

DESIGN AND ACCESS STATEMENT

12th November 2015

REFERENCES

Site address: 49 Wokingham Road, Reading, RG6 1LG

Proposal: Demolition of existing store / workshop and access to first floor flat. Erection of new two-storey rear extension to provide 4no HMOs and retained access to existing first floor flat.

AMOUNT

Erection of new two-storey rear extension to provide 4no HMOs and retained access to existing first floor flat. The proposals include a garage, bin store, and cycle storage provision.

USE

We have reviewed the original application and your responses to the pre-app with our client and have taken the view that an H.M.O. is the best way forward with 4 bedrooms and a communal living room, kitchen and bathroom .

LAYOUT

The layout makes the most of a very small site and reflects the layout of neighbouring properties.

RESIDENTIAL AMENITY

Following consultation with the LPA the original proposals have been developed so that the bulk extent and scale are not overbearing on neighbouring properties

CHARACTER - APPEARANCE - DESIGN

Scale The proposal in form and appearance are a subservient extension to the host building (number 49). The proposed front elevation is drawn in the form of a street-scene drawing which shows the relationship of the proposal to the adjacent terrace.

Appearance The proposals reflect the character of the area. The proposal assume use of new materials rather than reclaimed which unless very carefully detailed can appear obtrusive.

Roof covering New natural slates to BS EN 12326 are specified for the roof. My client assumes that the actual slates used will be conditioned.

Walls. The external walls are to be constructed from new clay brickwork. These will be selected to reflect the local character of the surrounding buildings. My client would be happy for this to be conditioned and to include a specification for an approved pointing mixture to include sharp sand and an element of lime – say 1:1:6. (Cement : lime : sharp sand). Rather than soldier arches (as shown) and if desired by the LPA, stone or reconstituted stone lintols could be used over door and window openings to reflect local character.

Windows. Windows as shown are vertical sliding sash complementing the host building (No49). These will be either in painted softwood or an approved design in uPVC which accurately mimics timber vertical sliding sash windows.

Doors. Side hung garage doors in painted timber of an approved material of a similar nature reflect local character. These are provided for security and to reduce anti-social behaviour and not forming hidden areas. Half glazed doors are proposed for the other external doors in soft wood or PVCu with laminated glazing.

Opening reveals. Door and window reveals at brick jambs will be at least 50mm in from the front face of the brickwork in order to reflect the surrounding buildings.

Front boundary. A dwarf wall with railings over / or railings provides a clearer divide between public and private areas and reflect the character of the street.

HARD AND SOFT LANDSCAPING

Front boundary railing to reflect local character as mentioned within the document.

The bin storage will be located within the hard standing between to front wall of the dwelling and the railing. This area will not obstruct the garage access.

PARKING AND TRANSPORT

Existing situation

Hard standing to side of premises

We have checked with our client and there is no provision in the lease for any parking for the existing shop fronting Reading Road. As such they have no parking entitlement at all.

This is also true of the first floor flat. There is no parking entitlement here either.

Workshop with double doors

The existing rear single storey building was originally built as an electrical workshop for the repair of radios and televisions. (the site now occupied by the letting agents was a television appliance sales and rental shop) It is let under a completely separate lease terminable at minimum notice. It is not and to my client and his tenant's knowledge has not in the past been

used as a garage. It is a store. In other words its use stands alone and separate from that of the shop.

Street parking

Street parking to the front is unchanged in the current application

The “hard standing” is not authorised by my client for any parking and forms no part of the lease to the shop or the flat.

Bearing in mind all of the above I would suggest that it would be unreasonable to have to “replace” parking [on the exg hard-standing] which is not, in reality, authorised under the tenancies and that the only off street parking requirement is for the new development.

Parking proposals

Generally. Our understanding of the parking requirements for an H.M.O. development is that it would require 0.25 spaces per bedroom. This will leave a requirement for one parking space. This is relocated to the eastern end of the development and could use the existing drop curb thus reducing to nil the loss of on-street parking rather than the two spaces that would have been lost.

Garage parking space. The internal dimensions of the garage parking spaces are 5000mm long by 3000 mm wide to allow easy access to/from the vehicle.

Drop kerb. The existing drop kerb will be utilized for road access from the proposed garage. Since no right turn is possible onto the road and an access road to Ronita Court is immediately to the left it is unclear whether any further pedestrian visibly splays are necessary.

Vision splay. My client believes that cars can be seen reversing by pedestrians over and through the proposed railings. If it is considered a requirement then the railings projecting forward vertically from the wall between new dwelling and garage could be angled to a degree as required by the LPA

Parking permits The applicant assumes that any future occupants of the premises would not be issued with resident parking permits which would be secured through the conditions and informative placed on any consent granted.

Cycle store. A minimum of one cycle parking space located between railings and front elevation in a lockable, covered store will be provided. This will be located so as not to obstruct any parking or vision splays.

NOISE

The proposed structure will be subject to the constraints of Approved Document E (resistance to the passage of sound) Sound insulation for both walls and floors will be provided between bedrooms and between bedrooms and common areas.

It is requested the following be conditioned by the LPA: A noise assessment and noise mitigation scheme designed and specified so that the sound insulation performance of the structure and the layout of the dwellings are such that the indoor ambient noise levels do not exceed the 'good' values detailed in Table 4 of BS 8233:2014.

AFFORDABLE HOUSING & C.I.L.

Affordable Housing

Two valuations for the gross development value are included within in the application to enable 5% of the gross development value to be determined.

Community Infrastructure levy

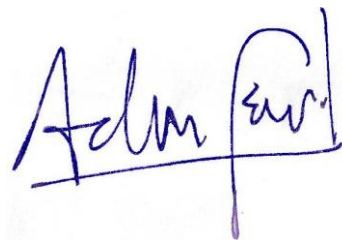
A C.I.L. information form is included within in the application.

ACCESS

Internal layout. It is assumed that the staircase will allow for semi ambulant access.

Transport links Access to good bus routes in and out of the town and a short bus /cycle ride to the central railway station.

Bicycles Cycle storage is provide as earlier described.

A handwritten signature in blue ink, appearing to read 'Andrew French', with a horizontal line drawn across the middle of the signature.

Andrew French AssocRICS

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