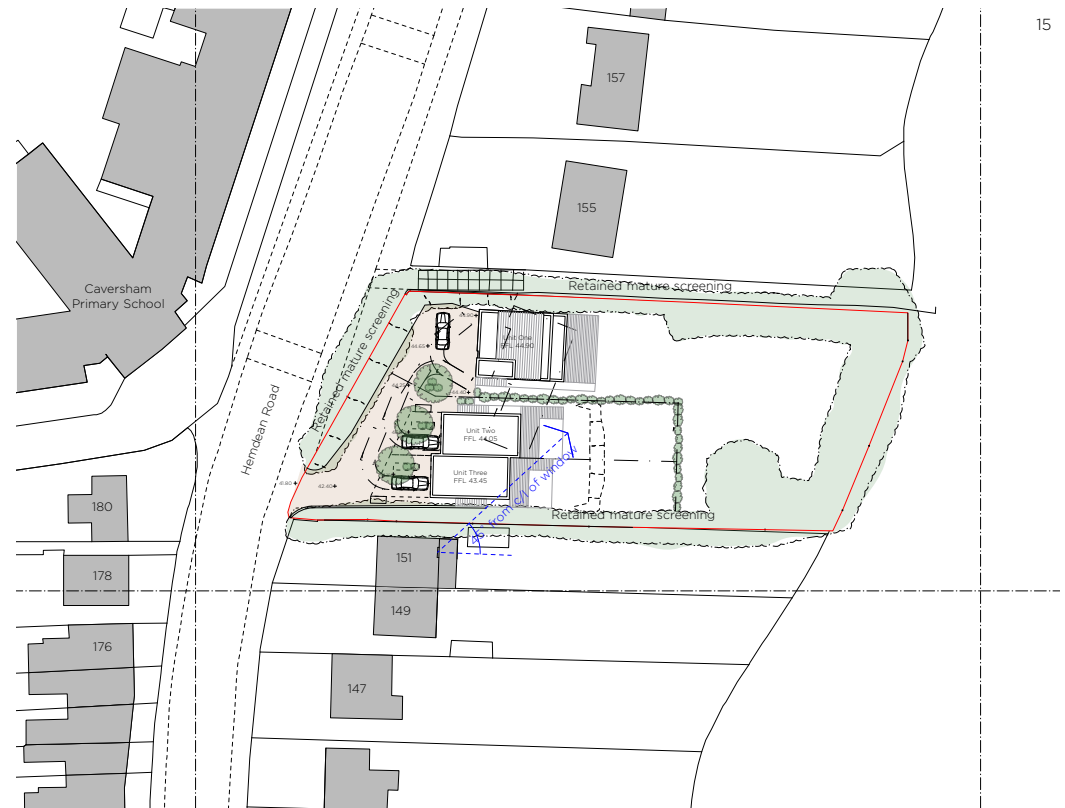
On 25th August 2015 a pre application submission was made to Reading Borough Council, this proposed:

- Demolition of the existing dwelling at 153 Hemdean Road.
- Construction of 3 new dwellings on the site (1 x detached 5 bedroom unit and two semi-detached units).

Excerpts from the information that formed this submission are included as illustrations within this section, images 15 to 18.

Response to the submission was issued on 20th November 2015, a full copy of comments provided are included as an appendix to this report. The key issues to be addressed are summarised within this section.

Reading Borough Councils reference for this correspondence is: **151517/PREAPP**.



15 Proposed Site Layout, submitted at Pre Application Stage

PRE APPLICATION ADVICE

SUMMARY OF RESPONSE FROM RBC

The main issues to be considered were identified as:

- a) Principle
- b) Design and Impact on the Character of the Area and setting of Listed Building
- c) Impact on Neighbours
- d) Mix of units
- e) Quality of Residential Accommodation / Sustainability
- f) Transport Issues
- g) Environmental Protection
- h) Affordable Housing

The response was well detailed and requests relating to technical matters and policy clarifications are addressed through the general content of this Planning, Design & Access Statement.

The majority of comments were provided on item b) Design and Impact on the character of the area... These comments are included in italics.

A detailed analysis of these comments is provided in the 'Applicants response', explaining how RBC's comments have been addressed in the final proposals.

DESIGN AND IMPACT ON THE CHARACTER OF THE AREA AND SETTING OF LISTED BUILDING

The character of the area is dominated by the Victorian terraced houses and also late 1930's built semi-detached dwellings. According to the NPPF the design of the development should "respond to the local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation." Local planning authorities should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally (para 59).

The application has been accompanied with relevant elevations of the proposed development which indicates that the proposed design would result in a departure from the established character of the area in terms of house styles. A contemporary design of building with flat roof and modern architectural characteristics would not be in keeping with adjoining residential dwellings which are situated in close proximity to the site; this modern and contemporary design would fail to integrate within current context and it would introduce a discordant feature to the existing semi-detached & detached dwellings, unsympathetic in terms of its design and massing. Based on these concerns therefore it is not

considered that the proposed development would fit in with the context of the area and that the proposal would be contrary to policies CS7 of the Reading Core Strategy 2008 (altered 2015), and DM11 of the SDPD, as it would not make a positive contribution to the character of the area.

Notwithstanding this, it is considered that the siting of proposed buildings appears to be acceptable and in accordance with established building lines. The layout of the plots also conforms to the pattern of development in the area and maintains sufficient gap from the adjoining boundaries. Given the right design and massing, it is accepted that the site could be developed for three dwellings in the configuration shown.

16 Proposed Key View 01, looking south east towards the application site from Hemdean Road at Pre Application Stage.

17 Proposed Key View 02, looking north east towards the application site from Hemdean Road at Pre Application Stage.

PRE APPLICATION ADVICE

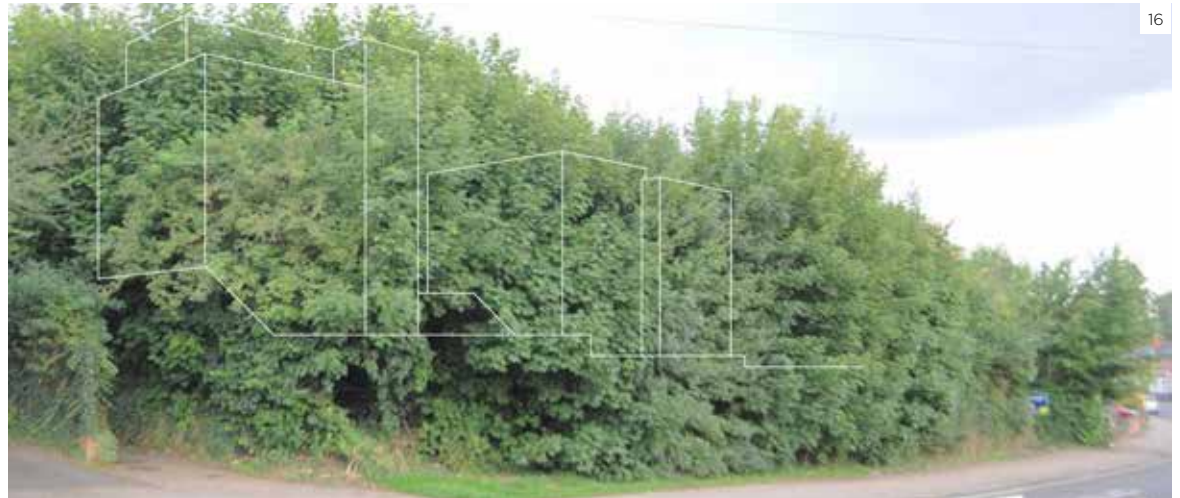
APPLICANTS RESPONSE TO FEEDBACK

It is extremely encouraging to receive such positive feedback on the proposals with regard to the amount of accommodation and also the general layout of the scheme. The Pre Application response from RBC is concluded with the following statement:

The principle of the proposed scheme is considered acceptable; however there are concerns with the design...

Whilst the final proposals detailed within this planning application are now for four dwellings as opposed to three, the amended design uses the same principles with regard to site layout and gaps to neighbours. In fact whilst the overall amount of accommodation has increased by circa. 10%, by removing the larger 4 storey detached unit the element of the scheme massing that RBC needed to be convinced was acceptable is omitted. Illustrations of how the final proposals sit comfortably within the streetscene are included in the Design section of this report.

With regard to design it is disappointing that a contemporary design is not considered acceptable;



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PRE APPLICATION ADVICE

particularly when guidance cites that ‘innovation’ should not be discouraged and further when the retained existing mature planting to all boundaries of the site make any views to the proposals partial at best.

The facade design submitted at the pre-application stage was proudly contemporary. Just as the Victorian, Edwardian, inter war and post war developments were of their day too. ‘Styles’ of facade design and dwelling typology have evolved through a series of quite identifiable periods over the last 150 years. A snapshot of how this occurred in Hemdean Road is included within the ‘Local Vernacular’ section of this report.

This diversity of streetscene is an inherent quality to Hemdean Road. Buildings relate through common materials and through respecting established massing & footprint patterns.

The final proposals retain the site layout supported at Pre App stage but have a more conservative appearance, relating strongly in materiality, eaves and ridge line to the neighbouring dwellings.

18 Proposed Elevations at Pre Application Stage.



APPLICATION 160088

INFORMATION SUBMITTED

On 18th January 2016 an application was made to Reading Borough Council, this proposed:

- Demolition of the existing dwelling at 153 Hemdean Road.
- Construction of 4 new dwellings on the site (4 x four bed semi-detached units).

Excerpts from the information that formed this submission are included as illustrations within this section, images 15 to 18.

This application was refused in April 2016, a full copy of application drawings and decision notice provided are included as an appendix to this report. The key issues to be addressed are summarised within this section.



15 Proposed Site Layout, submitted at Pre Application Stage

APPLICATION 160088

REASONS FOR REFUSAL

The reasons for refusal provided by the LPA were:

1. The number and three storey height design of the proposed dwellings would appear cramped and out of keeping with the character of development in the locality and result in material harm to the street scene and thus to the character and visual amenities of the surrounding area. As such, the proposal is contrary to Policy CS7 (Design and The Public Realm) of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and to Policy DM11 (Development of Private Residential Gardens) of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015).

2. The proposals would give rise to a potential overbearing impact on the residential amenities of the occupiers of No. 151 Hemdean Road, by reason of loss of outlook and visual dominance. It is therefore contrary to Policies DM4 (Safeguarding Amenity) and DM11 (Development of Private Residential Gardens) of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015).

3. The proposed layout fails to demonstrate that it complies with the Local Planning Authority's standards in respect of access design. This could potentially result in vehicles stalling on a mild

hill start when attempting to pull in to traffic or inadvertently rolling out on to the classified road and would have an adverse effect on road safety and the flow of traffic. The proposal would thus be in conflict with Policy CS20 (Implementation of The Reading Transport Strategy) of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policy DM12 (Access, Traffic and Highways-Related Matters) of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015).

4. In the absence of a completed legal agreement to secure an acceptable contribution towards the provision of Affordable Housing, the proposal fails to contribute adequately to the housing needs of Reading Borough, contrary to Policy CS9 (Infrastructure, Services, Resources and Amenities) of the Reading Borough LDF Core Strategy 2008 (Altered 2015); Policies DM3 (Infrastructure Planning) and DM6 (Affordable Housing) of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015) and the Council's Adopted Affordable Housing Supplementary Planning Document 2013.

APPLICANTS RESPONSE TO REFUSAL

The amended proposals associated to this document address all the comments and Policy issues raised.

Response to Reasons 1 & 2

Reasons for refusal 1 & 2 principally relate to both 'layout' & 'scale'. Setting aside any issues relating to the number of dwellings and overall site layout, we believe the massing of the proposals generally replicates the pattern established by the neighbouring dwellings.

Diagrams 20 & 21, illustrate how footprints identical to that of the neighbouring dwellings would sit if transplanted on the site. As you will note these diagrams clearly demonstrate that the footprint and massing of the proposals detailed within application 160088, have very similar alignment to this scenario.

Further to this, the pre application submission made in August 2015 included a semi detached dwelling positioned in virtually the same place of three storeys. A comment was made relating to this specific point:

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APPLICATION 160088

'The layout of the proposed development and partition of the site into three plots does not appear to indicate that there will be impact on the residential amenities of the nearby properties. Sufficient distances to the closest parts of the surrounding dwellings appears to be over 5m and boundary treatment, design and layout could prevent any uneighbourliness; as such the proposal would be unlikely to result in any undue overlooking or loss of light to surrounding habitable room windows, in accordance with Policy DM4 of the Sites and Detailed Policies Document (2012, altered 2015).'

With regard to the proposals relationship to the neighbour immediately to the south, the justification for the refusal of application 160088 directly contradicts advice given at Pre Application stage in spite of the layout and scale not changing.

Hemdean Road, and certainly the eastern side of the upper quartile within which the application site is located, is characterised by the undulating building lines of the houses as they follow the natural contours of this part of Caversham. As is demonstrated in diagram 22, the eaves line of the proposals detailed in application 160088 sits comfortably with the established pattern.

Reference is made within reason 1 that three storey design would be 'out of keeping' with the character of the area., We do not believe whether the massing of the building is split into two or three storeys should be a material consideration, it is the relationship of the proposed massing (scale) to the adjacent properties. We would also add that a number of the neighbouring properties have already added a third storey of accommodation through substantial roof extensions and box dormers (either through applications or exercising Permitted Development Rights), in addition to 161 Hemdean Road that is 3 storeys (photographs of a few of these properties are included as illustrations 25, 26 & 27)

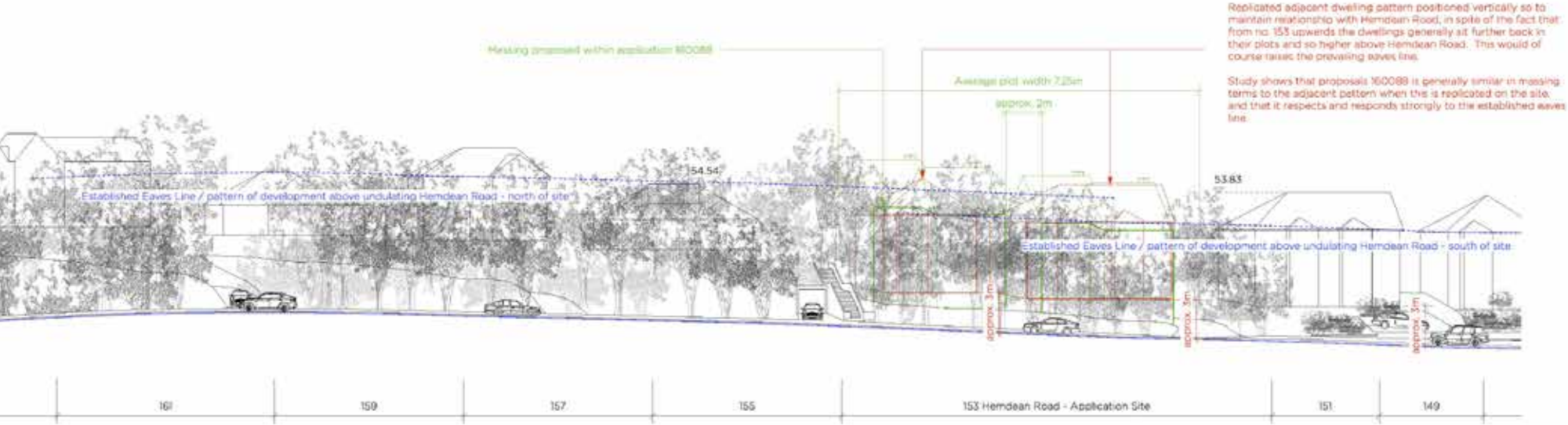
In conclusion we agree with the Pre Application feedback that *'boundary treatment, design and layout could prevent any uneighbourliness; as such the proposal would be unlikely to result in any undue overlooking'* and therefore residential amenity of the neighbour is not likely to suffer.

Response to Reason 3

A cross section through the access road to demonstrate compliance has subsequently been submitted to the Case Officer and accepted as appropriate.

The access road remains unchanged in the amended proposals.

APPLICATION 160088



22 Illustration of the prevailing eaves line in Hemdean Road, overlaid against both massing from 16088 & a direct replication of adjacent massing.

03

DESIGN & ANALYSIS

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DESIGN & ANALYSIS

LAYOUT

The proposals are to develop the garden space of an existing dwelling and so in this respect, proposals need to be compliant with Policy DM11 in addition to Policy CS7. Policy DM11 requires that proposals for the development of private residential gardens 'make a positive contribution to the character of the area, in terms of the relationship of the existing built form and spaces around the buildings within the surrounding area'.

The existing dwelling at 153 Hemdean Road benefits from a large garden area, which is considerably larger than many of the surrounding dwellings, particularly those southwards on Hemdean Road. It is further considered that the site is large enough to accommodate sufficient amenity space, landscaping and access for the proposed development, in accordance with Policy DM4 and Policy DM11.

As is illustrated in the plot analysis diagram, the proposed layout is comparable to the general pattern of development in the area in accordance with Policy DM11 & CS7. Further feedback on the previous application 160088, was as follows:

- the east side of Hemdean Road to the south (the properties on which have typical 8-10m plot widths), it is essential to maintain rather than diminish this general pattern of spacing in the context of the

street scene as those to the north enjoy greater separation still.

- that a re-development of this site for three new dwellings would be more acceptable, subject to design and appearance as in all other aspects...

-The previous scheme for a pair of semis and one detached house to the north side would probably best replicate the pattern of development in the street but three separate dwellings could not be ruled out.

The partitioning of the site into the plots for the three dwellings has been undertaken with great care to avoid any loss of residential amenity to the neighbouring properties, and to address RBC comments relating to plot width / spacings. Plots are between 9m and 10.5m wide, with approx. 2.5m between, in keeping with the neighbouring urban grain. The forward building line sweeps across the site, bridging the prevailing frontage positions to the north and south of the site.

The relationship to neighbours of most sensitivity is that with the southern neighbour, 151 Hemdean Road. The amended proposals position adjacent to this property sits 6.5 metres north beyond the retained mature Sycamore screening, 1.5 metres further away than application 160088. As such, if the new dwelling is at all visible from the neighbour,

no overshadowing will occur. The window to 151 Hemdean Road which faces towards the site, is to the first floor landing therefore all habitable rooms remain unaffected. At pre-application stage commentary on an almost identical arrangement relative to the neighbour, RBC advised:

'The layout of the proposed development and partition of the site into three plots does not appear to indicate that there will be impact on the residential amenities of the nearby properties.'

And further that:

'it is considered that the siting of proposed buildings appears to be acceptable and in accordance with established building lines. The layout of the plots also conforms to the pattern of development in the area and maintains sufficient gap from the adjoining boundaries..'

The neighbour to the north is over 8 metres away, separated from 153 Hemdean Road by the public footpath to Balmore Park; again the boundary is shrouded by large mature Sycamore trees to be retained as part of the development. There will be no significant effect upon their residential amenity or dwelling

DESIGN & ANALYSIS



19 Prevailing building zone & frontages in Hemdean Road - existing condition
20 Prevailing building zone & frontages in Hemdean Road - proposed condition

DESIGN & ANALYSIS



21 Plot width and property spacing analysis diagram, illustrates proposed new dwellings fits the local pattern of development
22 Proposed Site Layout, illustrates that arrangement does not adversely effect neighbouring properties

DESIGN & ANALYSIS



23 Contextual street section
Illustration of the prevailing eaves
line in Hemdean Road.

DESIGN & ANALYSIS

SCALE

Policy DM11 further requires development to ensure 'compatibility with the general building height within the surrounding area'. Hemdean Road features housing of a range of sizes, from one storey bungalows to three storey houses. The perceived size of these buildings and their prominence in the streetscene is substantially affected by their positioning on the local topography.

As such, the east and west sides of Hemdean Road have quite different characters. To the west the houses tend to consist of larger groups, often terraces, set closer to the pavement line. To the east, dwellings are generally either detached or semidetached, creating a pattern of breaks and an undulating roof line.

The majority of these properties are two storeys, topped by substantial roof forms. Coupled with the topography, eaves lines are generally set 9.5 metres above the road level, with ridgelines 3 metres above this. **There are also several examples in Hemdean Road (149 & 161 Hemdean Road in immediate area) where three storeys of accommodation have been permitted, creating taller examples of development.**

Examples of three storeys of accommodation in Hemdean Road and as part of other developments in the local Caversham area are included for

reference as images 25 - 29.

The massing of the proposed development embraces this pattern of undulation through an eaves line that progressively steps, as the buildings are nestled into the topography of the site. All units benefit from the 'cut and fill' strategy proposed, whereby the lower ground floor of each dwelling is set below the prevailing ground level. This approach is primarily adopted to improve access to the highway, but it also introduces a space for entrance to the dwellings and storage of vehicles without interrupting the general pattern within the streetscene.

Whilst the proposals would be classed as 'three storey', as the analysis diagram 23 illustrates their height is comparable to the neighbours - fitting very comfortably with the established eaves and ridge lines. Unlike the neighbouring properties to the south thick tree screening to all boundaries prevent views of the development, other than those possible via the new access road. Indeed as illustrated in diagram 24, from the opposite pavement the proposals are barely visible.

One of the reasons for refusal stated that a 3 storey was unacceptable on the site. A detailed response was provided on pages 19 -21, in addition to the reasoned justification contained in this section of the report.

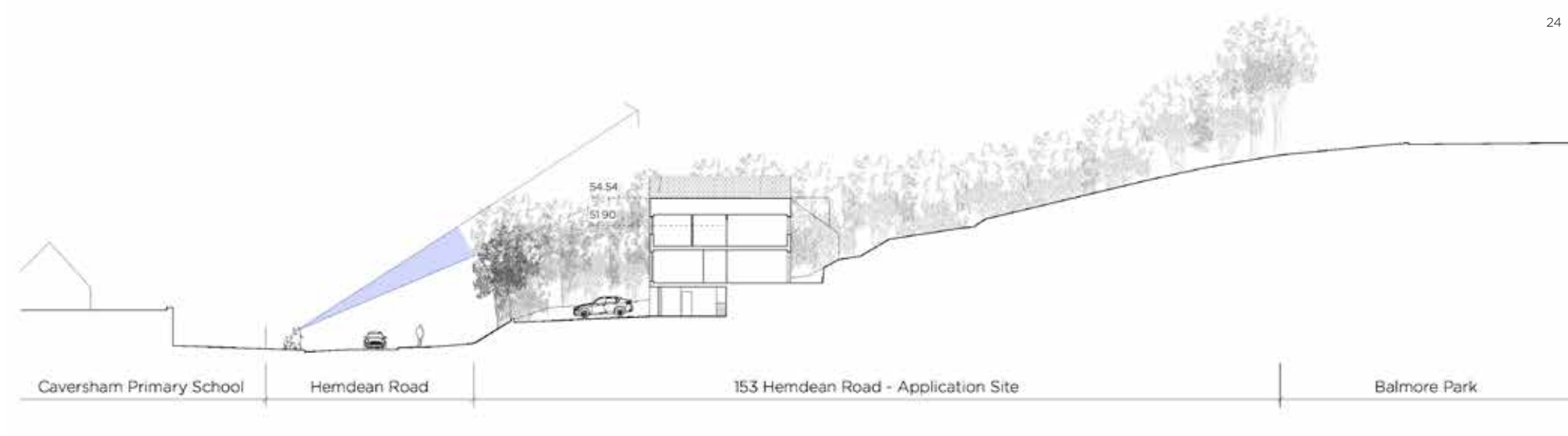
During the course of application 160959 a meeting was held to review further amended proposals detailed within this document. At that time an additional site section, drawing no: 1976_PLN_450 was provided better illustrating the relationship of the proposed massing with the neighbours. After reviewing this the planning officer in attendance was comfortable that the scale and appearance of the proposals was acceptable.

In the case of the proposals whilst there are three storeys, the lowest floor only contains the entrance and car port. Working with the topography of the site the two storeys of living accommodation are arranged on top of this, broadly in line with the pattern of the adjacent dwellings.

In addition to the proposals fitting well within the local streetscene, the relationship with the neighbour is all but identical to that established between south of the site hence it must be considered appropriate and acceptable. The neighbour is positioned almost due south of the development site beyond mature hedging, as such any overshadowing will be minimal.

The amended proposals alternate the pitch of the roof from 160088 presenting a gable end to the street; providing a dynamic profile and contributing positively to the character of the area. As a result when viewed from either neighbours plot, the

DESIGN & ANALYSIS



24

24 Contextual street section Illustration of the line of sight to proposals, which are screened by existing boundary vegetation

DESIGN & ANALYSIS



25



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25 161 Hemdean Road - a 3 storey gable fronted dwelling, with entrance floor level set approx. 6m above the highway (perceived height from street level is circa 15m) and screened by boundary vegetation.

26 70 Hemdean Road - a 3 storey Victorian gable fronted dwelling.

27 131 Hemdean Road - one of several examples where the roof space has been converted to create a third storey of accommodation.

28 & 29 Tamesis Place - a recent development of new housing adjacent to two storey dwellings in Caversham, consisting of two, three and four storey buildings.

DESIGN & ANALYSIS

APPEARANCE

Hemdean Road is compromised of an interesting mix of architectural typologies. This mix of styles occurred as prevailing vernacular en vogue at the time of development was always used. There is not a dominant period, but groupings occur of Victorian, Edwardian, 1920's, 1960's dwellings with late 20th Century infills mixed in. The contribution made to the streetscape by each successive period has generally reduced in quality over time, certainly the most recent additions are banal and almost apologetic.

It would be a missed opportunity to resort to a mundane or pastiche design on this site. The applicant is passionately in favour of an interesting and innovative appearance, that whilst not being the same or an amalgamation of the styles in Hemdean Road can be a modern interpretation of the good elements of the character of the area – just as much of the neighbouring dwellings were at the time of their construction.

The Proposals

The proposed design is traditional in form, there are many examples of gable fronted dwellings, in Hemdean Road and the wider Caversham area. The use of large openings to let daylight in and capitalise on cross ventilation creates an open and interesting facade. This does not replicate the appearance of the neighbouring properties, but it is clearly familiar making a valuable contribution to the character of the area.

The proposals create a strong and well articulated series of dwellings, that step progressively upwards responding to the topography and pattern of development in this part of Hemdean Road.

To enrich the aesthetic qualities of the facades, brick detailing is used by way of projecting headers from within the proposed 'english wall' bond typical in the Victorian terraces of Caversham. There are many historic examples of brickwork detailing in Reading, harking back to the days the town was famous for its kilns producing bricks. Embracing this history to bring architectural texture to the proposals is very much in keeping with the character of the area.

Metal cladding panels are introduced as an accent to the silver grey brickwork. This use of metal is true to the historic vernacular where lead was often introduced either on bays, roofs or as wall

cladding. The choice of a silver brick is rooted in a desire to acknowledge the bricks produced in the 1800's & 1900's in Reading's brick kilns. Respecting the heritage of the area, the texture and articulation is added through the use of a buff brick (as is prevalent within many Victorian examples in Caversham). The roofs of the properties are proposed to be slate.

The articulation of the facades and fenestration pattern are simple and ordered to create a well-proportioned and balanced design. The stepping and articulation of the building line also delivers three clearly legible dwellings.

The appearance and materiality of the proposals is illustrated in the elevations detailed within image 30.

Existing Natural Screens

The proposals retain the dense Sycamore screens and hedging to all boundaries of the site, creating a well shrouded enclave for the development.

The key view visualisations included in the conclusion section clearly demonstrate even after adaptation of the opening in the frontage is complete, that only restricted views of the development will be possible. Similar to the views possible of the neighbours north of the site.

DESIGN & ANALYSIS



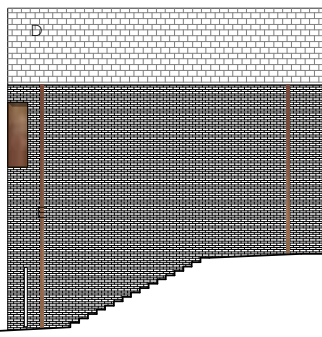
Units 1 & 2 - West Elevation



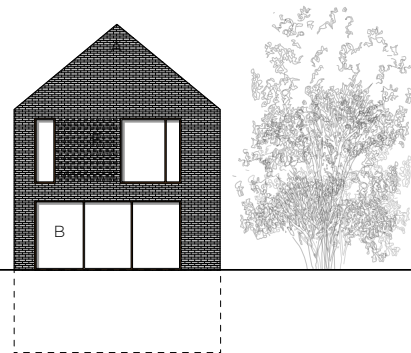
Units 1 & 2 - East Elevation



Unit 3 - West Elevation



Unit 3 - South Elevation



Unit 3 - East Elevation

MATERIALS KEY

- A Brick (Silver grey)
- B Metal framed windows
- C Timber Door
- D Slate roof
- E PPC Metal rainwater goods
- F Brick feature panel (Buff)
- G Metal cladding panel

DESIGN & ANALYSIS

MATERIALS & PRECEDENT

The successful iteration of domestic vernacular architecture is rooted in a series of recurring themes embraced by successive periods. The three principle themes are:

1. Hierarchy
2. Balance / Order
3. Detail / Decoration

The design approach embraced in the amended proposals holds these three themes at its core. Therefore whilst being a little different in appearance to the neighbouring buildings, the legibility of the design enables it to be viewed and understood as a familiar addition. An analysis of a local Victorian dwelling and the proposals in illustration 31 demonstrates how this has been achieved.

This balanced approach of innovation and legibility enables the proposals to form a positive contribution enriching the character of the area.

1. Hierarchy is embraced in both typologies through the identification of the entrance and principle rooms within the front facade.

- In the proposals the large picture window is used as the device to identify the principle living space, in the Victorian example it is the bay window.

-The front entrance is similarly highlighted within the facade through buff brick detailing around the entrance, in the Victorian example this is by way of an arched opening, in the proposals it is through a sculpted recess and a change of material.

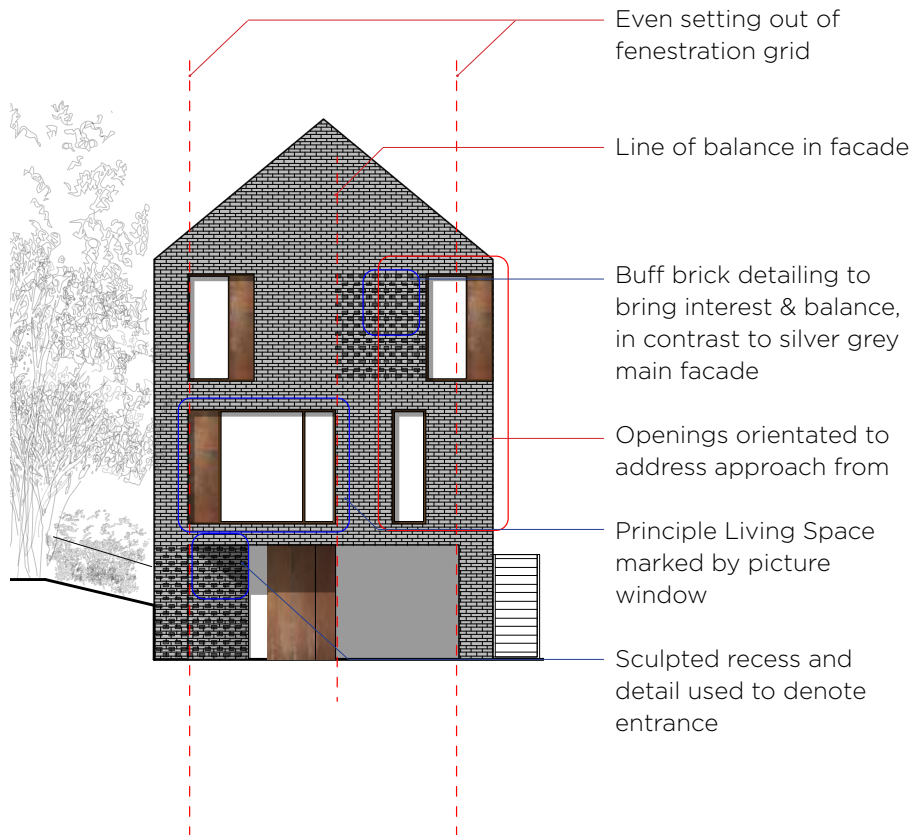
2. Balance and order in the facade is intrinsic to the design of each typology, essentially this is achieved in the asymmetrical placement of the windows and facade elements in each. Both have a fenestration pattern that is created through the consideration of how openings contribute to the enjoyment of internal spaces and also their responsibility to fit within an ordered framework externally.

3. To bring interest and also assist in the balancing of their façades, alternative brick patterns and textures were regularly introduced between windows, around entrances at eaves etc. In the proposals buff brick detailing is also used to bring

interest and balance (as is prevalent within many Victorian examples in Caversham), contrasting metal panels add another layer of quality to the façades.

31 Below page: Analysis of proposed facade in comparison to features and design of Caversham Victorian property. The same ordering and architectural devices are used in both, demonstrating the appearance is strongly contextual and will contribute positively to the character of the area.

DESIGN & ANALYSIS



Even setting out of fenestration grid

Line of balance in facade

Groupings are asymmetrically balanced within facade

Brick detailing to bring interest & balance

Arched recess and detail used to denote entrance

Principle Living Space marked by bay window



04

SUPPORTING STATE.

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LANDSCAPE PRINCIPLES

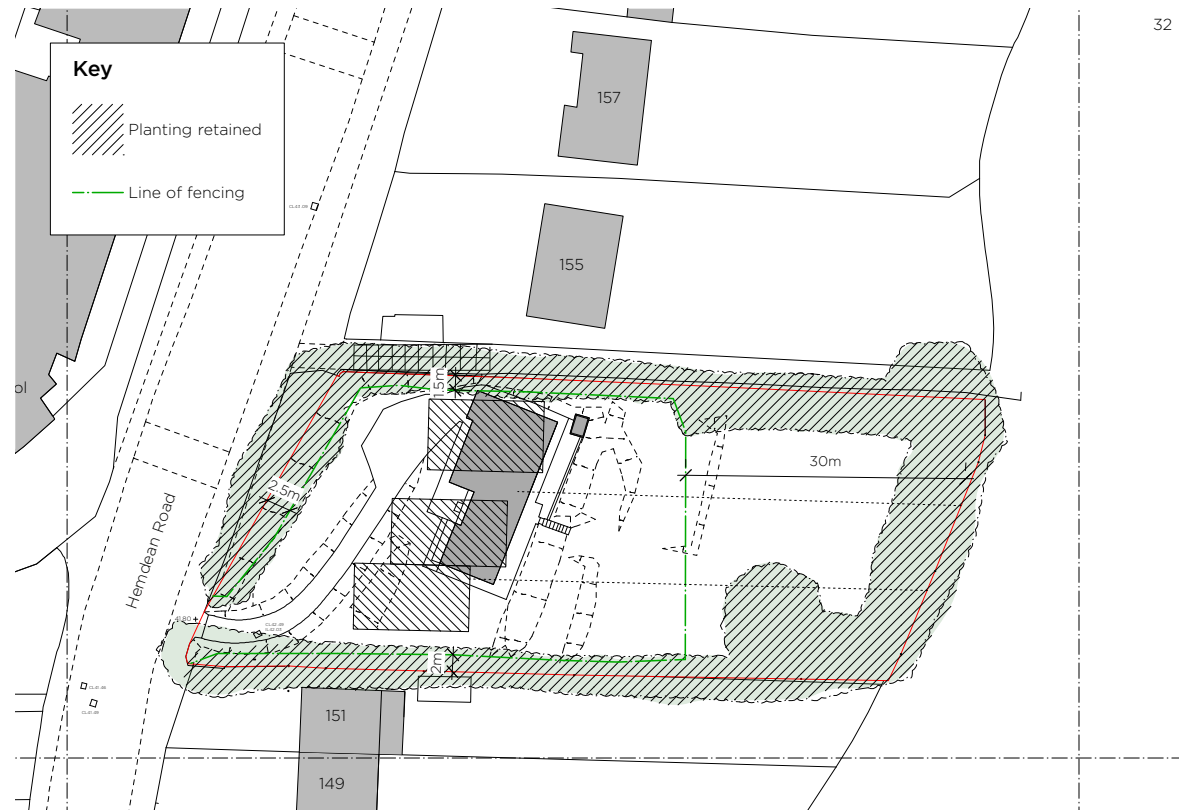
The proposals retain the dense Sycamore screens and hedging to all boundaries of the site, creating a well shrouded enclave for the development.

Fencing compliant to BS5837 will be established prior to commencement of works to protect the retained extent of the boundary planting, the proposed line of which is illustrated in image 26.

The adaptation of the existing site levels to the access drive and new building frontages will be developed with technical input from a Highways Consultant to ensure appropriate gradients are introduced. The building frontages will feature a mixture of hard and soft landscaping, including new trees.

Each of the three dwellings sit in a substantial plot, between 9 - 10.5 wide and 60m deep. Rear access is enabled to all units from the building frontages via gated pathways. Gardens are generally laid to lawn with small areas of patio to the rear of the dwellings.

Hard surfaces will be designed in accordance with permeable drainage techniques to minimise surface water run off and encourage attenuation of storm water.



32 Proposed Site Layout, illustrating retained boundary planting and line of protection

HIGHWAYS & ACCESS

Design of the access way to the new dwellings was given as a reason for refusal in determination of application 160088. As opposed to the actual design not being compliant, the Officer considered that the information submitted was insufficient to demonstrate the required standards were met. Supplemental information by way of a detailed external levels plan, in addition to a cross section through the access road has been reviewed by the Transport Department and confirmed as acceptable. **Drawing 1976_PLN_150 is included within the application drawings, illustrating full compliance with the requirements of Policy and the Transport Department.**

The site is currently accessed via a ramped driveway, which winds up at an approximate gradient of 1:5 parallel with Hemdean Road. This existing arrangement coupled with the thick mature vegetation on either side of the entranceway challenges visibility when leaving the site.

The following criteria summarise the enhancements associated with the Proposed Development.

SITE LOCATION

The Site is located on Hemdean Road which is a Classified Road and is designated by the

Highway Authority as a Local Transport Corridor. It experiences relatively low bus and HGV flows along its length. The Site is also located within a small 20mph zone which is centred on the nearby Caversham Primary School and extends for a length of approximately 140m)

GRADIENT & WIDTH OF ACCESS ROAD

As was explained within 'Design', the proposals utilise cut and fill techniques across the site to create space for the new dwellings and also reduce the scope and scale of access ramps to comply with the Authority's highways standards. This improves overall amenity for all users and results in increased safety of pedestrians, cyclists and vehicle users.

The proposed access alignment has been widened to 4.8 metres for its whole length. The maximum gradient on new access roads is 10%, however the first 10 metres on approach to Hemdean Road, the dwell area, are at 4%.

It is noted that the access proposal complies with Table 1 ("Road Widths and Set Back Distances for Residential Developments") of Reading's "Geometric Design Guidance for Residential Accesses on to Classified Roads".

It is further noted that the proposed alignment width exceeds the minimum 4.1m stipulated by the guidance for a proposed development of this scale.

TRIP GENERATION

The potential increase in vehicle movements associated with the Proposed Development is unlikely to significantly change the operation of the street. It is noted that the increase in vehicle movements is well within the daily variation of flows along the road.

ACCESS VISIBILITY

The proposed development will retain the existing location of the entrance, but widen it by approximately 3m to improve pedestrian safety and enhance the existing visibility splay. Feedback at the pre application stage confirmed:

'In accordance with the Council's Design Guidance, visibility splays on local transport corridors without high bus/HGV flows should be determined following a speed survey. The speed survey should comply with the Department of Transport guidelines. If the

HIGHWAYS & ACCESS

speed survey demonstrates that average speeds comply with the 20mph speed limit, then the SSD values used in MfS are likely to be acceptable given the low bus/HGV flows.

Given the characteristics of the road, the visibility splay to the left can be measured to the centre line of the road as it is unlikely that vehicles approaching from the left will cross the centre line of the road.'

Average speeds (as requested by the Authority through pre-application discussions) show a good level of consistency across time periods (up to 22mph recorded). It is noted that any variability of vehicle speeds is a result of existing on-street conditions and not influenced by the proposed development. The required visibility splay of 45m can comfortably be achieved in full accordance with the feedback from the Transport Department and is illustrated on the application.

An Automatic Traffic Count (ATC) survey was completed by PCC Traffic Information Consultancy Ltd on week commencing 24th September 2015. The OSGR co-ordinates were 51.473193,-0.974684

The ATC captures the speed and classification (12 classes) of vehicles that used Hemdean Road over the seven day period, from this data the

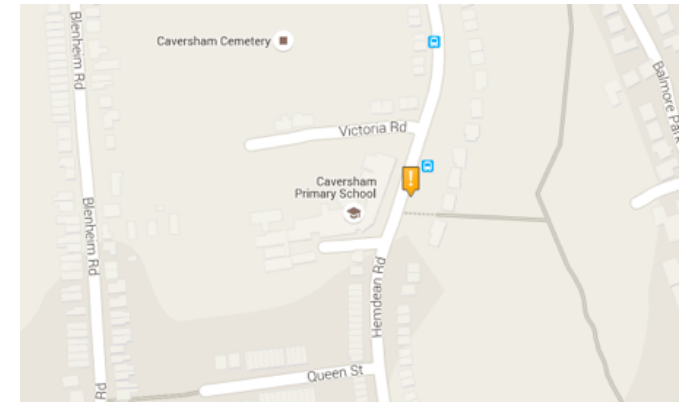
average speeds and proportion of HGV's etc can be calculated. A full copy of the ATC is included with the appendix.

The study confirms the following:

- The location does not have high bus/HGV flows.
- The average speed at the 85th percentile is between 22 - 23 mph, these recorded as fairly consistent across the duration of the survey.

Further to these results it is considered that the Speed Stopping Distances (SSD) stated with the Manual for Streets (MfS) can be applied for this site. Whilst the average speed is typically 10 % greater than the Authority's 20mph limit set for this section of Hemdean Road, this is most likely due to the short length and relatively straight alignment of the reduced speed zone and the minimal traffic calming measures. In any event the 45m visibility splay allows for an SSD where average speeds could be 30mph.

Further to this, whilst a 45m visibility splay is illustrated on the submitted site layout plan, the extent of view possible from the widened site access road is approaching 60m.



ROAD SAFETY

There is a minimal history of accidents between 2012 and 2014, see below. The only recorded road traffic incident occurred in 2013 and resulted in a Slight casualty to a cyclist.

It is noted that no child accidents nor incidents involving other vulnerable road users have been recorded in this period. The proposed development is not considered to present an increased risk to users or residents of Hemdean Road

SUPPORTING STATEMENTS

VEHICLE & CYCLE PARKING

The proposed development provides two car parking spaces per dwelling with sufficient turning space to allow both entering and leaving the site in forward gear. The site is located within Zone 3 (Secondary Core Area), according to the Revised Parking Standards and Design SPD (2011).

Typically, these areas are within 400m of a Reading Buses high frequency 'Premier Route' which provides high quality bus routes. The parking required for a 3-4 bedroom dwelling within this zone is 2 parking spaces per dwelling. The proposed development is therefore policy compliant.

The 2no. cycle parking spaces required are provided within lockable stores in the car port areas at lower ground floor.

WASTE STATEMENT

Given the scale of development, kerbside collection is proposed which accords with the RBC feedback and guidance. This also aligns with the existing situation currently in effect along Hemdean Road. The proposed waste storage (and collection point) is located within 15m of the carriageway in order to comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings to avoid obstructing traffic as a result of servicing vehicles.

Servicing of the units is arranged with a bin store in the front courtyard of each proposed dwellings (sized to accommodate 3no. bins - general refuse, recycling & compost).

On collection day the bins will be wheeled a maximum of 20m by the residents to the collection point adjacent to the access road, this is within 10m of the main carriageway where the refuse collection will occur enabling a swift and efficient collection.

BALMORE PARK

It should be noted that Balmore Park, located to the rear of the site, is designated as a Major Landscape Feature and Strategic Open Space. In accordance with Core Strategy Policy CS37, it should be ensured that proposals do not 'detract from the character or appearance of areas designated as Major Landscape Areas'.

The proposed dwellings are to be located towards the front of the site, and therefore this is not considered to be a significant constraint to development.

SUPPORTING STATEMENTS

SUSTAINABILITY

All new dwellings will be designed to exceed Building Regulation requirements, creating a highly sustainable and exemplar development. The buildings will also be developed to the requirements of Lifetime Homes.

The proposed buildings are well orientated on an east /west axis to utilise very good levels of natural daylighting and sunlight. The internal layouts are also developed with the ability to allow natural cross ventilation.

New trees to the front forecourts of the properties will shade the western facades of the dwellings to mitigate over heating. In winter a full building MHVR (mechanical ventilation & heat recovery) system will enable airy and balanced internal temperatures to be maintained whilst also providing a source of passive heating.

Permeable construction will be employed in hard surfaced areas to minimise surface water runoff and attenuate storm surges into the network.

Further appropriate technologies will be identified as the project progresses, it is considered highly likely that a solar option will also be pursued.

We trust the provisions summarised in the sustainability statement address the four key tenets of the Policy DM1. Further information and clarifications are available on request.

DM1: ADAPTATION TO CLIMATE CHANGE

All developments will demonstrate how they have been designed to incorporate measures to adapt to climate change. The following measures shall be incorporated into development:

- *New buildings shall be orientated to maximise the opportunities for both natural heating and ventilation and reducing exposure to wind and other elements;*
- *Proposals involving both new and existing buildings shall demonstrate how they have been designed to maximise resistance and resilience to climate change for example by including measures such as solar shading, heating and ventilation of the building and appropriately coloured materials in areas exposed to direct sunlight, green and brown roofs, etc;*
- *Use of trees and other planting, where appropriate*

as part of a landscape scheme, to provide shading of amenity areas, buildings and streets, designed with plants that are carefully selected, managed and adaptable to meet the predicted changed climatic conditions; and

- *All development shall minimise the impact of surface water runoff from the development in the design of the drainage system..*

ECOLOGY

A Bat Survey has been commissioned to support the application, this included within the appendix. The Licensed Bat Officer summarised:

'Overall the building was assessed as offering negligible potential to support roosting bats and it is not considered that further surveys are required or appropriate.'

Mitigation measures are proposed, these are detailed in the appendix.

05

CONCLUSION

AYRE
CHAMBERLAIN
GAUNT

CONCLUSION

It was a surprise and a disappointment that proposals submitted within application 160088 were not supported, particularly as we considered that the general pattern of development was an evolution of the 'layout' and massing proposed at pre application stage that was supported.

To address the reasons for refusal a series of amendments to the scheme have resulted in a new set of proposals, which:

1. Reduce the number of dwellings from 4 to 3.
2. Increase the plot widths to 9M + and the spacing between dwellings to over 3m.
3. Provide greater spacing to no. 151 Hemdean Road by repositioning units one & two 6.5m (previously this was 5m) to the north.
4. Deliver a new appearance with lower eaves and ridge heights, particularly associated to the neighbour at no. 151 Hemdean Road.

In addition these changes to the design, the analysis and justification in the 'design' section of this report clearly demonstrates the amended proposals accord with the key policies against which the application

should be judged. Points made in the Officer's report and reasons for refusal have been addressed thoroughly too.

The proposals constitute an exemplar family housing development that creates an interesting and contextual addition to the local vernacular, improving the character of the area.

The retention of the mature Sycamore screens to all boundaries ensures the development will be barely visible from the street as is illustrated in the 3D representations, images 33 & 34.

33 Proposed Key View 01, looking south east towards the application site from Hemdean Road

34 Proposed Key View 02, looking north east towards the application site from Hemdean Road

CONCLUSION



Appendicies

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APPENDIX 1 - PRE APP FEEDBACK



Mr Matthew Chamberlain
14A London Street,
Basingstoke
Hampshire

Giorgio Framalico
Head of Planning, Development &
Regulatory Services

Civic Centre, Reading, RG1 7AE
☎ 0118 9373787

Our Ref: 151517/PREAPP

Direct: ☎ 0118 937 2418
e-mail: Jasmine.Singh@reading.gov.uk

3rd November 2015

Your contact is: Jasmine Singh Planning & Building Control

Without prejudice

Dear Mr Chamberlain,

Re: 153 Hemdean Road /PREAPP - 3 proposed three bedroom townhouses

This is a pre-application response further to the above enquiry received on 25 August 2015. Apologies for the delay in providing this response.

Site description

The application site is located on the Hemdean Road in Caversham. The site is bounded to the east by the Balmore Park, to the west by Hemdean Road and Caversham Primary School located opposite the site. To the north and south the site is bounded by detached residential dwellings. The site is currently occupied by a single detached dwelling. The street scene along the Hemdean Road is characterized by the Victorian Houses and semi-detached dwellings. The topography of the site has a gradient which represents variations in the natural ground level. It is higher than the level of the road and slopes upwards to the North.

The proposal

The application proposes demolition of the existing dwelling and replacement with three dwellings (Town houses); one dwelling would be detached and two semi-detached dwellings including provision for off street parking and private amenity space.

A site layout plan, block plan, elevations, floor plans, design and access statement has been provided.

Relevant Planning History

No Relevant planning history

Appraisal

www.reading.gov.uk

Minicom ☎ 0118 939 0700 DX 40124 Reading (Castle Street)
Classification: OFFICIAL-SENSITIVE [PERSONAL]

The main issues to be considered are:

- a) Principle
- b) Design and Impact on the Character of the Area and setting of Listed Building
- c) Impact on Neighbours
- d) Mix of units
- e) Quality of Residential Accommodation/Sustainability
- f) Transport Issues
- g) Environmental Protection
- h) Affordable Housing

a) Principle

The NPPF states that LPAs should “encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value”. The NPPF definition of ‘previously developed land’ excludes private residential gardens.

Therefore, it is clear that the priority for development should be on previously developed land, in particular vacant and derelict sites and buildings. However, that does not mean that the development of private residential garden land is unacceptable in principle, rather that previously developed land should be the first choice for housing development.

The Council’s LDF Sites and Detailed Policies Document (SDPD) Policy DM11 Development of Private Residential Gardens requires that new residential development that involves land within the curtilage of private residential gardens will be acceptable where:

- a) It makes a positive contribution to the character of the area;
- b) The site is of an adequate size to accommodate the development;
- c) The proposal has a suitable access;
- d) The proposal would not lead to an unacceptable tandem development;
- e) The design minimises the exposure of existing private boundaries to public areas;
- f) It does not cause detrimental impact on residential amenities;
- g) The emphasis is on the provision of family housing;
- h) There is no adverse impact on biodiversity, and
- i) The proposal does not prejudice the development of a wider area.

b) Design and Impact on the Character of the Area

The character of the area is dominated by the Victorian terraced houses and also late 1930’s built semi-detached dwellings. According to the NPPF the design of the development should “respond to the local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.” Local planning authorities should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally (para 59).

The application has been accompanied with relevant elevations of the proposed development which indicates that the proposed design would result in a departure from the established character of the area in terms of house styles. A contemporary design of building with flat roof and modern architectural characteristics would not be in keeping with adjoining residential dwellings which are situated in close proximity to the site; this modern and contemporary design would fail to integrate within current context and it would introduce a

APPENDIX 1 - PRE APP FEEDBACK

discordant feature to the existing semi-detached & detached dwellings, unsympathetic in terms of its design and massing. Based on these concerns therefore it is not considered that the proposed development would fit in with the context of the area and that the proposal would be contrary to policies CS7 of the Reading Core Strategy 2008 (altered 2015), and DM11 of the SDPD, as it would not make a positive contribution to the character of the area.

Notwithstanding this, it is considered that the siting of proposed buildings appears to be acceptable and in accordance with established building lines. The layout of the plots also conforms to the pattern of development in the area and maintains sufficient gap from the adjoining boundaries. Given the right design and massing, it is accepted that the site could be developed for three dwellings in the configuration shown.

The amenity space proposed for the three town houses are within the sizes set out in Policy DM10 of the Sites and Detailed Policies Document (2012, altered 2015).

c) Impact on neighbours

The layout of the proposed development and partition of the site into three plots does not appear to indicate that there will be impact on the residential amenities of the nearby properties. Sufficient distances to the closest parts of the surrounding dwellings appears to be over 5m and boundary treatment, design and layout could prevent any uneighbourliness; as such the proposal would be unlikely to result in any undue overlooking or loss of light to surrounding habitable room windows, in accordance with Policy DM4 of the Sites and Detailed Policies Document (2012, altered 2015). However, there is some concern about the height of the proposed dwelling (unit 1) shown adjacent to number 155 Hemdean Road, and we would need to be convinced that this relationship works given the heights shown, both in neighbor and street scene terms.

d) Mix of Units

The layout of unit 2 & 3 indicate that 2 x four bedroom units are being proposed and for unit 1 no details have been provided. The mix of units proposed are considered to be in accordance with the aims of Policy CS15 of the Reading Core Strategy (2008, altered 2015) which states that “Developments should provide an appropriate range of housing opportunities in terms of a mix of housing types, sizes and tenures, in accordance with the findings of a housing market assessment.” The supporting text to this policy states that the provision of at least an element of family housing in all developments is a priority, based on the findings of the Berkshire Strategic Housing Market Assessment (2007) (SHMA). The policy also states that the appropriate density and mix of residential development will be informed by the characteristics of the area in which it is located and accessibility.

e) Quality of Residential Accommodation/Sustainability

In terms of the quality of residential accommodation and the sizes of the proposed dwellings, room sizes should accord with the DCLG Technical Housing Standards - Nationally described space standard (2015) document and window placement should ensure an appropriate level of outlook for all habitable room windows.

Following the withdrawal of the Code for Sustainable Homes, the minimum requirement of Code Level 3 has been superseded by building regulations.

Additionally, the proposal would need to demonstrate how it had been designed to incorporate measures to adapt to climate change in accordance with policy DM1: Adaptation to Climate Change of the Sites and Detailed Policies Document.

Transport Issues

As the site is located on the C100 Hemdean Road, all proposals should comply with Reading Borough Council's Design Guidance for Residential and Commercial Accesses on to Classified Roads to ensure that the safety and efficiency of the classified road network is maintained and enhanced by the design for access to new development.

The proposed development would be accessed from Hemdean Road via a new driveway utilising the existing access position. As Hemdean Road is a classified road, the existing access would need to be widened to 4.8 metres for the first 10 metres in order to allow two vehicles to pass. The maximum gradient on new access roads shall be 10%, however the first 10 metres on approach to a classified road, the dwell area, shall be 4%. These requirements are designed to prevent vehicles stalling on a mild hill start when attempting to pull in to traffic or inadvertently rolling out on to the classified road.

In accordance with the Council's Design Guidance, visibility splays on local transport corridors without high bus/HGV flows should be determined following a speed survey. The speed survey should comply with the Department of Transport guidelines. If the speed survey demonstrates that average speeds comply with the 20mph speed limit, then the SSD values used in MfS are likely to be acceptable given the low bus/HGV flows.

Given the characteristics of the road, the visibility splay to the left can be measured to the centre line of the road as it is unlikely that vehicles approaching from the left will cross the centre line of the road.

The site is located in Zone 3, Secondary Core Area, of the Council's Revised Parking Standards and Design SPD. Typically, these areas are within 400m of a Reading Buses high frequency 'Premier Route' which provides high quality bus routes. The parking required for a 3-4 bedroom dwelling within this zone is 2 parking spaces per dwelling.

The plans illustrate that the proposed dwellings will be provided with 2 parking spaces on the driveway to the front of each property. Sufficient turning provisions for vehicles to enter and leave the site in forward gear is essential and all parking spaces should be provided with 6m forecourt depth to the front of the spaces.

Details of the bin storage and collection should also be submitted if a full application is submitted. Given the proposal is for 3 dwellings, it likely that on-street servicing will be acceptable. However, bin storage should comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings to avoid the stationing of service vehicles on the carriageway for excessive periods. A refuse collection point should be located no further than 15m from the highway.

Trees

No objections to the proposals are there are no specimen trees on site.

The most prominent feature of the site is the hedge/tree screen around the perimeter this being in keeping with other adjacent frontages and particularly valuable at the rear where

APPENDIX 1 - PRE APP FEEDBACK

the site abuts the park. These should be retained in any future proposals - I note that the appear to be retained in the proposed plan.

I note the indicative tree planting in the front gardens, which would be a positive addition.

On submission of an application, the following should be provided:

- Details of protection measures for retained vegetation around the perimeter
- Proposed soft landscaping

f) Environmental Protection

The site is not identified to be located within the contamination zone; however, if you intend to submit formal planning application, a consultation with environmental health would be carried out in regards to contamination and construction method details.

g) Affordable Housing

The council has an adopted Policy DM6: Affordable Housing of the Sites and Detailed Policies Document sets out that, '...on sites of 1-4 dwellings, a financial contribution will be made that will enable the equivalent of 10% of the housing to be provided as affordable housing elsewhere in the Borough.'

The contribution would be calculated based on the price a Registered Provider e.g. housing association would pay for the unit. This is assumed to be 50% of Gross Development Value (GDV). Therefore for example if the average GDV of the scheme was £400,000, the affordable housing contribution from the developer would be the remaining 50% of the value of 0.1 units: $0.5 \times 0.1 \times 400,000 = £20,000$. To enable the precise figure for this proposal to be decided, please provide a GDV valuation of the proposed development; based on the current market with any future submission (please submit valuations from more than one suitably qualified valuer).

Should you not wish to / be able to make a contribution towards affordable housing, a viability assessment would be required to evidence this, which would be subject to review by the Council's Valuations team during the course of the application (there would be a separate fee - currently £1000 - for this). Please see the validation requirements for more details about the type and nature of information required at application stage regarding affordable housing / viability - all such information would be required in advance of the validation of any application at the site.

Community Infrastructure Levy

From April 1st 2015 development will be subject to the Council's Community Infrastructure Levy (CIL), and this will include charges for residential development.

Further information on CIL is available to view on the Council's website at: <http://www.reading.gov.uk/businesses/Planning/planning-policy/community-infrastructure-levy/>

Conclusion

The principle of the proposed scheme is considered acceptable; however there are concerns with the design as outlined above.

If an application were to be submitted, please note the validation requirements set out in the Validation Checklist (updated July 2015). Please refer to the [Council's website](#) for details.

This advice is given on a without-prejudice basis and not all policies have been considered. This advice is in good faith and will not over-ride the formal consideration of a planning application by the Council.

If you wish to discuss the contents of this letter, please contact me on the number given above.

Yours sincerely,

Jasmine Singh
North / Central Team
LEB

APPENDIX 2 - APP. 160088



Mr Matthew Chamberlain
14A London Street,
Basingstoke
Hampshire

Giorgio Framalico
Head of Planning, Development &
Regulatory Services

Civic Centre, Reading, RG1 7AE
☎ 0118 9373787

Our Ref: 151517/PREAPP

Direct: ☎ 0118 937 2418
e-mail: Jasmine.Singh@reading.gov.uk

3rd November 2015

Your contact is: Jasmine Singh Planning & Building Control

Without prejudice

Dear Mr Chamberlain,

Re: 153 Hemdean Road /PREAPP - 3 proposed three bedroom townhouses

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The proposal

The application proposes demolition of the existing dwelling and replacement with three dwellings (Town houses); one dwelling would be detached and two semi-detached dwellings including provision for off street parking and private amenity space.

A site layout plan, block plan, elevations, floor plans, design and access statement has been provided.

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Appraisal

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Minicom ☎ 0118 939 0700 DX 40124 Reading (Castle Street)
Classification: OFFICIAL-SENSITIVE [PERSONAL]

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- c) Impact on Neighbours
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- e) Quality of Residential Accommodation/Sustainability
- f) Transport Issues
- g) Environmental Protection
- h) Affordable Housing

a) Principle

The NPPF states that LPAs should “encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value”. The NPPF definition of ‘previously developed land’ excludes private residential gardens.

Therefore, it is clear that the priority for development should be on previously developed land, in particular vacant and derelict sites and buildings. However, that does not mean that the development of private residential garden land is unacceptable in principle, rather that previously developed land should be the first choice for housing development.

The Council’s LDF Sites and Detailed Policies Document (SDPD) Policy DM11 Development of Private Residential Gardens requires that new residential development that involves land within the curtilage of private residential gardens will be acceptable where:

- a) It makes a positive contribution to the character of the area;
- b) The site is of an adequate size to accommodate the development;
- c) The proposal has a suitable access;
- d) The proposal would not lead to an unacceptable tandem development;
- e) The design minimises the exposure of existing private boundaries to public areas;
- f) It does not cause detrimental impact on residential amenities;
- g) The emphasis is on the provision of family housing;
- h) There is no adverse impact on biodiversity, and
- i) The proposal does not prejudice the development of a wider area.

b) Design and Impact on the Character of the Area

The character of the area is dominated by the Victorian terraced houses and also late 1930’s built semi-detached dwellings. According to the NPPF the design of the development should “respond to the local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.” Local planning authorities should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally (para 59).

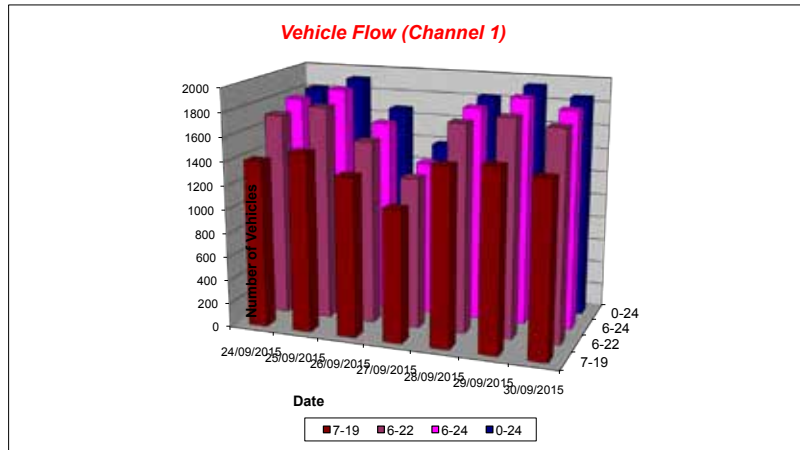
The application has been accompanied with relevant elevations of the proposed development which indicates that the proposed design would result in a departure from the established character of the area in terms of house styles. A contemporary design of building with flat roof and modern architectural characteristics would not be in keeping with adjoining residential dwellings which are situated in close proximity to the site; this modern and contemporary design would fail to integrate within current context and it would introduce a

APPENDIX 3 - ATC SURVEY

Caversham ATC, Hemdean Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound								Vehicle Flow		Week 1
Hr Ending	24/09/15 Thursday	25/09/15 Friday	26/09/15 Saturday	27/09/15 Sunday	28/09/15 Monday	29/09/15 Tuesday	30/09/15 Wednesday	5 Day Ave	7 Day Ave	
1	11	14	21	35	6	12	13	11	16	
2	5	5	13	17	3	3	4	4	7	
3	3	3	7	11	3	3	4	3	5	
4	2	2	5	8	2	3	3	2	4	
5	2	2	6	5	5	3	3	3	4	
6	6	7	5	4	7	9	9	8	7	
7	26	23	12	9	25	28	30	26	22	
8	73	92	29	20	99	96	96	91	72	
9	118	138	68	28	137	146	123	132	108	
10	70	93	111	82	99	91	93	89	91	
11	89	99	125	94	95	90	104	95	99	
12	100	104	123	107	105	102	98	102	106	
13	123	133	137	123	128	120	136	128	129	
14	110	115	134	126	106	117	109	111	117	
15	121	131	121	130	125	124	128	126	126	
16	147	136	119	109	136	149	130	140	132	
17	151	156	133	117	152	156	155	154	146	
18	141	128	128	92	161	163	149	154	141	
19	145	159	108	78	142	158	133	147	132	
20	130	137	94	62	114	131	137	130	115	
21	92	86	54	49	75	78	82	83	74	
22	60	55	44	39	45	65	57	56	52	
23	46	52	35	26	33	62	44	47	43	
24	30	34	46	14	20	27	21	26	27	
7-19	1401	1497	1336	1106	1485	1512	1454	1470	1399	
6-22	1709	1796	1540	1265	1744	1814	1760	1765	1661	
6-24	1795	1884	1621	1305	1797	1903	1825	1839	1731	
0-24	1814	1917	1678	1385	1823	1936	1861	1870	1773	



Caversham ATC, Hemdean Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound								Average Speed		Week 1
Hr Ending	24/09/15 Thursday	25/09/15 Friday	26/09/15 Saturday	27/09/15 Sunday	28/09/15 Monday	29/09/15 Tuesday	30/09/15 Wednesday	5 Day Ave	7 Day Ave	
1	25.3	24.4	22.0	24.8	25.1	20.2	22.4			
2	26.5	25.0	24.0	24.5	22.2	25.5	29.2			
3	22.2	25.5	25.1	21.6	25.5	22.2	29.2			
4	24.2	25.5	21.5	25.2	20.5	22.2	28.0			
5	25.5	24.2	20.5	23.5	25.0	28.0	18.8			
6	25.5	20.9	23.0	25.5	23.7	23.3	24.1			
7	23.8	22.6	21.9	24.9	23.9	22.5	20.8			
8	23.2	22.8	22.1	25.8	22.4	22.6	23.3			
9	22.1	22.7	22.7	23.2	22.5	22.1	22.4			
10	22.7	22.4	21.4	23.1	22.2	22.9	21.7			
11	22.3	23.3	23.0	22.9	22.3	21.1	23.0			
12	22.5	22.8	22.6	22.6	22.5	22.1	22.5			
13	21.7	22.8	21.8	22.8	22.2	22.8	22.3			
14	22.9	22.9	22.8	22.9	22.4	22.2	22.1			
15	22.4	22.9	23.0	23.0	23.1	23.0	23.1			
16	22.5	22.1	22.0	22.3	22.9	21.8	21.8			
17	22.1	22.5	22.3	23.0	22.3	22.1	22.5			
18	22.2	22.5	23.2	23.4	22.5	22.3	22.0			
19	23.1	22.7	22.3	23.7	22.2	22.0	23.3			
20	22.3	22.4	22.4	23.4	22.6	21.9	22.5			
21	23.3	23.1	23.7	23.9	22.8	23.5	22.6			
22	23.0	22.2	22.2	22.5	24.1	23.4	21.8			
23	23.2	24.8	22.5	23.4	24.5	23.1	23.4			
24	23.0	24.0	22.5	24.8	24.1	23.0	24.8			
10-12	22.4	23.0	22.8	22.7	22.4	21.6	22.8			
14-16	22.4	22.5	22.5	22.7	23.0	21.8	22.4			
0-24	22.6	22.8	22.5	23.1	22.6	22.4	22.5			
								7 Day Ave	22.6	

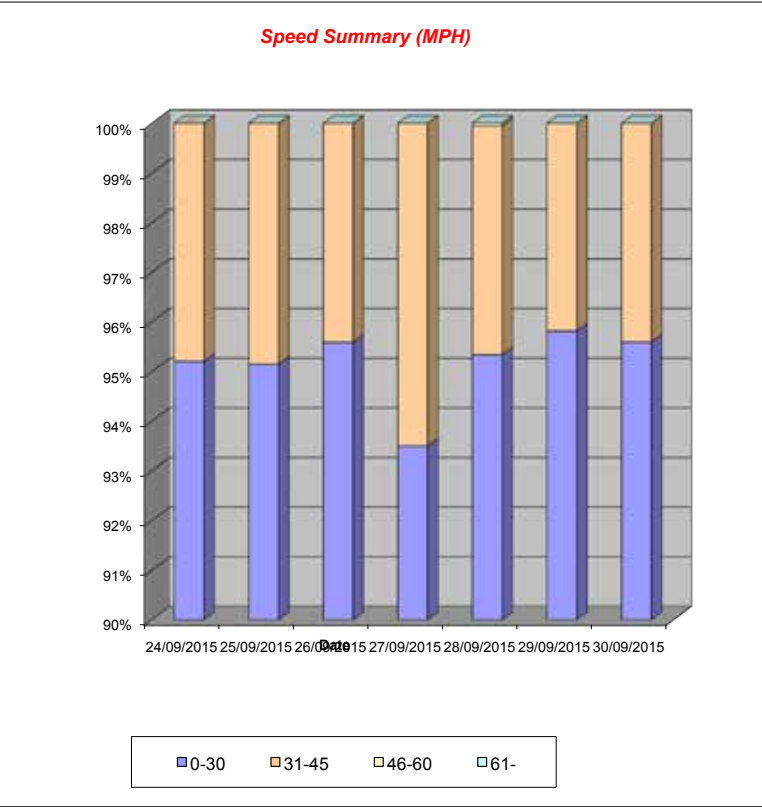
Channel 1 - Northbound								85th Percentile		
Hr Ending	24/09/15 Thursday	25/09/15 Friday	26/09/15 Saturday	27/09/15 Sunday	28/09/15 Monday	29/09/15 Tuesday	30/09/15 Wednesday	5 Day Ave	7 Day Ave	
1	26.2	26.1	26.5	26.2	33.9	26.2	25.7			
2	33.5	33.3	25.9	33.9	26.2	26.4	33.5			
3	26.1	25.8	25.8	26.3	26.0	26.0	33.3			
4	33.3	25.8	25.7	25.5	25.9	25.6	33.3			
5	25.8	33.8	25.7	26.0	33.1	33.8	25.5			
6	26.3	26.1	33.6	26.4	26.3	25.9	26.0			
7	25.5	26.5	25.9	33.4	33.5	26.0	25.7			
8	26.3	26.4	25.9	33.7	26.3	26.0	26.4			
9	26.3	25.7	26.2	26.0	26.1	25.7	26.1			
10	26.2	26.2	25.8	26.0	26.3	25.8	26.3			
11	25.5	26.5	26.1	26.0	25.5	25.6	26.4			
12	25.9	25.7	25.9	25.9	25.7	26.1	25.8			
13	26.4	26.0	25.7	25.9	25.6	26.4	26.0			
14	26.3	25.6	26.1	25.8	25.6	26.4	25.6			
15	25.9	26.5	25.6	25.6	25.8	25.6	26.1			
16	26.5	26.2	26.0	25.7	25.6	25.9	25.9			
17	26.4	25.5	26.4	26.5	25.5	25.8	26.5			
18	25.6	26.1	25.8	25.6	26.0	26.4	25.6			
19	26.4	25.6	26.3	25.9	26.2	26.3	26.4			
20	25.9	25.6	25.9	25.9	26.0	25.8	26.1			
21	26.0	26.3	25.8	26.0	26.3	26.2	25.8			
22	26.3	25.8	26.4	25.7	25.6	25.8	25.6			
23	25.6	25.5	26.1	26.0	33.2	25.6	26.0			
24	26.1	25.8	26.1	25.8	26.2	25.5	25.7			
10-12	26.0	25.9	25.9	26.1	26.0	25.8	26.5			
14-16	25.8	25.8	25.6	26.0	25.9	26.3	25.6			
0-24	26.1	26.4	26.1	25.7	25.6	25.8	25.5			
								7 Day Ave	25.9	

APPENDIX 3 - ATC SURVEY

Caversham ATC, Hemdean Road

Produced by PCC Traffic Information Consultancy Ltd.

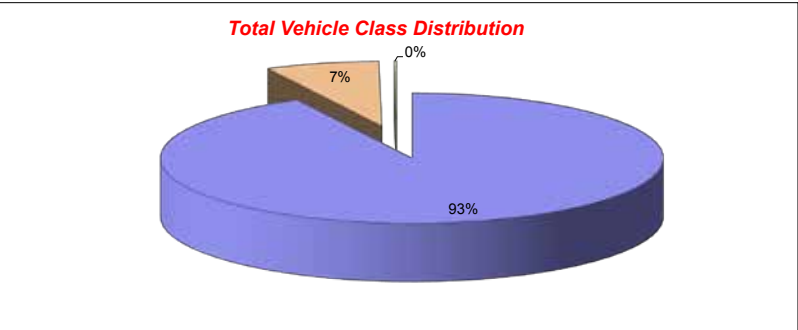
Channel 1 - Northbound							
Speed Summary							
Week 1							
Speed (MPH)	24/09/15 Thursday	25/09/15 Friday	26/09/15 Saturday	27/09/15 Sunday	28/09/15 Monday	29/09/15 Tuesday	30/09/15 Wednesday
0-30	1727	1824	1604	1295	1738	1855	1779
31-45	87	93	74	90	84	81	82
46-60	0	0	0	0	1	0	0
61+	0	0	0	0	0	0	0
TOTAL	1814	1917	1678	1385	1823	1936	1861



Caversham ATC, Hemdean Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 1 - Northbound			Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13	
Day / Time					
24/09/15					
7-19	1293	102	6	1401	
6-22	1592	111	6	1709	
6-24	1668	111	6	1785	
0-24	1696	112	6	1814	
25/09/15					
7-19	1382	113	2	1497	
6-22	1673	123	2	1798	
6-24	1759	123	2	1884	
0-24	1792	123	2	1917	
26/09/15					
7-19	1269	64	3	1336	
6-22	1467	70	3	1540	
6-24	1546	72	3	1621	
0-24	1603	72	3	1678	
27/09/15					
7-19	1054	51	1	1106	
6-22	1204	59	2	1265	
6-24	1241	62	2	1305	
0-24	1318	65	2	1385	
28/09/15					
7-19	1309	175	1	1485	
6-22	1550	192	2	1744	
6-24	1599	196	2	1797	
0-24	1620	200	3	1823	
29/09/15					
7-19	1334	175	3	1512	
6-22	1616	195	3	1814	
6-24	1700	200	3	1903	
0-24	1726	207	3	1936	
30/09/15					
7-19	1337	114	3	1454	
6-22	1631	125	4	1760	
6-24	1696	125	4	1825	
0-24	1724	133	4	1861	
Average					
7-19	1283	113	3	1399	
6-22	1533	125	3	1661	
6-24	1601	127	3	1731	
0-24	1640	130	3	1773	

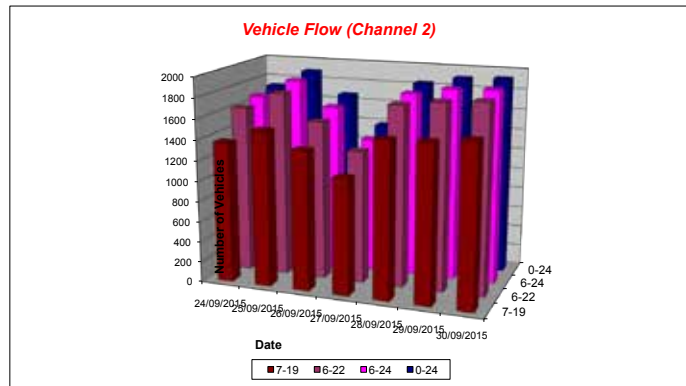


APPENDIX 3 - ATC SURVEY

Caversham ATC, Hemdean Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound								Vehicle Flow		Week 1
Hr Ending	24/09/15 Thursday	25/09/15 Friday	26/09/15 Saturday	27/09/15 Sunday	28/09/15 Monday	29/09/15 Tuesday	30/09/15 Wednesday	5 Day Ave	7 Day Ave	
1	7	7	19	24	3	5	9	6	11	
2	5	2	9	11	2	4	2	3	5	
3	2	2	6	9	4	2	3	3	4	
4	2	2	6	8	2	2	3	2	4	
5	6	7	6	6	7	7	7	7	7	
6	18	14	8	3	17	20	17	17	14	
7	62	56	15	11	63	65	64	62	48	
8	138	145	46	19	160	158	155	151	117	
9	116	141	107	41	169	160	149	147	126	
10	85	148	136	84	152	152	152	138	130	
11	115	125	125	131	132	116	133	124	125	
12	116	117	144	130	116	125	107	116	122	
13	99	118	142	147	108	107	121	111	120	
14	99	108	127	126	110	98	106	104	111	
15	105	106	128	114	109	109	118	109	113	
16	132	153	105	96	132	141	153	142	130	
17	119	120	110	87	118	120	120	119	113	
18	135	120	103	76	109	123	145	126	116	
19	113	114	86	80	105	119	115	113	105	
20	89	108	81	62	82	106	95	95	89	
21	65	65	53	51	60	56	62	62	59	
22	43	54	42	40	37	58	46	46	46	
23	28	35	39	17	25	35	29	30	30	
24	24	28	32	14	15	20	14	20	21	
7-19	1372	1515	1359	1131	1520	1528	1574	1502	1428	
6-22	1631	1798	1550	1295	1762	1813	1841	1769	1670	
6-24	1663	1851	1621	1326	1802	1858	1864	1820	1721	
0-24	1723	1895	1675	1387	1837	1908	1925	1858	1764	



Caversham ATC, Hemdean Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound								Average Speed		Week 1
Hr Ending	24/09/15 Thursday	25/09/15 Friday	26/09/15 Saturday	27/09/15 Sunday	28/09/15 Monday	29/09/15 Tuesday	30/09/15 Wednesday			
1	23.7	27.6	22.9	23.5	25.5	23.5	22.2			
2	23.5	25.5	24.1	26.0	25.5	23.0	20.5			
3	15.5	25.5	25.1	23.8	23.0	15.5	18.7			
4	29.2	20.5	25.5	23.9	29.2	25.5	28.0			
5	21.8	20.9	22.2	20.1	24.8	23.7	23.3			
6	24.1	22.6	25.2	22.2	21.2	24.4	23.0			
7	23.7	24.0	24.5	21.9	23.1	24.2	23.6			
8	22.9	23.0	23.6	23.3	22.4	22.1	22.4			
9	20.0	21.6	23.5	23.7	21.3	21.4	22.0			
10	20.0	21.9	23.0	22.6	23.0	22.7	22.0			
11	23.3	22.9	22.9	23.8	23.4	22.6	22.1			
12	22.6	22.8	22.7	22.4	22.7	22.7	23.5			
13	22.7	23.7	23.0	23.1	22.2	23.5	23.9			
14	23.2	23.5	22.7	22.6	22.6	22.8	23.1			
15	23.2	23.5	23.1	23.8	22.6	22.3	23.1			
16	22.3	22.4	23.0	22.6	22.3	22.3	22.3			
17	22.7	22.5	23.6	21.6	22.7	21.7	23.3			
18	23.3	23.3	23.1	23.1	23.0	23.1	23.0			
19	22.6	22.7	22.1	23.5	23.1	22.9	22.7			
20	22.9	22.6	23.6	23.6	22.7	22.7	21.9			
21	24.3	23.4	23.6	23.9	23.4	23.8	22.8			
22	23.7	23.7	25.1	23.3	22.9	22.6	22.7			
23	25.5	24.9	23.4	23.3	25.8	24.9	23.5			
24	23.7	22.0	24.1	24.6	22.6	23.5	22.5			
10-12	22.9	22.8	22.8	23.1	23.1	22.6	22.7			
14-16	22.7	22.8	22.8	22.7	22.6	22.6	22.6			
0-24	22.7	22.9	23.2	23.2	22.7	22.7	22.9			
7 Day Ave							22.9			

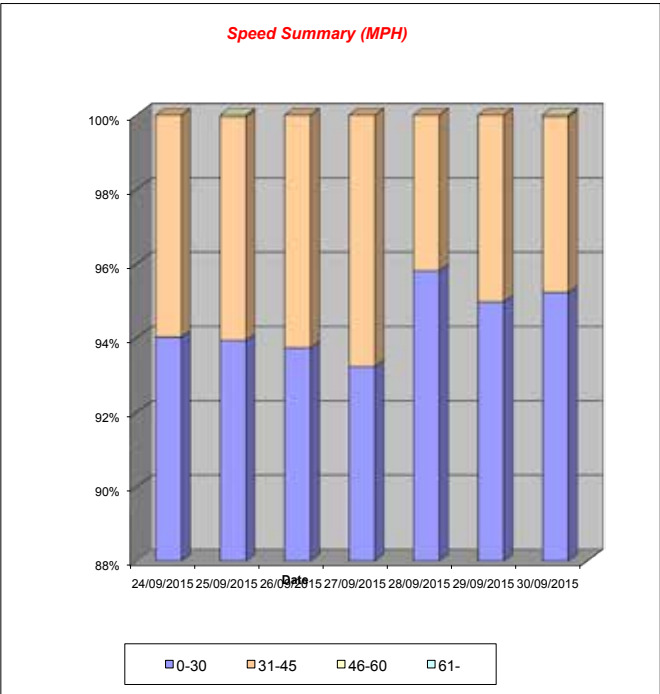
Channel 2 - Southbound								85th Percentile	
Hr Ending	24/09/15 Thursday	25/09/15 Friday	26/09/15 Saturday	27/09/15 Sunday	28/09/15 Monday	29/09/15 Tuesday	30/09/15 Wednesday		
1	25.8	33.3	26.2	26.1	25.7	26.1	26.3		
2	26.0	25.8	26.0	33.3	25.7	26.3	25.8		
3	16.4	25.7	33.6	33.1	25.8	16.0	26.2		
4	33.5	26.0	25.7	25.7	33.8	25.7	33.4		
5	33.4	25.7	26.0	33.1	33.1	26.4	33.8		
6	26.3	26.1	33.7	25.9	26.0	25.9	26.2		
7	26.3	25.9	26.3	26.5	26.3	25.8	25.9		
8	26.2	26.4	25.9	26.0	26.3	26.3	25.6		
9	26.2	26.0	26.4	26.0	25.8	25.7	25.9		
10	26.5	25.7	26.2	26.5	26.5	25.9	25.8		
11	25.8	26.2	25.6	25.7	26.3	25.7	26.2		
12	26.0	26.1	26.1	25.9	26.2	26.4	25.8		
13	25.9	26.1	26.2	25.9	26.4	26.1	26.3		
14	26.2	26.3	25.5	25.8	26.4	25.9	25.7		
15	25.7	25.7	25.9	26.0	25.9	25.9	26.1		
16	25.9	26.3	25.9	25.6	25.6	26.4	26.5		
17	26.0	25.7	25.8	26.0	26.5	26.1	25.7		
18	26.3	26.5	26.5	26.5	26.3	26.4	26.4		
19	26.0	25.6	26.3	26.1	26.2	26.0	25.6		
20	25.9	25.6	26.2	26.4	25.9	25.8	26.5		
21	26.0	26.3	25.9	26.2	25.5	26.4	26.1		
22	25.7	25.9	33.7	25.9	25.7	25.8	26.1		
23	33.6	26.0	26.2	25.9	33.3	33.3	26.4		
24	26.0	25.6	25.9	33.1	26.0	25.7	26.1		
10-12	26.2	25.6	25.9	26.3	25.9	25.8	25.7		
14-16	26.4	25.7	26.4	26.2	25.6	25.5	26.4		
0-24	25.9	25.5	25.6	26.0	25.8	26.2	25.8		
7 Day Ave							25.8		

APPENDIX 3 - ATC SURVEY

Caversham ATC, Hemdean Road

Produced by PCC Traffic Information Consultancy Ltd.

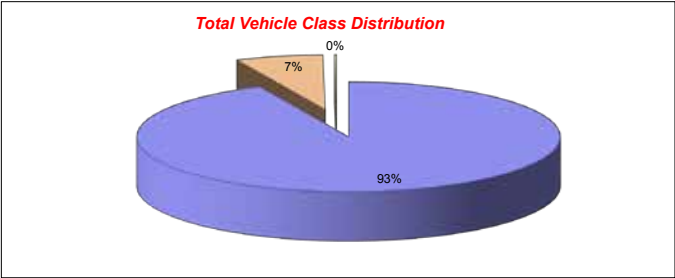
Channel 2 - Southbound								Speed Summary	Week 1
Speed (MPH)	24/09/15 Thursday	25/09/15 Friday	26/09/15 Saturday	27/09/15 Sunday	28/09/15 Monday	29/09/15 Tuesday	30/09/15 Wednesday		
0-30	1620	1760	1570	1293	1760	1612	1633		
31-45	103	114	105	94	77	96	91		
46-60	0	1	0	0	0	0	1		
61+	0	0	0	0	0	0	0		
TOTAL	1723	1895	1675	1387	1837	1908	1925		



Caversham ATC, Hemdean Road

Produced by PCC Traffic Information Consultancy Ltd.

Channel 2 - Southbound								Vehicle Class	Week 1
Day / Time	Classes	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1,13				
24/09/15									
7-19		1215	52	5	1372				
6-22		1527	99	5	1631				
6-24		1579	99	5	1683				
0-24		1619	99	5	1723				
25/09/15									
7-19		1416	96	3	1515				
6-22		1693	102	3	1798				
6-24		1756	102	3	1861				
0-24		1790	102	3	1895				
26/09/15									
7-19		1336	51	2	1389				
6-22		1493	55	2	1550				
6-24		1561	58	2	1621				
0-24		1615	58	2	1675				
27/09/15									
7-19		1081	48	2	1131				
6-22		1235	57	3	1295				
6-24		1293	60	3	1326				
0-24		1324	60	3	1387				
28/09/15									
7-19		1359	158	3	1520				
6-22		1580	178	4	1762				
6-24		1618	183	4	1802				
0-24		1647	186	4	1837				
29/09/15									
7-19		1368	159	4	1531				
6-22		1630	179	4	1813				
6-24		1677	187	4	1868				
0-24		1715	191	4	1909				
30/09/15									
7-19		1457	114	3	1574				
6-22		1713	125	3	1841				
6-24		1756	125	3	1884				
0-24		1791	131	3	1925				
Average									
7-19		1323	103	3	1428				
6-22		1553	114	3	1670				
6-24		1601	116	3	1721				
0-24		1643	118	3	1764				



APPENDIX 4 - GDV ASSESSMENT 1

HASLAMs

6th January 2016

Mr M Chamberlain
Director
Ayre Chamberlain Gaunt
14a London Street
Basingstoke
Hampshire
RG21 7NU

Dear Mr Chamberlain

Re: 153 Hemdean Road, Caversham

Haslams Estate Agents have been instructed by Matthew Chamberlain to prepare a valuation of the proposed development of two pairs of semi-detached houses.

Description of property

Each property consists of:

Lower Ground Floor: Integral Car Port, utility room, kitchen/ dining area

Upper Ground Floor: Lounge, bedroom, en-suite

First Floor: 3 bedrooms, family bathroom, en-suite

Floor Areas

Each property has a gross internal floor area of 152.7sq m.

Tenure

For the purposes of valuation we have assumed these properties will be freehold.

Rights of Way

It is assumed rights of way will be from the freehold properties onto the adopted highway.

Location

Hemdean Road is located in central Caversham, a short walk from shopping and restaurant facilities.

Services

It is assumed that all of the properties will have all mains services.

/continued

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Page Two...
MS to Mr Chamberlain
6th January 2016

Valuation

In our opinion the value of each semi-detached property is between £600,000 - £625,000 giving a GDV of between £2,400,000 and £2,500,000. Dependent upon final specification.

The gross development value of these houses has been estimated from ACG Architects drawing No 1976 -PLN_100 and 1976_PLN_210, along with the proposed street scene and site plan.

Our figures are given in the light of today's market conditions and, whilst given in good faith and are written without liability on the part of the author or Haslams Estate Agents.

I trust our report is sufficient for your requirements, however if you need any further information please do not hesitate to contact me,

Yours sincerely



Mike Shearn
Head of New Homes
Haslams

APPENDIX 5 - GDV ASSESSMENT 2



15th January 2016

Mr M Chamberlain
Ayre Chamberlain Gaunt
14a London Street
Basingstoke
Hampshire
RG21 7NU

Dear Mr Chamberlain

RE: NEW DEVELOPMENT VALUATION REPORT
153 Hemdean Road, Caversham, Reading RG4 7QU

Please find below our valuation of the proposed development of a dual pair of semi detached houses following instruction from Matthew Chamberlain.

Introduction

This valuation is provided for the stated purposes and for the sole use of the named client. It is confidential to the client and their professional advisers.

Date of Inspection

14th January 2016

Tenure

This properties are understood to be of a freehold tenure.

Description

Two pairs of four bedroom semi detached homes with accommodation arranged on three floors

Situation

The site is situated opposite Caversham Primary School, which has an excellent reputation and therefore demand to be within the catchment area will be strong. It is positioned less than half a mile of Caversham centre with a good selection of shops and amenities and approx. one and a half miles from Reading town centre and railway station.

Accommodation

Lower Ground Floor: Kitchen/Dining Room, Utility Room, Integral Car Port
Upper Ground Floor: Living Room, Guest Bedroom, En-Suite
First Floor: Three Bedrooms, Bathroom, En-Suite

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Outside

Sloping driveway leading up from Hemdean Road. The rear garden is again sloping, extends to approx. 80ft and backs onto Balmore Park an area of wood and parkland.

Services

All main services to be confirmed.

Local Authority

Reading Borough Council.

Valuation

Assuming the property is freehold and free from any access issues and encumbrances of an onerous or unusual nature we assess the value of each property in the sum of **£600,000** giving a GDV of **£2,400,000**

This valuation is provided in good faith and has been estimated based on the architects drawings (ACG Architects No. 1976-PLN-100 & 1976-PLN-210) and is subject to change depending on final specification and market conditions.

If you require further information we are happy to oblige.

Kind Regards

Yours Sincerely

Tom Dyer
Partner

APPENDIX 6 - BAT SURVEY

Page 1



15th March 2016

153 Hemdean Road, Caversham – Bat Assessment Report

Introduction

RWP Ecology were commissioned by Ayre Chamberlain Gaunt to carry out a bat assessment at 153 Hemdean Road, Caversham (site location plan provided as **Appendix 1**). The site is subject to a detailed planning application to Reading Borough Council for the demolition of an existing detached bungalow and the construction of three new dwellings along with associated access and landscaping (see **Appendix 2**).

The approximately 0.2ha site comprises a detached bungalow and garden which is accessed by a private drive off Hemdean Road to the west. The site is in an urban setting with further residential dwellings to the immediate north and south whilst the eastern boundary of the site is defined by Balmore Park, a linear park comprising amenity grassland and mature trees.

Methodology

The building was inspected on the 13th March 2016 by a Natural England bat licenced ecologist (Class licence 2015-13703-CLS-CLS) and Full Member of CIEEM following current best practice guidelines¹. The survey was undertaken using a high powered torch, binoculars and where necessary an endoscope to facilitate inspection of crevices. The building was inspected internally and externally for evidence of roosting bats including droppings, urine staining, feeding remains, potential roosting/access points and individual bats.

Based upon the results of the building inspection and the features/evidence identified, the building was assigned with a bat roost potential category as per best practice guidelines.

Legislation

All species of British bat are listed as a European Protected Species (EPS) on Schedule 2 of the Conservation Regulations (Annex IV (a) to the Habitats Directive). This affords bats and their roosts strict protection under the Conservation of Habitats and Species Regulations 2010 (as amended). Under the legislation it is illegal to deliberately or recklessly disturb or obstruct access to any bat roost or to disturb a bat using such a place without first obtaining the relevant licence from Natural England. Additional protection for bats is also afforded under the Wildlife and Countryside Act 1981 and a subset of the British bat assemblage are listed as priority species.

Results

Photographs of the site taken during the survey are provided to the rear of the report.

The building was a detached red brick 1960's built bungalow with a pitched roof and interlocking clay tiles. The roof structure was in good condition with no missing or slipped tiles noted. Where the tiles interlock some very minor gaps were noted, most of which appeared to be of insufficient size to offer roosting opportunities to

¹ Collins, J. (2016) *Bat Surveys for Professional Ecologists: Good Practice Guideline*, 3rd Edition. Bat Conservation Trust, London.

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RWP Ecology

bats. An area of missing mortar was noted beneath one of the ridge tiles, however, it was not clear whether this afforded a suitable crevice or roosting opportunity. The chimney also appeared well sealed with lead flashing around the base appearing to prevent access to the roof structure/void (this was also apparent during the internal inspection). The windows and soffits were modern PVC and also in good condition with no gaps or accesses noted. A flat felt roof garage was present at the north-west of the building.

The building had a single large roof void accessed through an internal loft hatch with all areas of the void accessible for inspection. The void was insulated with rock wool and lined with bitumen felt with no gaps or tears noted. A simple wooden beam structure was present and the apex of the void was cobwebbed. The void was used for storage and boards placed down suggested that the previous occupants may have used the void fairly extensively. No signs of bats were found within the void after an extensive search and there were no potential access points into the void that were visible.

Limitations

Visual assessments of buildings for roosting bats can be undertaken at any time of year and this assessment was therefore not limited by seasonal or climatic factors.

Bats are mobile animals and will move between a series of different roost sites, occupying new roost sites depending on seasonal requirements and resources available locally. The surveys can therefore only provide a snapshot of the conditions present at the site at the time of the surveys.

Summary and Recommendations

Overall the building was assessed as offering negligible potential to support roosting bats and it is not considered that further surveys are required or appropriate. The potential for sporadic use by low numbers or individual crevice dwelling bats cannot be ruled out entirely and so in the unlikely event that bats are encountered during construction activities, then works should cease and the advice of a suitably qualified ecologist sought.

In line with local and national planning policy all new development should aim to deliver a net gain to biodiversity and therefore it is recommended that opportunities for roosting bats are increased as a result of the proposals. Two Schwegler 2F bat boxes² should be installed (in accordance with manufacturer guidance) on a suitable retained tree in the east of the site.

In the absence of additional mitigation, the landscaped gardens of the new properties and Balmore Park beyond the site, could be subjected to increased light levels after sunset, which would deter foraging bats. It is therefore recommended that a wildlife-sensitive lighting scheme be implemented to avoid or minimise light spill onto the site boundaries. This should be achieved through positioning of fittings/luminaires and other design features such as directional hoods/baffles, timers, low level lighting (max 1lux) with no UV and downward facing, to maintain 'dark zones' in key locations i.e. the eastern boundary of the site.

Provided the recommendations made above in respect of mitigation are implemented, the proposals could proceed lawfully and in line with planning policy requirements.

² <http://www.nhbs.com/title/158629/2f-schwegler-bat-box-general-purpose>

APPENDIX 6 - BAT SURVEY

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RWP Ecology



Plate 1: 153 Hemdean Road (eastern aspect) – building in good condition with very limited potential to support roosting bats.



Plate 2: Roof void.

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RWP Ecology



Plate 3: Gap under ridge tile providing potential roosting feature



Plate 4: Modern PVC soffits in good condition and affording no opportunities for roosting bats.

APPENDIX 6 - BAT SURVEY

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Appendix 1 – Site Location Plan

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RWP Ecology

Appendix 2 - Proposed Site & Landscape Plan



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