

Design and Access Statement

Church Extension and Social Housing Development,
Tilehurst St Georges Church, St Georges Road, Reading

Client: Stonewater

Date: 23/12/2015

Job no: 11981



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Revision	Summary of Changes	Date	Rev By	Chkd By
A	Updated to revised church	23.12.2015	MMD	TVT

1.00 INTRODUCTION

1.01 AIMS OF THE STATEMENT

This Design and Access Statement accompanies a full planning application by Stonewater consisting of an extension to Tilehurst St Georges Church and construction of 12 affordable housing units on St Georges Road, Reading.

The description of development is as follows:

‘An extension to Tilehurst St Georges Church and construction of 12 social housing units on St Georges Road, Reading’

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

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

This statement is in accordance with CABE’s guidance ‘Design and Access Statements – How to Write, Read and Use Them’, the Reading Borough Council ‘Local Development Framework Core Strategy’ (Adopted 2008), ‘Sites and Detailed Policies Document’ (Oct 2012), ‘Supplementary Guidance – Revised Parking Standards and Design’ (2011), and the criteria highlighted within National Planning Policy Framework especially regarding ‘good design’ (2012).

Stonewater took over the proposals for the site in 2014 after merging with Raglan Housing Association who submitted a pre application (Ref: 14/1202/PREAPP).

The new proposals subject of this application have been produced in collaboration with the Parochial Church Council (PCC) and Stonewater to provide a scheme which is much more realistic than the

earlier ideas and is commercially viable. As such if this scheme were to be approved it is likely to be implemented.

1.02 PLANNING POLICIES

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

Policy CS1 ‘Sustainable Construction and Design’ promotes the incorporation of measures within a development to ensure that energy, water, minerals, materials and other natural resources are used appropriately. The policy calls for all at least 50% of new housing developments above 10 units to meet Code for Sustainable Homes Level 4 and the remainder to meet Code Level 3. The policy also promotes water conservation measures in line with Code for Sustainable Homes standards.

Policy CS2 ‘Waste Minimisation’ concerns ensuring that waste is minimised during construction and that sufficient space has been allowed for recycling and waste management during occupation.

Policy CS3 ‘Social Inclusion and Diversity’ promotes access to local amenities and community facilities.

Policy CS5 ‘Inclusive Access’ concerns ensuring that new developments are designed for access by all potential users.

Policy CS7 ‘Design and the Public Realm’ concerns high design quality design and looks to ensure proposed developments maintain and enhance the character and appearance of the area. Particular care should be taken to ensure developments focus on providing attractive, safe, healthy, accessible and sustainable environments.

Policy CS24 ‘Car/Cycle Parking’ relates to ensuring maximum standards for vehicular parking and minimum cycle parking standards are met in relation to the accessibility of the location.

Within the 'Sites and Detailed Policies Document' (Oct 2012), the main Planning Policies relevant to the development are:

Policy DM4 'Safeguarding Amenity' calls for developers to be aware of potential impacts on the existing amenity of the area such as noise and disturbance, artificial lighting, privacy/ overlooking, sunlight/daylight, safety, dust, fumes and smell.

Policy DM10 'Private and Communal Outdoor Space' makes provision for communal space to be provided for flat developments which allows for suitable sitting-out areas, children's play areas, home food production, green waste composting, refuse storage, general outdoor storage and drying space.

Within the 'Supplementary Guidance – Revised Parking Standards and Design' (2011), the document calls for a maximum of 1.5 dedicated car parking spaces to be provided per 1 or 2-bed flat and a minimum of 0.5 cycle spaces per 1 or 2-bed flat.

2.00 SITE ASSESSMENT

2.01 LOCATION AND MOVEMENT NETWORKS

The application site is an urban brownfield piece of land approximately 3,093sqm in area accessed off St George's Road, Reading located close to the Oxford Road (A329) in the area known as Tilehurst. The site is to the west of Reading Centre within the settlement boundaries.

The site is developed to approximately 30% with a 581sqm area of land to the south of the site that was previously agricultural land and is currently soft landscaped.

The vehicular access route for the site leads from St George's Road in approximately the middle of the site. The church occupies the north portion of the site with the church hall central to the site and the two areas are separated by the vehicular access route. There is a small area to the west of the community hall which is currently used for informal car parking.

The boundary alongside St Georges Road is mainly that of a low brick wall with brick piers and railings between the piers. All accesses to the site are gated and locked. The boundary between St Georges Road and the soft landscaped plot is that of a close boarded timber fence.

Pedestrian access to the site is currently possible at three locations on the site boundaries. There is a double swing wrought iron gate in the northwest corner of the site from St Georges Road, and a single wrought iron gate next to the vehicular access gate for the site off St Georges Road. The site also includes a pedestrian link with Beecham Road between number 78 and 72 Beecham Road with a single solid steel gate in line with the other boundaries of the main church site.

For security reasons and due to the current derelict/vacant buildings on site all of the accesses to the site are kept locked unless an event is held on the site when all gates are opened.

To the east of the site is an existing electric sub-station.

Pedestrian routes within Local area are reasonable with raised pedestrian routes alongside St George's Road of at least 2m width.

There are bus stops within 200m of the site on Oxford Road with links to the Reading Centre and surrounding areas. Reading West train station is within 1.2km of the site.

The church building has several access points but currently the main utilised access is on the south elevation of the church, close to the vehicular access to the site.

2.02 SITE AND PLANNING HISTORY

St Georges Church was constructed in 1886. A temporary church had previously existed on the site, located where the church hall was later constructed. The church authorities did not have enough money to complete the initial designs for the St Georges Church and the southern aisle was left with the hopes that it be constructed by future generations. The southern aisle was never constructed but in 1936 a small rear extension to the southern elevation was added to give an additional entrance and a lady chapel. In approximately 1950's the church hall was extended and scout hut was constructed on land immediately to the southwest of St Georges Church.

Due to the small plot of land dedicated to St Georges Church and the church hall no graveyard was provided in the environs of the church. Burials used to be performed at the nearby Norcot Road Graveyard which is now closed and in the care of Reading Borough Council.

The Scout Hut on the site had to be demolished down to the floor slab in 2008 due to fire damage which occurred in 2005. The church hall needs to be updated so that facilities are in line with British Standards.

The Harris Partnership has been involved in preparing design ideas for the development of this site since 2001. Since then, one detailed planning application (Ref: 07/01308/FUL) has been submitted and several pre-application discussions have taken place with planning officers at the council under a separate client.

In 2001 we were approached by the St George' Church to consider extending the building with a series of halls for church use, that would be paid for by the construction of a new residential scheme on the old church hall site and adjacent vacant piece of land, all of which are owned by the church authorities. Thames Valley Housing became involved to progress the residential housing for affordable homes after much debate and deliberation. This eventually came to fruition in 2007/8 with a detailed planning application (07/01308/FUL). This was withdrawn during the application period due to material objections raised by the planning officer.

In 2011 we were re-approached by both the P.C.C. and Stonewater to provide a revised scheme for the site. The P.C.C. had reconsidered their Brief and reduced their requirement to a much more modest and practical need. In the meantime, Stonewater outlined their requirements for special housing on the site, so the two schemes could be united in one practical design ready for a detailed planning application. Much of this application has been influenced by the points raised in the planning officer's letter to us dated 6th February 2008 in which he outlined his comments and objections to the now-withdrawn planning application.

In 2014 a request was submitted for a pre-application response to the revised proposals and the issues raised in the pre-application response have been considered and revisions were incorporated into the scheme to address points raised where possible. Any queries raised will hopefully be addressed within this design and access statement or other supporting documents.

2.03 LAND USE

The site identified within these proposals is currently utilised under Planning Use Class D1 for non-residential institutions.

The properties immediately and contextually surrounding the site to the north, south and west are all residential in nature. Most are individual residential terraced or semi detached properties.

2.04 LANDSCAPE AND FLOODING

Several mature and established trees exist within the site boundaries and soft landscaping is evident across the site. Most of the landscaping has been left unmanaged in recent years.

Two trees covered by a Tree Preservation Order are located close to the west boundary of the site to the south of the vehicular access point. Tree 1 is a Scots Pine and Tree 2 is a Silver Birch. The Silver Birch has been previously assessed as being dead. All of the trees have been assessed in 2014 by an arboriculturalist and a report accompanies this application.

St George's Road along the west boundary of the site climbs from north to south by approximately 2.56m and drops west to east by 1.2m.

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

2.05 SCALE AND AMOUNT

The existing Church has a building footprint of 608sqm with a small cellar area. The Church has a maximum ridge height of 13.3m above finished floor level. The Church is a maximum of 37.2m in length and 26m in width.

The existing Church Hall has a building footprint of 230sqm with a maximum ridge height of 7.84m above finished floor level. The Church Hall is a maximum of 14.2m in length and 25.2m in width.

The former scout hut slab to the west of the Church Hall has a footprint of 100sqm.

The surrounding buildings are generally two-storey residential properties with ridge heights approximately between 7.6m and 8.5m above finished floor level.

The existing site currently includes informal space for 13 cars to park but no dedicated spaces for bicycles.

2.06 URBAN GRAIN AND LAYOUT

The urban grain of the area is dictated by a network of roads with semi-detached or terraced housing set back from the road by footpaths and small front gardens. Most plots also have long narrow back gardens. There are also some units which are back to back with no back gardens on small plots.

The site has been developed with two point block buildings separated from the road by gardens and with soft landscaping surrounding the two elements.

2.07 VIEWS AND VISIBILITY

Due to its location within a residential area and only partway up a slope the visibility of the Church spire is not as great as some in the surrounding area but the building still presents a landmark point which aids orientation.

2.08 ARCHITECTURE

The Church was built in the latter half of the 19th century when this part of Reading was being developed and extended to the west. It formed part of the community of streets to the south of Oxford Road on which predominantly rows of terraced houses were constructed for the growing workforce in Reading. The church also had connections with the military who in 1877 established Block Barracks on the Oxford Road and some references with this connection still remain within the church.

The majority of the surrounding properties are a mixture of finishes; red brickwork with render and some feature brickwork in grey bricks. Subtle changes are made in the façade in the form of bay windows and some terracotta work. Roof finishes are mainly pitched slate or red clay tiles in a front to back format with occasional side gables.

The Church is the largest building in the area and is very much a Victorian design with the use of local brickwork and roofed in red plain tiles. It is a plain and simple ecclesiastical design and was built with limited funds. The existing Church is constructed in red brickwork with grey brick feature banding and buff stone details. The church has lancet windows (tall narrow with an arched top) in groups with stained leaded glazing in geometric shapes. The main door to the north which is not currently used has an arched opening, as does the door closest to the vehicular access for the site (currently the main door used). The door to the south further east along the elevation is accessed under a porch formation with curved brick-banded lintels. The roof is mainly slate or felt.

The existing church hall is a low quality building which is mainly white rendered with some red/brown brickwork and some white painted brickwork. The gables are timber or profile sheet metal clad either painted brown or left galvanised. The roofs are either felt or profile sheet clad. The glazing frames are white with the main entrance door in red.

The existing lighting for the area is primarily from highways authority street lighting or secondary illumination from within the church or the surrounding residential properties.

3.00 DESIGN

3.01 PRINCIPLES OF DEVELOPMENT

It is evident from the 'site assessment' that various opportunities and constraints exist which needed to be incorporated when formulating a design for any development of the proposed site. For ease of understanding the main principles have been identified:

- The Church has a distinctive style and care has to be taken with the extension works to ensure that the extension sits well with the existing building
- There is a Scots Pine on site marked under a Tree Preservation Order which needs to be preserved and protected during construction and development of the site
- The existing site is brownfield and is in need of development to improve safety and provide a more aesthetic addition to the streetscene
- The Church was originally designed to be three aisle
- The proposed residential development is for a Housing Association
- The area surrounding the church is mainly residential in nature
- There is an existing pedestrian access through to Beecham Road which needs to be maintained
- There is an opportunity for the main Church entrance to the north to be brought back into use

There is an opportunity to extend the existing church to ensure it has facilities to meet current and future needs and to provide a residential development of 12 units with associated parking which would fit well with the surrounding context in terms of use and scale to redevelop an underutilised plot of land.

3.02 PRE PLANNING DISCUSSIONS

Various points were raised as a result of the pre application submission in 2014 which have been resolved or addressed within the details now submitted for full planning.

The main concerns were as follows:

- Protection of the RPA of the trees to be retained
- Creation of a safe pedestrian route through the site
- Ensure that the right for light for property 85 St Georges Road is not compromised

Full details relating to the 'pre planning application response' queries and suggestions are included in an appendix at the back of this statement.

3.03 COMMUNITY INVOLVEMENT

In 2008, as part of the previous planning application on site for an extension to the church and 12 residential units, an 'Open Day' was held on a Saturday between 10.00am and 3.00pm after direct leafleting of the local streets had been carried out.

The plans were on display, the press were invited and it was mentioned on Radio Berkshire. No record has been kept of how many people attended the open day, but the main objections at the time related to parking issues. The proposals allowed for only 18 parking spaces and the local residents were concerned that this would be insufficient.

In principle the proposals subject of this current application are very similar in to the principles indicated at the 2008 open day. As part of the community involvement for this application Stonewater propose to leaflet drop in the area highlighting the revised proposals, provide a website including all of the information within the planning submission and provide a set of plans for those who request them. In addition the website and leaflet drop will include details of how to comment on the scheme.

3.04 LAND USE

The proposals are to split the site approximately into two portions along the line of the vehicular access with the area to the north retained as Planning Use Class D1 for non-residential institutions and the remainder of the site altered to Planning Use Class C3 Dwellinghouses.

3.05 QUANTUM

The proposed extension to the Church is for a total Gross Internal Floor Area of 88.1sqm. This includes an office for the clergy and new toilets plus a new entrance lobby. The extension also houses a parish room and kitchen facilities.

The proposed residential area includes 12 new units in the form of houses, flats and maisonettes. The mix provides 4 one bedroom flats and eight two bedroom units (two duplexes, two flats and four maisonettes) in one comprehensive building.

3.06 ACCESS AND LAYOUT

The proposals include the modification of the existing vehicular access into the site, moving the access slightly further southwest along St Georges Road and altering it to a drop kerb format. Details will be to local authority approval.

The width of the access is proposed to be reduced to 4m narrowing to approximately 3.5m further into the site.

A safe pedestrian route has been provided linking St George's Road and the pedestrian access from Blenheim Road to the east. Linking to each entrance on site and providing a raised pedestrian area which is segregated from the vehicular access route.

The proposals include 25 parking spaces which are mainly located to the rear of the site. Spaces 1-10 are allocated for use by the church and its visitors and the remainder are allocated to the residents.

It is accepted that there will be times when some of the spaces will be shared to take advantage of the varying demand and need for these spaces which will differ between the two key users of the site. As part of this parking scheme, there are two disabled parking spaces allocated on the site.

Submitted with this application is a Transport Plan compiled by 'The Benefice of Tilehurst St George and St Mary Magdalen' which outlines the measures which will be taken to ensure that the provision of 10 parking spaces allocated on site for the Church are sufficient.

The Church extension has been designed to sit alongside the south façade of the existing Church, utilising space enclosed by the access road and the 1930's south extension which is currently underused. This will provide essential facilities for the Church and a new parish room that can be utilised for both parish and community uses. The extension allows a level threshold to be provided at the door close to the vehicular access point which provides access to the parish room and the Church.

The residential section of the site is laid out in an "L" shaped plan with the duplex properties and two bedroom flats facing St George's Road and the one bed flats and maisonettes running along the side of the core access road. Two entrances along the core access road are sheltered by recesses to give protected approaches to the flats in this part of the building. The benefit of the footprint of this building is that it allows for a private, secure green amenity space to the south which is shared by all the residents. The main access points to the residential units have all been designed with level thresholds suitable for wheelchair access.

Two disabled designated spaces to building regulations standards have been provided close to St George's Road with good links to the pedestrian route through the site.

Cycle parking for the residential properties is included within a cycle shelter to the southeast of the site within the dedicated amenity area. The shelter provided space for 16 cycles to be secured.

To ensure safe access is provided to all areas of the site for people of all abilities, low level kerbs and tactile paving are proposed at the crossing point by the entrances, and around the DDA parking spaces. Where possible the site and building has been positioned to ensure compliance with Part M and the needs of people with disabilities. The

proposed development links in with the existing pedestrian routes surrounding the site and benefits from existing pedestrian facilities which would allow for a safe access for users.

3.07 SCALE

The extension to the Church is as a simple single-storey designed to reflect the scale of both the northern aisle lean-to and the later 1930's addition at the eastern end of the southern elevation. The eaves for the Church extension sit at approximately 5m above finished floor level with the ridge at approximately 6.8m above finished floor level.

The Church extension is approximately 17.4m in length and approximately 5.7m in width.

The residential scheme has been designed to reflect the stepped terrace format necessary due to the 1 in 22m climb of St George's Road. The eaves of the units sit at approximately 5.2m above finished floor level with ridge levels of approximately 9.2m above finished floor level.

3.08 LANDSCAPING AND OPEN SPACE

Landscaping, both hard and soft, is integral to the overall development, with the aim to provide uniform surfaces and a considered soft landscaping scheme for the whole site.

The residential element of this scheme benefits from an enclosed shared amenity space of 365sqm and an additional amenity space between the units and the road totalling 202sqm. Not including the areas of soft landscaping for the church, along the core access route and around the parking this gives a total amenity area of approximately 569sqm for the residential element. This is above the council requirement stated within DM10 for 25sqm of open space to be provided for each 1 to 2-bed flat, and no less than the gross floor area of houses (this equates to 395sqm in total).

The amenity space for the flats will be landscaped with small terraces outside each living room, ground cover plants to the boundaries of the building and a terraced area of grass to the main part of the garden. It is also proposed to give convenient access to the residents to the bicycle and bin storage areas.

In terms of hard landscaping the core access road is to be resurfaced in tarmac and the car parking spaces formed in a brindle brick pavior or other material sensitive to the root protection areas of the retained trees. All other footpaths will be finished in exposed aggregate in-situ concrete.

Any furniture will be carefully integrated into the development. The proposed bollards will be painted black and in a format similar to the elements of furniture found along St George's Road.

3.09 TREES

There are a number of trees on site which are well established and the intentions are to retain as many of the trees as possible.

An arboriculturalist has provided an up to date survey and assessment of the trees on site which accompanies this application.

There are two trees currently on site which are covered by a Tree Preservation Order. TP01 is a Scots Pine and is proposed to be protected and retained and TP02 is a Silver Birch. Unfortunately the Silver Birch has been assessed as deceased and the proposals include the replanting of a tree along St George Road as replacement for the loss of the tree.

It is acknowledged that the Scots Pine tree, although not in particularly good condition (refer to the arboricultural report), is protected and it is intended to remove the ivy growth to this tree and raise its crown so that it has renewed life. The remaining existing trees at the front of the site are to be removed and new specimen trees to be planted along this frontage to reinforce this green edge to the site and give it a fresh beginning.

The self-seeding sycamore and maple trees at the rear of the site are to be retained, as part of the boundary treatment, and crown lifted as part of the maintenance.

In addition there is also a Lime tree which has to be relocated due to site constraints and visibility which will have a replacement tree located further south along St George's Road.

3.10 ARCHITECTURE AND APPEARANCE

The Church extension has been designed with red brickwork, feature grey banding, feature buff stonework and a lancet window on the west elevation (facing St George's Road) and arch head windows on the south elevation to reflect the existing building. The roof is proposed to be tiled.

As requested by the planning officer the front wall of the extension has been set back from the front wall of the existing church to give a clear distinction between the two elements whilst not creating a small dead space area which could collect rubbish or cause maintenance issues. The new entrance to the Church has been designed to mirror the porch opening already found on the south elevation. Rooflights have been provided within the extension to increase the amount of light into the building and reduce the loss of light to the main Church area.

The residential scheme sits across the contours of the site, reflecting the staggers in the existing terraces up and down the street. The majority of the accommodation is two-storey but the additional bedrooms to units 7, 8, 11 and 12 are located within the roof space alongside the church extension. The building has been designed to always appear to be two-storey with a conventional eaves height.

The residential units have been designed with a low level brickwork plinth and rendered facades, pitched stepped roof elements and bay windows. The bedrooms within the roof space are provided with rooflights.

3.11 SUSTAINABILITY

The site is located in a very convenient position for access to public transport. There are three very regular bus services along the Oxford Road, the main one being the No. 17 which claims to run every seven minutes during the day and periodically during the night, giving convenient access to both the centre of town, the university to the east and Tilehurst to the west. These destinations allow convenient access to the national train network served by Reading Station and Reading West.

The residential development will meet Reading Borough Council's Core Strategy Policy CS1; providing 50% Code for Sustainable Homes at Level 4 and the remainder at Code for Sustainable Homes Level 3. A pre assessment of the site has been prepared by Sadler Energy and accompanies this submission. All proposed works will be constructed in line with the latest Building Regulations requirements.

The works to the church will incorporate a variety of energy saving fittings within the extension such as; energy saving light fittings, 'A' rated appliances, reduced water usage sanitary ware and a rainwater collection system gathering water for use on the soft landscaping.

3.12 CONTAMINATION

A Preliminary Geo-Environmental and Geotechnical Assessment was carried out in April 2013 (a copy of which accompanies this submission) to determine if any contamination was likely to be present on site.

The conclusions of this report state that the site represents a low risk of geo-environmental liability due to the absence of potential Significant Pollutant Linkages; a very low hazard rating has been reported for collapsible ground and landslide stability hazards and a negligible hazard rating for compressible ground hazards; and of low environmentally sensitivity.

3.13 NOISE

A 'Hall Usage Plan' document accompanies this submission prepared by 'The Benefice of Tilehurst St George and St Mary Magdalen' which details the restrictions of use for the Church and Parish Room indicating that a strict curfew of 10.30pm is strictly enforced and that noise levels will be kept to a minimum at all times.

The windows on the south elevation for the Church extension will be fixed reducing the potential for noise transference to the residential and no mechanical ventilation is proposed for the Church extension.

The proposed kitchen area within the extension will potentially require a flue but care will be taken to ensure there is minimal impact on the proposed residential element of the site.

3.14 WASTE MANAGEMENT

A bin store enclosure has been included close to St George's Road for use of the residential properties 5 – 10 and additional bins have been shown alongside St George's Street for the use of residential properties 1 – 4.

Kerbside collections will be arranged with the local authority and the waste management for the Church and extension will not change from the existing provisions.

3.15 EXTERNAL LIGHTING

No external lighting is proposed for the Church extension.

For the residential element burglar security lighting shall be provided with lamps with a maximum wattage of 150 watts and be fitted with PIR and daylight cut-off devices above the external doors leading onto the shared amenity area.

3.16 SITE SAFETY

Current legal requirements mean that the gate between the site and Beecham Road must remain locked when the Church is not in use. However, as a result of this development the Church would prefer that in most circumstances the door would remain open. This would hopefully dissuade groups from congregating in the alleyway on the other side of the door and causing a nuisance.

The benefit of 12 new households on the site means natural surveillance of the area will be improved dramatically over the full 24-hour period. This will further improve the safety and security of the site and immediate area, reducing the opportunity for crime and vandalism.

3.17 AIR QUALITY MANAGEMENT

The site does not fall within the Air Quality Management area and as such an Air Quality Impact Assessment is not included as part of this application.

4.00 CONCLUSION

The proposed development has been designed to reflect the character of the adjacent houses more so than the existing development. It is perceived that the proposed works will make a positive contribution to the site and its surroundings.

The proposed dwellings have been designed so as to avoid any adverse impact on the adjoining properties.

The proposed development is located within the established settlement boundary, and represents a windfall site for development in a viable and sustainable location.

The proposed works will make significant improvements to the character and appearance of the Church when compared to the existing, and these latest proposals offer a viable and sympathetic development strategy that will provide a more sustainable development for the future.

APPENDIX I

PRE PLANNING RESPONSE 14/1202/PREAPP

The proposals submitted as part of the pre application were for an extension of St George's Church with community facilities (90m²) and construction of 12 social housing units with 25 car parking spaces and 16 cycle parking spaces.

The information submitted included the following:

11981-013 Estimated Services Overlay (A3)
11981-98B Proposed Block Plan (A3)
11981-100C Proposed Site Plan (A3)
11981-101A Proposed Residential Ground Floor Plan (A3)
11981-102A Proposed Residential First Floor Plan (A3)
11981-103A Proposed Residential Second Floor Plan (A3)
11981-104A Proposed Residential West Elevation (A3)
11981-105A Proposed Residential South Elevation (A3)
11981-106A Proposed Residential East Elevation (A3)
11981-107A Proposed Residential North Elevation (A3)
11981-113A Proposed Bicycle Shelter & Bin Store (A3)
11981-118B Proposed Site Plan (A1)
11981-119A Proposed Church Floor Plan (A1)
11981-120A Proposed Church Elevations & Streetscene (A1)
11981-121 Right of Light (A3)
V11981-L01 Landscape Plan (A1)

TRANSPORT COMMENTS - 8th August 2014 – Darren Cook

The transport officer accepted that; the access would be repositioned and reduced to 4m; the core road would reduce to 3m further in; the main bin store would be located alongside St George's Road; 10 car parking spaces would be provided for the church; and that 15 car parking spaces would be provided for the residential element.

The transport officer requested that;

- the existing dropped kerb be abandoned and the footway reinstated to line and level
- Clarification be provided the number of existing spaces used on site by the church
- Parking space 4 should be 6m long
- An unobstructed pedestrian route be provided (parking spaces 2, 3, 4, and 24 obstructed the route)
- Provide reassurance that the tandem spaces are sufficient for church use (Parking spaces 7, 8, 9, 10)
- Angle the required 8 cycle parking hoops and set with at least 1m ccs
- Bin store doors should not open onto highways land and a note of who is to use the bin store should be provided to ensure adequate provision is in place
- Confirm the existing site uses lost for calculation of contributions

As a result of the above comments the drawing has been annotated to indicate that the modified vehicular access will be to local authority requirements.

A document called 'Transport Plan' has been provided by 'The Benefice of Tilehurst St George and St Mary Magdalen' which accompanies this submission detailing the existing church spaces and proposed plan to ensure the 10 spaces provided on site and tandem format are sufficient and acceptable.

The parking spaces previously noted as 24 and 5 have been relocated to ensure a safe pedestrian route is provided through the site and space 4 has been increased in length to 6m.

The cycle store at the rear of the residential units has been redesigned to reduce the potential impact on the Sycamore trees retained at the boundary of the site. The cycle parking has been altered to a semi-vertical rack to ensure that the frame can be affixed to the structure itself and not require foundations which will impact on the tree roots.

The main bin store doors have been relocated to face north and the additional bin area along St George's Road shown in more detail.

ENVIRONMENTAL HEALTH – 14th August – Rebecca Moon

The environmental health officer requested that;

- noise be factored into the development – in relation to the church extension use impact on the proposed residential
- contaminated land – graveyard we need to ensure that that development is safe and suitable for use for the intended purpose or can be made so by remedial action

As a result of the above comments a 'Hall Usage Plan' document was prepared by 'The Benefice of Tilehurst St George and St Mary Magdalen' which details the restrictions of use for the Church and Parish Room indicating that a strict curfew of 10.30pm is strictly enforced and that noise levels will be kept to a minimum at all times.

The Preliminary Geo-Environmental and Geotechnical Assessment submitted as part of this application by Tweedy Evans Consulting Limited includes an old maps search and this combined with information from the Parish records confirm that the site has never been used as a graveyard.

The environmental health officer requested the following documents as part of the submission:

- Contaminated Land Risk Assessment
- Construction Management Plan

NATURAL ENVIRONMENT OFFICER – 21st August 2014 – Toby Fox

The natural environment officer accepted that; the Silver Birch appears to be dead or dying.

- The natural environment officer stated that;
- the TPO Silver Birch would need a replacement on site

- the Root Protection Area (RPA) for the Pine Tree appears to be compromised by the proposed residential units 1 and 2 building footprint and the path. Sufficient space needs to be left for construction
- the loss of young semi-mature Sycamore trees and a mature Lime especially on the front boundary would be detrimental to visual amenity – potential TPO on Lime
- the rear parking spaces encroach on RPA of retained trees – potential impact on health of trees

As a result of the above comments a more up to date tree assessment was carried out on site by Ian Keen and accompanies this submission.

The section of the residential building that incorporates units 1 and 2 has been moved further east into the site and with the proposed planting of two new trees along St George's Road we would be replacing the TPO Silver Birch and the Lime tree.

In addition the proposals are to ensure that the levels around the trees at the back of the site where the car parking is proposed will be designed with a construction to reduce the impact on existing trees (potentially with a no dig area around the root protection areas).

The Lime tree has to be removed to ensure that the light levels within the residential properties are not adversely impacted and due to the tight constraints of the site. As previously stated however, the proposals show a new tree to be planted along St George's Road as a replacement for the loss of the Lime Tree.

The environmental health officer requested the following documents as part of the submission:

- Full Tree Survey
- Tree Constraints Plan
- Arboricultural Impact Assessment
- Tree Protection Plan
- Arboricultural Method Statement

PRINCIPAL PROPERTY DEVELOPMENT OFFICER – 3rd September 2014 – Richard Pike

The principal property development officer was in full support of the provision of 12 affordable homes in the form of 4 x 1-bed flats and 8 x 2-bed flats.

PLANING OFFICER – 2nd October 2014 – Andrew Chugg

The planning officer accepted that;

- although the housing mix is non-compliant with the Council's LDF SDPD Policy DM5 (Housing Mix), the proposals for 4 x 1-bed flats and 8 x 2-bed flats are acceptable given that the site would not lend itself to traditional housing
- the elevation details on the proposed houses are satisfactory
- the extension to the church works relatively well
- there is a need for lockable gate to Blenheim (Beecham) Road

The planning officer requested that;

- units 1 and 2 be repositioned further back into the site to protect the existing trees and to appear less cramped
- the height and massing in relation to properties 85 and 87 St Georges Road needs to be analysed.
- design needs to ensure there is no adverse impact on the habitable room windows of number 85 St Georges Road
- the door arches on the north elevation of the residential block be revised to a lancet format
- the church extension be set back from the main building line by 1m to appear subservient to the existing church building

As a result of the above comments units 1 and 2 were repositioned 763mm further east. This is as far to the east as the buildings can move and not encroach on the 45 degree right of light line for number 85.

The extension to the Church has been redesigned so that the front building line is at the back of the existing pier. The building has been

designed to ensure there are no rubbish traps or areas where construction work would be difficult (which would be the case if the new wall were 1m back from the main existing Church building line). The building has been redesigned to better fit with the St George Street scene and existing projection to the north.

A streetscene has been prepared and levels calculated to ensure that the massing along St Georges Street is not intrusive to the street or numbers 85/87 St Georges Street.

Although there is currently a need for a lockable gate across the pedestrian route to Beecham Road, after construction of the extension to the Church and the residential properties it is hoped that the gate will remain unlocked or lockable at the discretion of the Church.

The proposed Church extension includes the incorporation of the only lancet style external door on this elevation into the building so it would no longer be visible externally. The proposed new entrance reflects the existing retained porch entrance with the low curve lintel. The doors on the north elevation to the residential element have been altered to reflect low curved arch lintels of the existing and new entrance to the Church.

The planning officer requested the following documents as part of the submission:

- Full St George Road Streetscene
- Plan of Impact on Number 85