

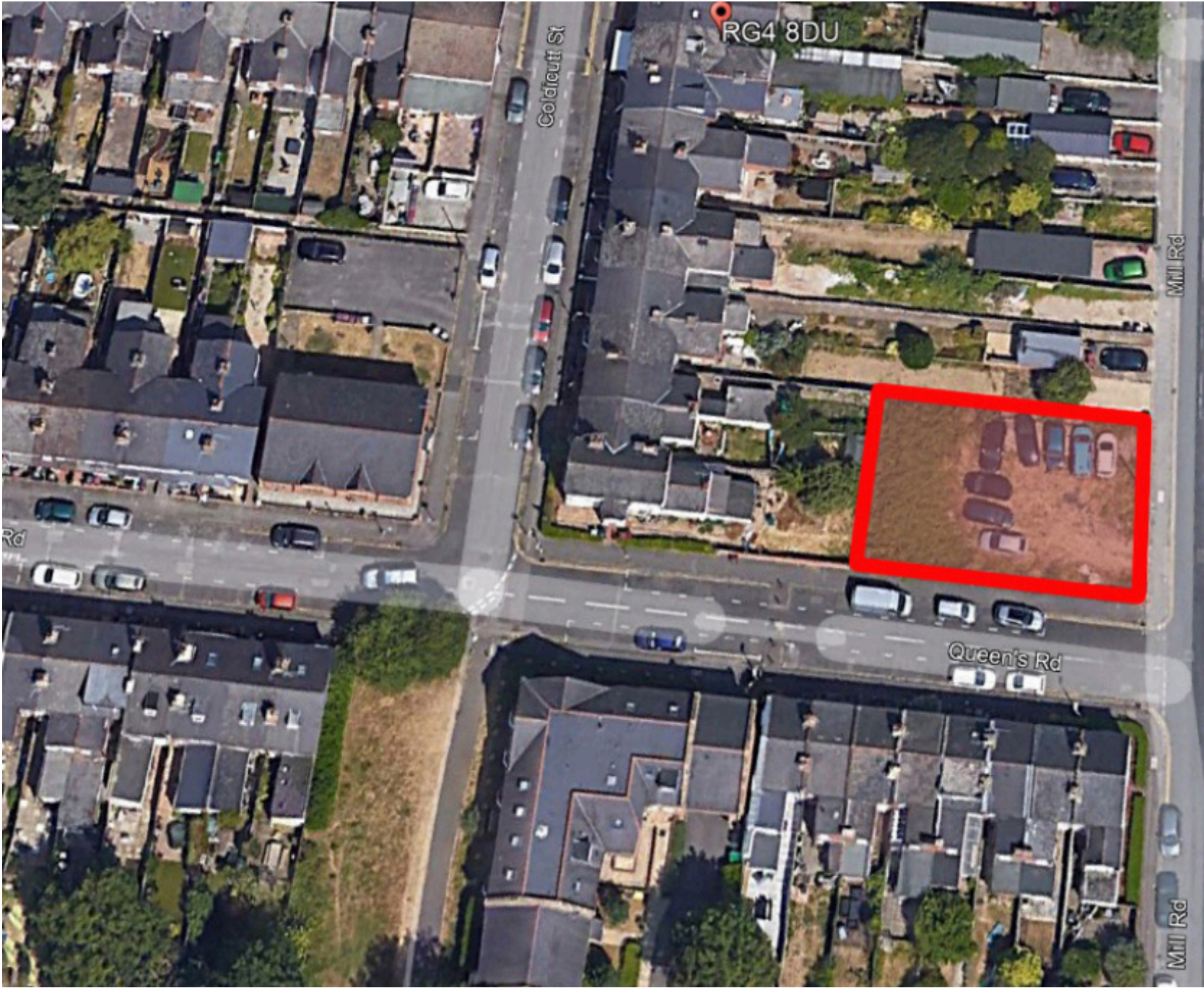


DESIGN & ACCESS STATEMENT

QUEEN'S ROAD, LOWER CAVERSHAM

March 2024 v1

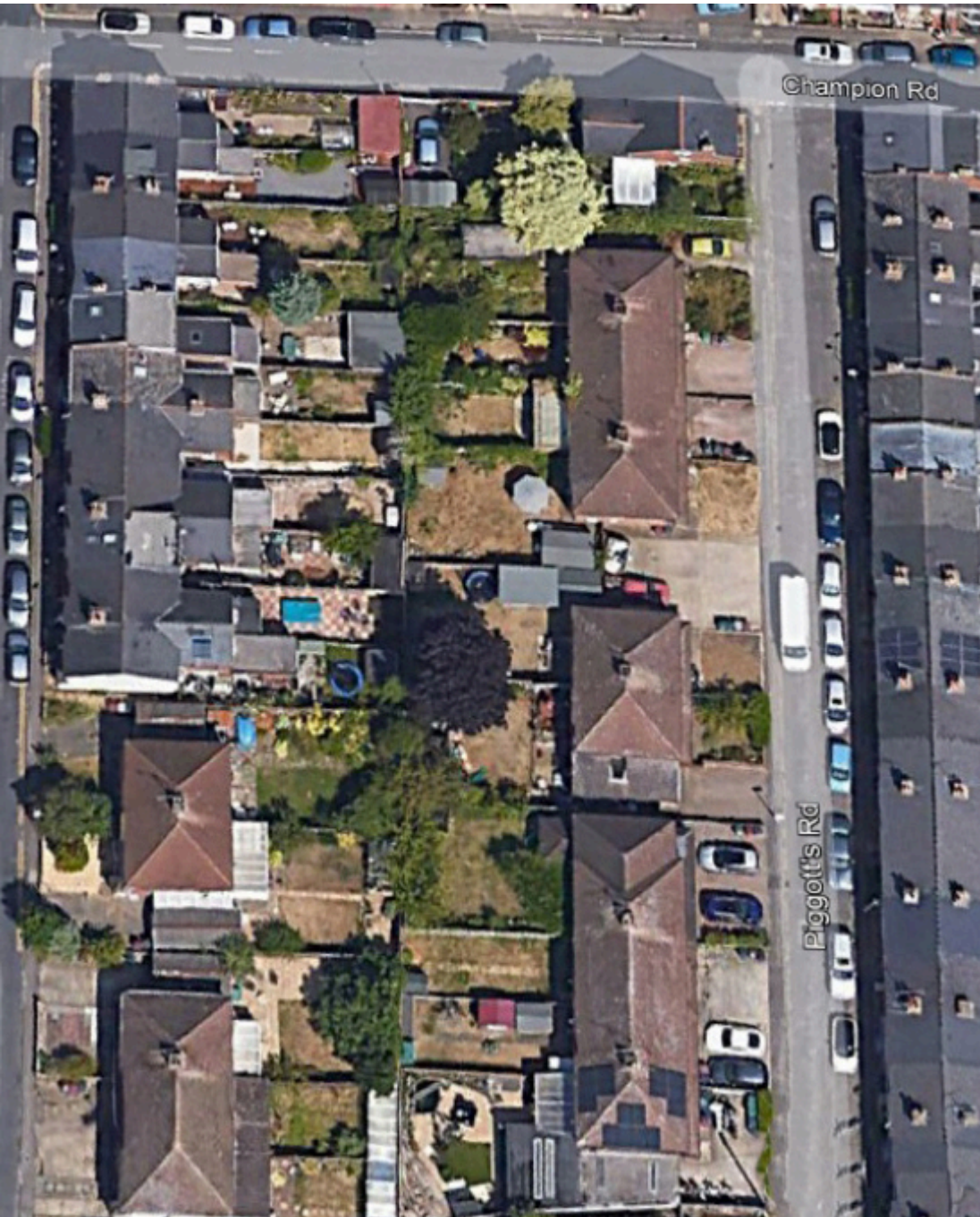
Figure 1 Aerial view of Application Site,
Queen's Road, Lower Caversham



Copyright

The contents of this document must not be copied or reproduced in whole or in part without the written consent of Cookham Design Partnership

Document Status:	Final
Revision:	v01
Author:	CB
Issue Date:	Feb 2024



Contents

1.0 Introduction	4
2.0 Site Description	6
3.0 Area Character	12
4.0 Design Rational	16
5.0 Design Development	18
6.0 Design Proposals	25
7.0 Access	32

1.0 Introduction

Purpose of Document

This Design and Access Statement (DAS) has been prepared by Cookham Design Partnership on behalf of Gravitas Property Group Ltd, to support a Full Planning Application to Reading Borough Council (RBC) to provide 2no three bed, 5 person residential semi-detached with associated private amenity and car parking facilities on land to the rear of 114 Queens Road and 36-38 Coldicutt Street, Lower Caversham.

This application addresses concerns raised in a previously refused planning application (LPA Ref 230884/FUL) submitted to RBC for 3no three bed, 5 person residential terrace.

This statement has been prepared to be compliant with the Development Management Procedure (England) Order 2015, and the Planning Practice Guidance 2014 (NPPG) and illustrates the design principles and concepts that support the proposals and addresses the requirements set out in the NPPG 'Making an Application'.

It specifically, responds to the NPPG requirements 'What should be included in a DAS', and explains:

- The design principles and concepts;
- The steps taken to appraise the context of the proposed development and how the design has taken them into account; and
- The Applicant's approach to access.

The proposals have been developed in accordance with the policies within the context of the Reading Borough Local Plan 2019 and RBC Supplementary Planning Documents where relevant, together with national guidance in the National Planning Policy Framework (NPPF) and local references.

This statement should be read alongside the following supporting documents which also accompanies this application;-

- Transport Statement by Kronen Limited
- Amenity Impact Assessment (Daylight, Sunlight and Overshadowing) by Syntegra Consulting
- Sustainability and Energy Assessment by Syntegra Consulting
- Flood Risk Assessment, Sequential and Exception Testing including Drainage Strategy by Syntegra Consulting
- Viability Statement by Andrew Golland Associates
- Biodiversity Report by Syntegra Consulting
- Arboricultural Report by Crown Tree Consultancy

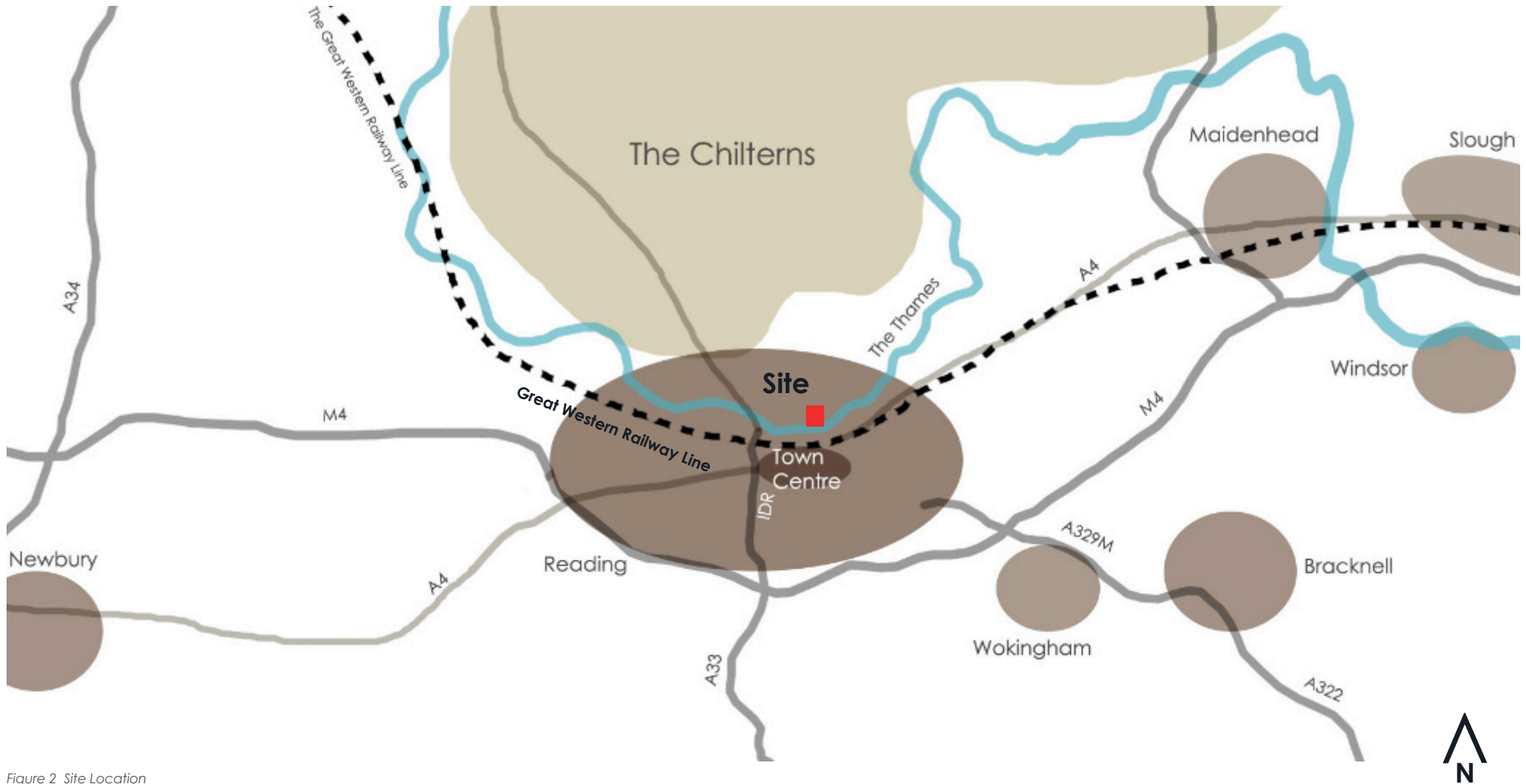


Figure 2 Site Location

2.0 Site Description

Surrounding Context

The area that is the subject of this Application falls within the administration boundary of Reading Borough Council (RBC).

The Site lies just north east of Reading Town Centre, on the northern side of The Thames, and in the Caversham ward.

Reading is a large historic market town on the Thames and Kennet rivers in southern England, around 40 miles due west of London. It is now a major commercial centre serving a large area of the Thames Valley.

The town is on the Great Western Main Line railway and the M4 motorway and in the last few years has become an important transport hub with the development of Cross Rail giving direct access through London and further links to the north with Birmingham, Swindon and Bristol.

Heathrow Airport lies 20 miles to the east and is served both by rail and direct bus routes.

Historically, Caversham was noted in the Domesday Book and remained a relatively small community mostly orientated around barge trading along the river and agriculture until the development of the railways in the 1850's which brought rapid economic growth to Reading and Caversham. As employment opportunities grew, housing was built close to the village centre for workers with more affluent housing uphill and cheaper more closely packed housing closer to the river, known as Lower Caversham.



Figure 3 Site Local Context

Site Context

The 0.0413ha Site lies in the centre of Lower Caversham and sits on the north side of Queens Road, at the junction with Mill Lane and 200m north of the Thames. It consists of land to the rear of a large Victorian property, no 114 Queens Road and the terrace properties of no36-38 Coldicutt Street. It has a medium risk of flooding and is in flood zones 2 and 3.

The remaining properties on the east side of Coldicutt Street terminating at Gosbrook Road all have their site curtilages ending along Mill Lane giving some 40- 45m length to their rear gardens. This is not the prevailing character of the area. Many have garages terminating the garden accessed from Mill Lane.

The Sites southern boundary along Queen's Road consists of a 1.6m high brick wall. The adjacent properties are all typical 2 storey Victorian terraces with bay windows.

The Mill Lane boundary is a 1.8m high timber fence and double gate vehicular access onto the Site: it's only access. Victorian terraces sit opposite.

The north boundary consists of a 1.8 to 2m high timber fence with the rear garden to no 34 Coldicutt Street behind.

To the west sits the rear gardens the residents no114 Queens Road and no36-38 Coldicutt Street. A 1.2m high timber fence defines the boundaries.

The Site is currently used as a private car park with a gravel surface finish.

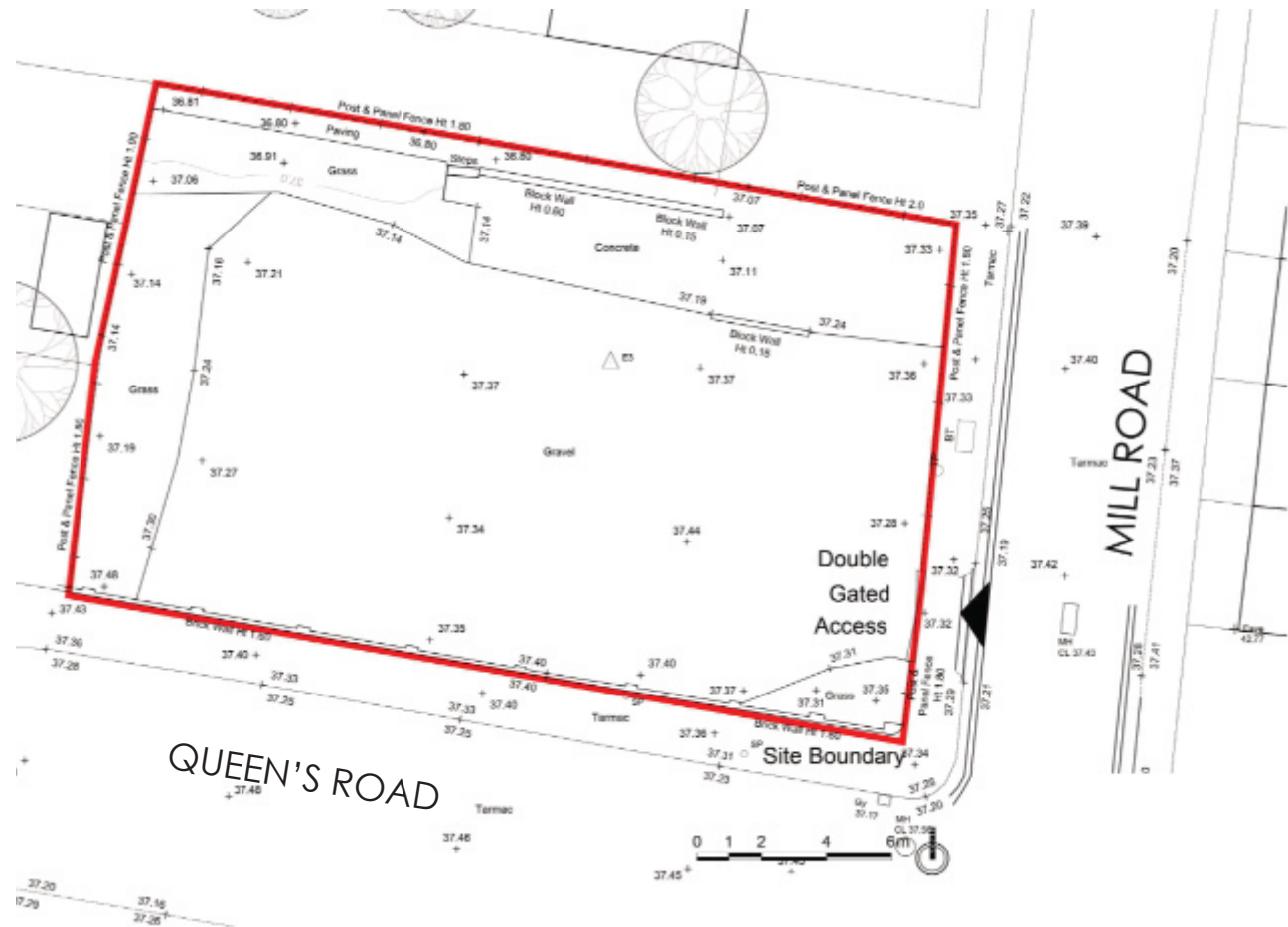


Figure 4 Existing Site Plan

Site Photographs



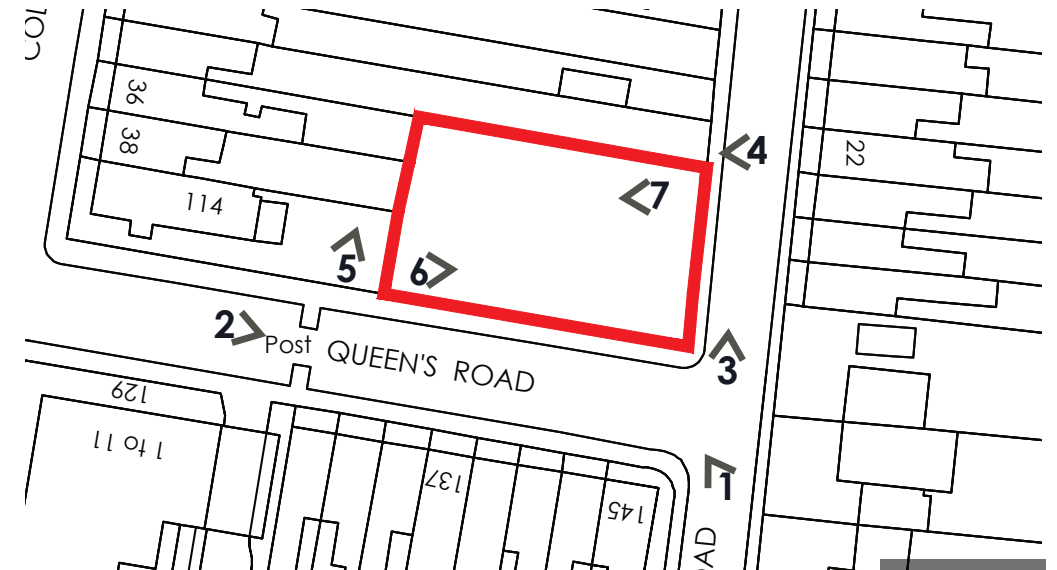


Figure 5 Photograph View Location

Physical Site Constraints



3.0 Area Character

Local Architectural Character

Planning policy considerations and design guidance under local character

The National Planning Policy Framework (NPPF) gives design guidance when considering the local character of an area. Item 2. Achieving well-designed places. Paragraphs 124 to 132

The NPPF identifies good design as a key aspect of sustainable development. However, it also recognises that design policies should avoid unnecessary prescription or detail. Paragraph 127 states:-

Planning policies and decisions should ensure that developments:

(a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

(b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

(c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

(d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

(e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

(f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Local Architectural Character contin.

The area demonstrates very similar plot widths and forms where properties are often low in height, with the majority being 2 storeys. Larger buildings, often on corners, are three storeys, or contain rooms within the attic. Windows are often white with regular proportions and alignment. The prevalent construction material in Lower Caversham is the local red brick with Welsh blue/back slate. The following explores the key architectural features of this area of Reading.

Urban Grain

The urban grain is the pattern of the arrangement and size of buildings and their plots in a settlement and the size of street blocks and junctions. This area has seen little changed with the pattern of Victorian and Edwardian properties typical narrow plot width and not very deep. The dwellings exist in very long terraces, and enclosed gardens to the rear served by back alleys.



Figure 6 no 114 Queens Road corner plot scale

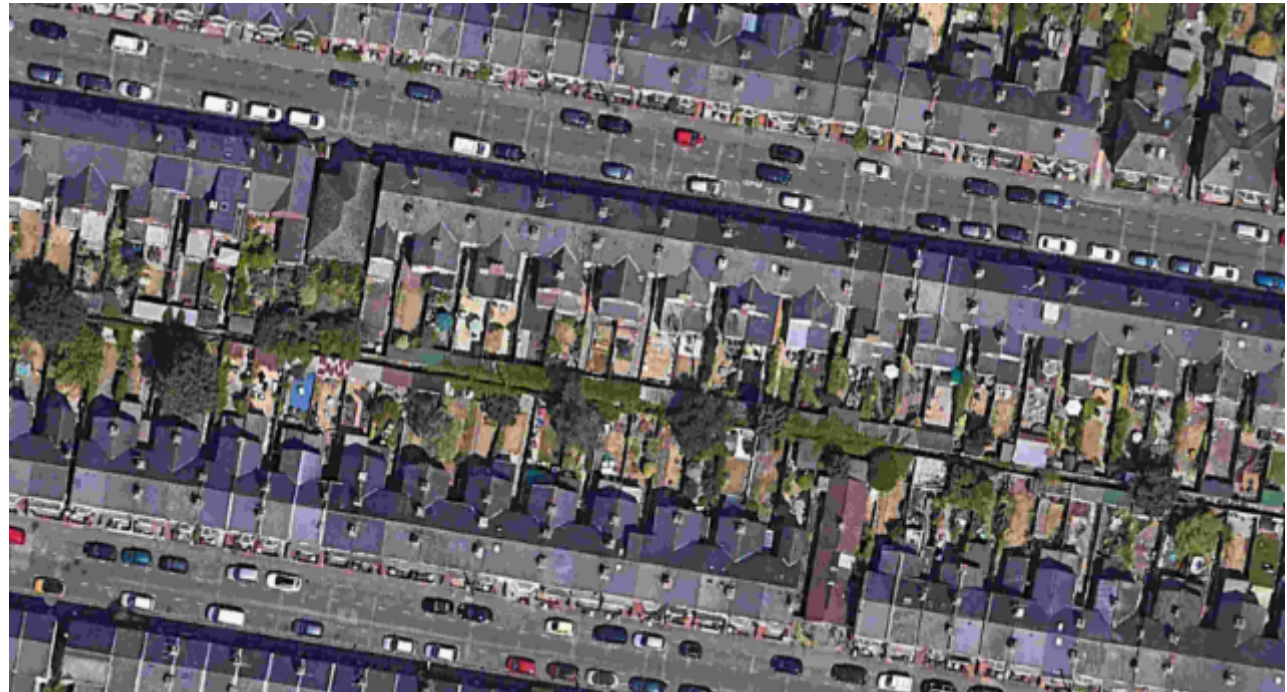


Figure 7 Urban grain of Queens Road and Kings Road

Corners

Corners and ends are often gabled with additional windows. It is important for any new development with prominent side elevations to provide an active frontage along the street scene.

Roofscape

Roof form is gabled and pitched with the eaves on terraced houses parallel to the road. Many feature raised party walls which provides a distinct regularity of form along with chimneys. A number of the roofs show roof space accommodation with the presence of Roof windows and windows on the gables where they terminate the street.



Figure 8 Active corner of Champion Road & Piggots Road



Figure 9 Raised party wall parapets & chimneys along Queens Road

Local Architectural Character contin.

Openings

Generally, window openings are regular and alignment between floors. Larger openings occur on the ground floor with smaller openings to the upper floors. Openings on the Victorian terraces have been featured with low arched brick soldier courses, quoins and thick stone sills. Fenestrations still generally follow the Victorian vertical sliding sash style though nearly all replaced with uPVC.

Ground Floor / Base

Ground floors are often emphasised with the use of projecting angled or square bay windows with projecting porch over the front door.

Contrasting brick string courses separating the ground floors with the upper floors are often present.



Figure 10 Opening treatment along Queens Road



Figure 11 Regular angled bays along Queens Road

Material Palette

Reading is predominantly a red brick town with grey/black Welsh slate roofs. Lower Caversham reflects this. There is a variation in areas of the use of different coloured engineering brick providing banding at floor levels, quoins around windows and headers, diamond patterns in panels. Generally the pale buff brick has been used around this area of Reading with a few examples of the grey engineering brick used as well.

Boundary Treatments

The Victorian and Edwardian terrace housing generally have a small strip of front garden providing a defensible space between the dwelling and the back edge of the footpath. These would have originally been finished in a low brick wall with metal railings. During WW2 metal railings were removed to provide iron and steel due to shortages. There is now a mishmash of boundary treatment.



Figure 13 Predominate building materials used in Lower Caversham



Figure 12 Mishmash of front boundary finishes along Mill Lane

4.0 Design Rational

Relevant Local Area Developments

There is a flatted scheme on the corner of Queens Road and Coldicutt Street which has many design aspects which should not be replicated such as the lack of front doors on the key street elevation.

No 129 Queens Road is a 2 to 3 storey flatted scheme providing 11 no 2 bed units and was built between 2007 and 2010.



Figure 15 Flatted development, Queens Road
March 2024



Figure 14 Flatted development, no 129 Queens Road

Site Opportunities

- Redevelopment of a brownfield site
- Reinforcing the street enclosure
- Increasing passive surveillance
- Providing much needed family housing
- Enhancement of surrounding area with a high quality design which is sympathetic and reflective of the surrounding architectural character
- Providing it's own car parking provision and hence taking pressure off existing street car parking

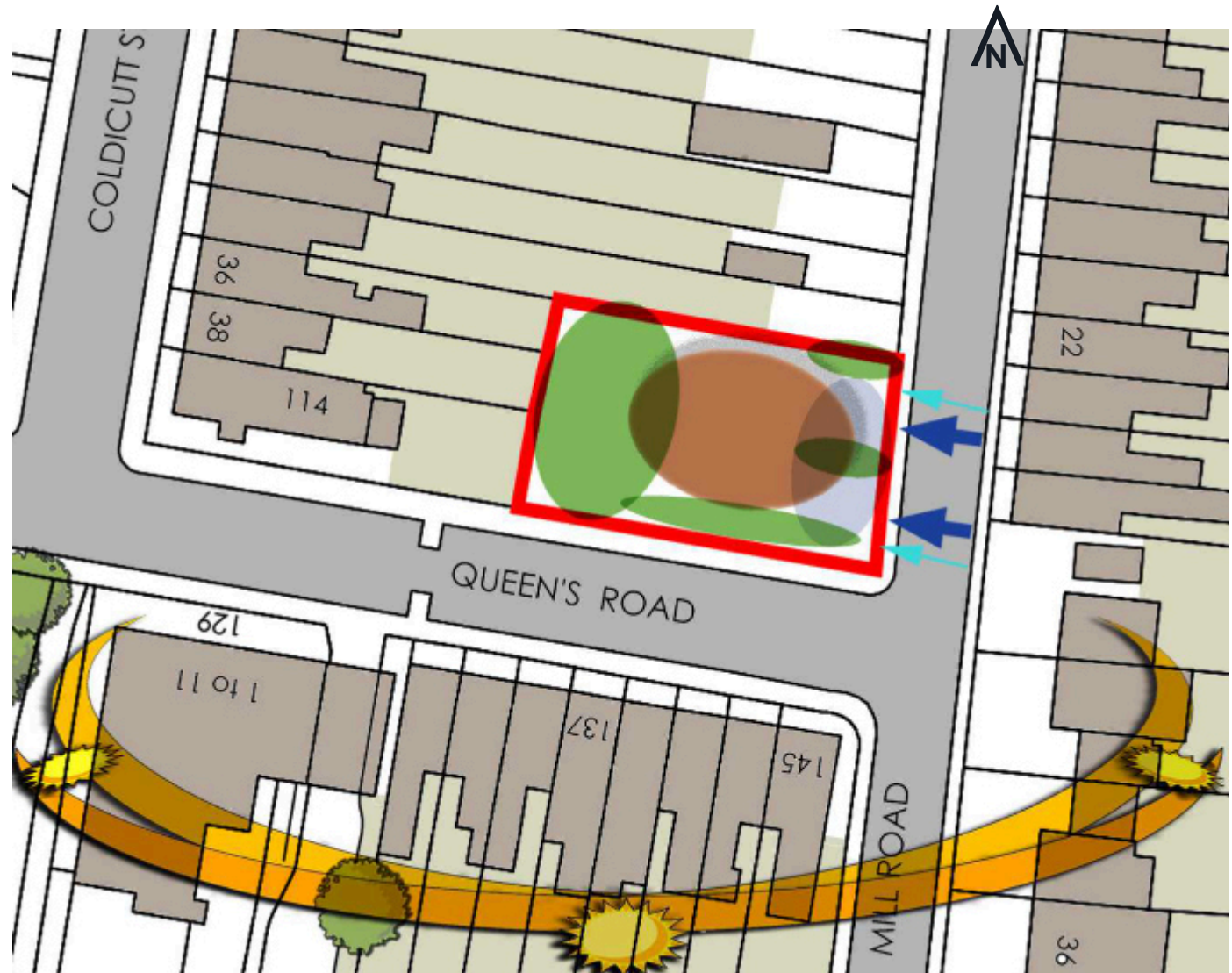
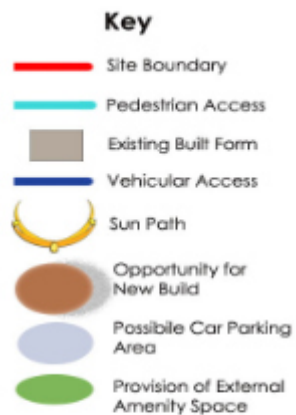


Figure 16 Opportunities Plan

March 2024

Addressing the Concerns on Previous Planning Application

The previous planning application LPA 230844/ FUL for 3no three bed, 5 person residential dwellings with associated parking and utilities was refused for a number of reasons as detailed earlier in this section. The new proposals submitted have addressed these concerns as follows:-

Cue from Architectural Character of the Area

It is proposed to provide 2no three bed, 5 person residential dwellings reducing scale and site coverage by more than a third. The layout of the residential units align with Mill Road and Coldicutt Street urban grain pattern which provides a more enhanced relationship with the character of the area.

Providing Amenity for Future Occupiers

The development proposals have reduced from a terrace of 3 residential units to 2 within a semi-detached unit. By reducing the built footprint by more than a third and by building over part of the car parking, the site landscape coverage has been significantly increased to provide more than the minimum amenity space policy requirements.

Respecting the Privacy to Neighbouring Amenities

In realigning the proposals with Mill Road, the relationship with the rear of the properties along Coldicutt Street is now back to back. A back-to-back distance of 20 metres between dwellings is usually appropriate; however, this will be determined based on on-site circumstances and in some cases, a closer distance may be acceptable without a detrimental effect on privacy. Nonetheless the proposed first floor windows are greater than the usual appropriate distance of 20m and are 24.8m and 28.8m from the rear first floor windows of no 114 Queens Road and 36/38 Coldicutt Street respectively. This will ensure that neighbouring dwellings and rear private gardens privacy are retained.

Sequential Testing of Flood Risk

A new Flood Risk Assessment, Sequential and Exception Testing including Drainage Strategy has been submitted with this application.

Biodiversity Provision

A Biodiversity Report has been submitted with this application.

Affordable Housing Provision

A legal agreement will be agreed to secure an acceptable contribution towards the provision of Affordable Housing,

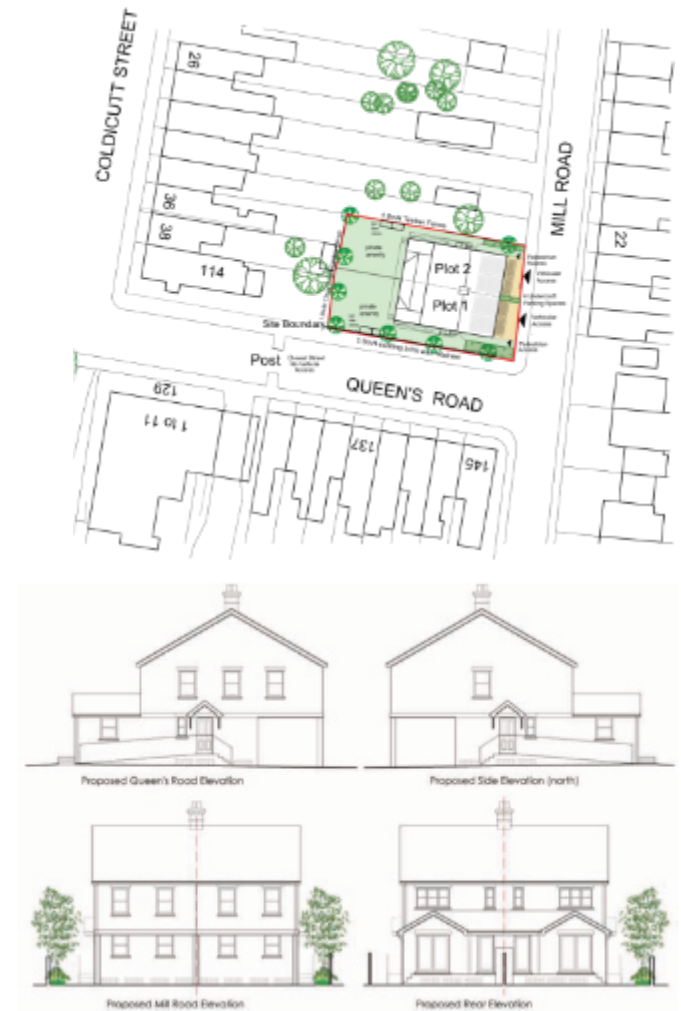
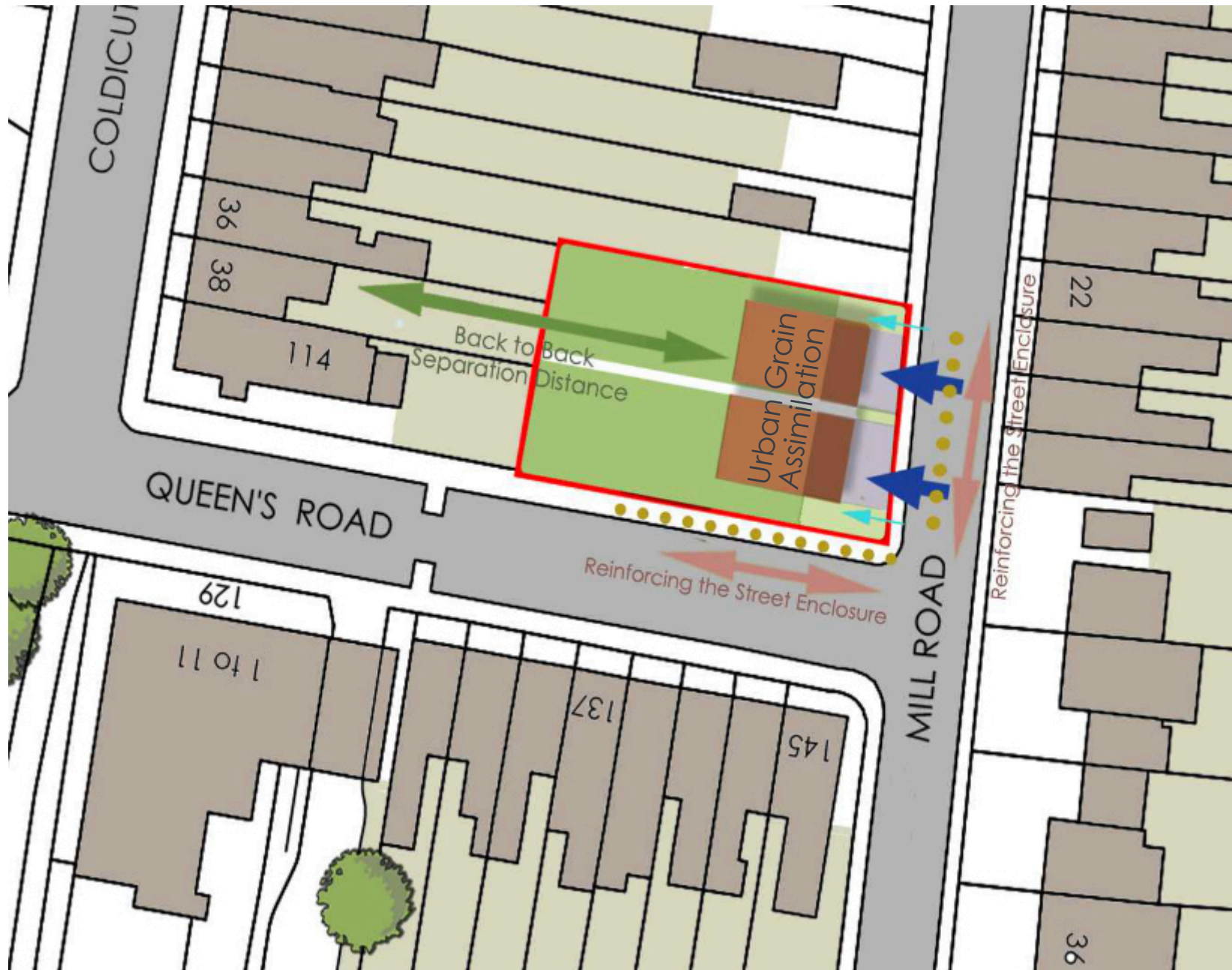


Figure 18 Proposed Block Site Plan and Elevations

Conceptual Layout





Design Considerations

Designing to the character of the area

A local architectural character assessment was undertaken and summarised within this statement. This also included a study into urban grain. As can be seen from the Figure 20, the proposed layout follows the established urban grain with narrow street frontage and plot widths with street corners emphasised by dual aspect properties. The proposals follow this grain.

Designing to include amenity space and privacy

The scale and layout of the proposed built form is such that it retains private amenity space appropriate for 3-bed family homes. Moreover, in building over car parking space, amenity space is maximised. The undercroft enables the built form to come forward toward the highway and hence increases the back to back distances with neighbouring residence.

Flood Risk

The development site lies within Flood Zone 3. Modelled flood levels indicate a 1% AEP +70%cc flood level of 38.02mAOD. In line with NPPF and EA guidance the minimum finished floor level of the building will be set at level no lower than 38.32mAOD (300mm above flood levels). This shall ensure occupants are safe in the event of flooding and that properties remain flood free.

The substructure is able to flood through a series of grilles to minimise water displacement from the built footprint. Further information is covered in the Supporting Flood Risk Assessment.

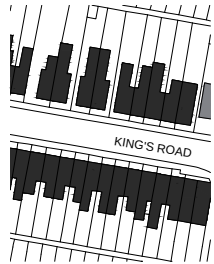
Transport

Each dwelling has been provided with 2 car parking spaces with each set provided with a electrical car parking point. The purpose built cycle storage for each unit provides storage for 2 cycles located in each private rear garden. Each rear garden has direct side access.

To ensure that any site access proposals do not have an impact on the existing street parking provision in the area, the existing configuration is used currently across a double yellow line. Vision splays of 2.4x43m are maintained and each plot has an electrical vehicle charging point

Noise

The main bedrooms and lounge have been located overlooking the rear gardens. Balconies have been excluded from the design. Windows shall been fitted with acoustic ventilators to minimise noise transmission into the dwellings. The properties are also set back from the edge of the highway pavement which forms an important acoustic isolation strip.



Victorian Urban Grain with narrow plots of terrace /semi-detached housing, small defensive front garden & strips of rear garden



Post WW2 infill development with semi-detached configuration, larger front gardens, shallower rear gardens and parking space at sides mostly infilled with garages



Recent development of flatted schemes which do not follow area character land subdivision (urban grain)



Proposed development follows the Victorian area character in land subdivision with narrow individual plots and set back building line



Figure 20 Area Urban Grain and Street Corner Pattern

Design Considerations contin.

Amenity

The site benefits from the close proximity of a number of large and varied public open spaces such as Hills Meadow, Christchurch Meadow and Thames Park View Island which is a natural, open space with grassy paths and seating near to the weir at Caversham Lock. It contains several wooden, chainsaw-carved sculptures, an education area and a canoe pontoon. Figure 21 shows the proximity of these parks to the site.

Landscape & Biodiversity

Trees are provided within the private rear gardens. Additional trees are included along the site boundary to Queens Road to ensure that the street would also benefit from the 'greening'.

Defensible low level planting has been included to the front gardens for demarcation and to increase the biodiversity of the site with appropriate species planting to encourage insects and birds.

Figure 21 Public Open Green Spaces within Walking Distant from Site_



6.0 Design Proposals

Use and Amount

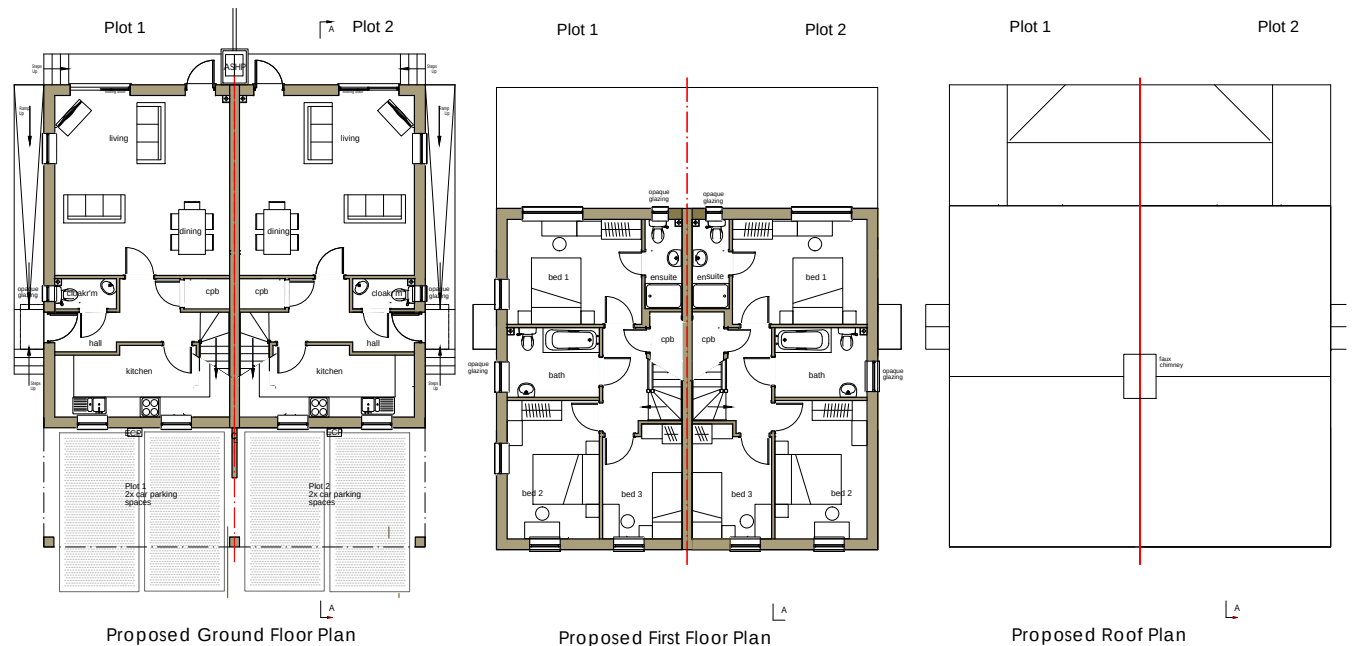
The application proposes a block of semi-detached 3 bed, 5 person residence of two storeys in height with associated parking, access, refuse and landscaping on land currently used as an informal car park.

The NPPF (2021) states that the LPA 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”.

There is a local requirement for the provision of family sized homes . Moreover, the proposed dwelling houses meet and exceed the minimum floor space requirements set out in the Nationally Described Space Standards, which means that a high quality of residential accommodation is being proposed to serve the intended family needs of the future residents.

Density

With a site area at 410sqm, (0.041ha) equates to a urban density of 48.8 dwellings per ha for 2 units occupying the Site. This satisfies RBC Local Plan Policy H2 for urban at 30-60u/ha in suburban areas.



Proposed Floor Plans

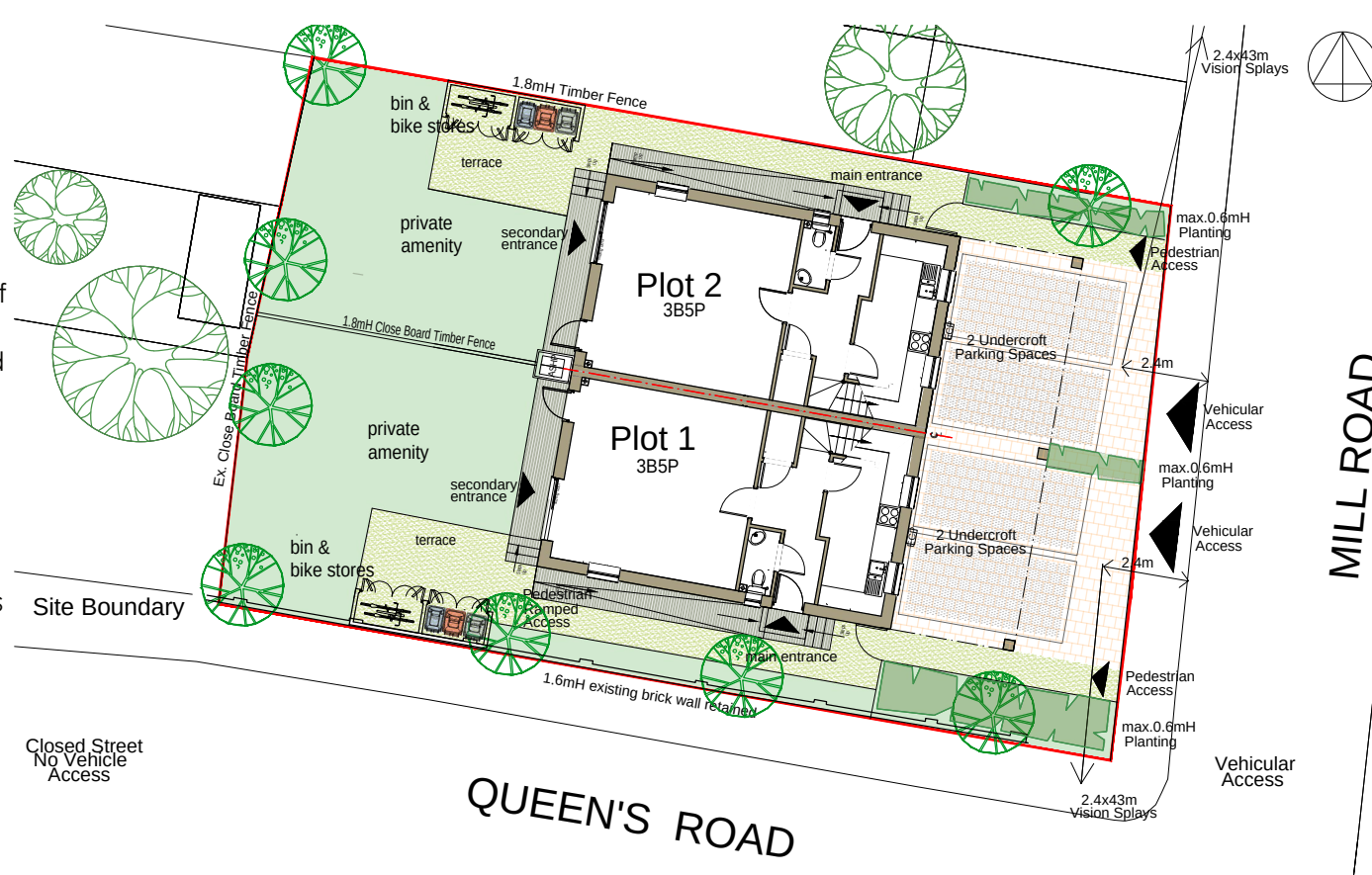
Layout

The siting of the proposed semi-detached residence follows the existing local urban grain of the area with the front and side building line set back from Mill Road and Queen's Road as the existing housing. The orientation, plot widths and built footprint also reflects the existing buildings in the locality.

Two car parking bays for each house is located off Mill Road with a 6.5m depth forecourt. Each forecourt is demarcated by low level planting and hard landscape finishes. This provides separation and to preserve private amenity. The cycle and refuse storage is located within each houses private rear garden accessed at the side of the house through a gate.

Plot 1 has an active frontage facing onto Queen's Road with secondary glazing to key habitual rooms within. Plot 2 has secondary glazing on the ground floor providing passive surveillance.

The extent of the depth of the proposed development identifies with the existing urban grain and respects the neighbouring buildings so as not to cause any detrimental impact on their private amenity space. This has been confirmed in the Daylight and Sunlight Assessment which accompanies this planning application. The window positioning proposed also ensures there would not be direct overlooking between the development and existing properties.



Proposed Site Plan

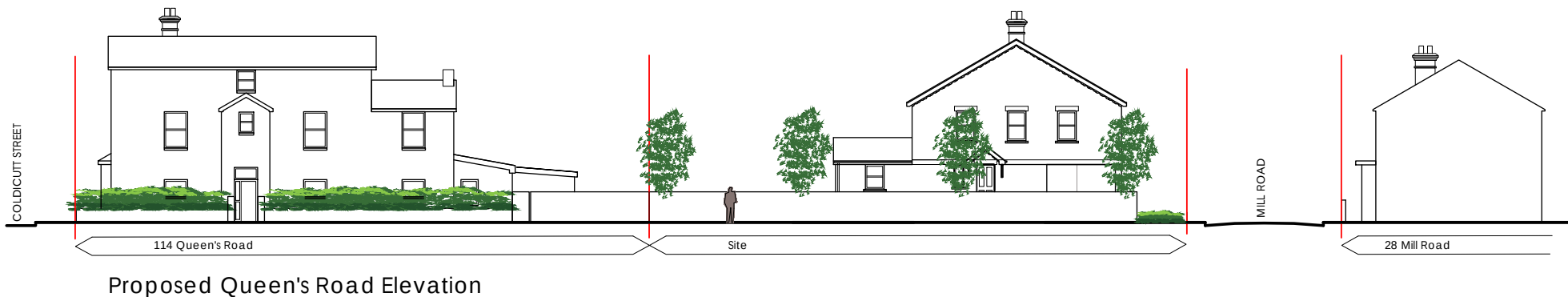
Scale

The proposals are for a semi-detached residence of 2 storeys and is in keeping with scale of the housing in the area which is predominately 2 storeys.

Being on a prominent corner site location, the slight additional height of the proposals caused by a raised ground floor provides the street closure presence seen on many corner plots in the locality such as 114 Queen's Road, Champion Road and Coldicutt Street.



Figure 22 Corner Plot Scales, no 114 Queens Road, Champion Road & Coldicutt Street



Appearance and Materials

The development have been designed to respect the surrounding buildings and to fit into the street-scene on the corner of Queens Road and Mill Road. It has been introduced as a semi-detached residence with side front entrances which enables the Queen's Road elevation to have active frontages on both roads.

As is seen on the majority of street corner hosing, Plot 1 fenestration with it's side entrance and gable windows also reflects the neighbouring corner of 145 Queen's Road. The rhythm and proportions of openings on the Mill Road and Queen's Road active elevations reflect those of the Victorian terraces opposite. Windows and front doors are all similarity scaled to the local character area with typical Victorian fenestration and sash effect frames.

Materials typical for the area shall be used such as red brick with grey/black slate roofs. Different coloured engineering brick of buff and blue shall be introduced as banding at floor levels and reconstituted buff stone headers and sills to wall openings.

Overall, it is considered that the design and appearance of the building would not have a detrimental impact on the character of the area or the visual amenity of the street scene.

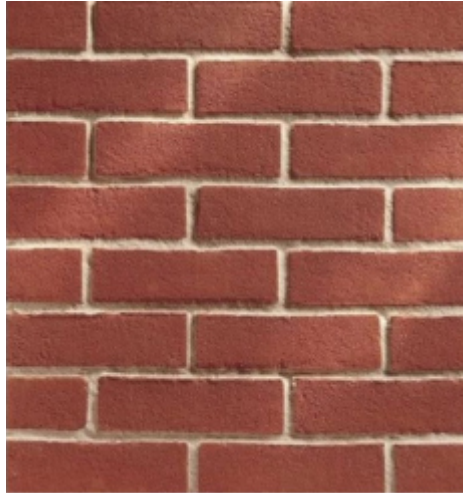


Figure 23 Proposed Palette of Materials



Proposed Queen's Road Elevation



Proposed Side Elevation (north)



Proposed Mill Road Elevation



Proposed Rear Elevation

Proposed Elevations

Landscape

The landscape strategy looks to soften and enhance the public realm, improving pedestrian access, mobility and creating a greener, healthier environment. This is consistent with RBC Policy CC7 and EN12 in terms of improvement of biodiversity. The site has been divided into various areas of landscape and their key design principles are listed below:

Private Rear Gardens

- Design the space to be flexible to be able to facilitate seating/ furniture.
- Design an element of privacy along key boundaries
- Create a verdant outdoor space and softening the edges with shrub beds.
- Provide a safe and secure child friendly area.

Design-

A paved terrace with space provided for a small table and chairs shall be located adjacent to the sliding patio doors. The majority of the garden shall be lawned and is ideal for children's play. Planting to the rear boundaries will be in the form of small urban trees to improve the site biodiversity and greening of the area. Refuse and cycle storage shall near to the side gated access.

Green Street Frontage

- Looking at opportunities to soften the street, adding to and enhancing existing street trees and planting if possible.
- Improving the experience for the pedestrian and occupiers.
- Maintain good visibility and sight lines to make

the public realm feel safe and welcoming.

- To provide an enhanced setting for the building, ensuring ground floor adjacent rooms have passive defensive planting for privacy.
- Create a legible landscape which is clear, uncluttered and safe both during the day and at night.

Design-

Planted beds of drought tolerant hardy low level planting with bollard lighting to provide the low level lighting required to provide good visibility and to mark the route to the terrace main front doors. Existing brick wall to Queen's Road to be retained to preserve the character of the area.

Car Parking Court

- Improve route legibility for public access.
- Create a well lit, safe environment for pedestrians around cars.
- Use hard landscaping for demarcation hence reducing need for signage
- Form green edges both a low and high level for softer edges and natural sun shading
- Improve landscape aesthetic and enhance usability.
- Provide a secure by design area

Design-

The material selection for the car parking court will be a varied palette, ranging from high quality surfacing used in areas of high footfall, to more affordable but hard-wearing materials for vehicular access. High quality permeable block paving will surface the pedestrian route bringing a warm feeling

to the space, with flush kerbs suggesting a pedestrian priority environment. Permeable herringbone paving to the vehicular areas. Bollard lighting shall provide the low-level lighting required to provide good visibility and safety between pedestrian and vehicle areas. A deciduous tree suitable for an urban location without fruit will provide shade in summer and improve the streets vertical greening. Low level fruiting shrubs will improve the biodiversity by providing shelter and food for nesting birds.

The secure cycle and refuse storage is located in private rear gardens with easy side access to highways for cycling and refuse collection.

In terms of external amenity space, all units are provided with private rear gardens. Further, the site is located within close proximity to a number of designated public open spaces, Hills Meadow, Christchurch Meadow and Thames Park View Island, which can also be utilised.

Addressing the Flood Risk

The finished floor level to the plots has been raised in accordance with EA recommendations within this area of Lower Caversham. The raised level is not easily observed from the public realm. An engineering open structure shall be incorporated into the substructure to maintain existing flood water capacity.

To provide level access compliancy with Part M4(2) of the Building Regulations, a ramp has been provided towards the rear of each house frontage serving the front entrances.

Technical Considerations

Amenity Impact

The proposed developments amenity impact (effects on Daylight, Sunlight and Overshadowing on neighbouring properties) has formed an important role in the design development process. The assessment entails two analysis: firstly, an assessment of the effects to the daylight and sunlight received by the neighbouring properties surrounding the site; and secondly, an assessment of the daylight and sunlight light levels received by the residential units within the proposed development itself. Furthermore, there has been an assessment undertaken to ensure adequate sunlight is received to amenities spaces, this is known as an assessment of 'overshadowing'.

An Amenity Impact Assessment has been prepared by Syntegra Group. Please refer this assessment for more information.

Sustainability and Energy

The sustainability and energy assessment has been prepared following the principles of RBC Local Plan (2019), policies CC2 (Sustainable Design and Construction) and CC3 (Adaption to Climate Change).

The strategy aims to reduce energy demands by first incorporating suitable passive design measures, followed by proposed enhancements to provide a highly efficient building fabric and efficient heating system. The proposed energy conservation measures will reduce the new build Dwellings' Fabric Energy Efficiency (DFEE) below the Target Fabric Energy Efficiency (TFEE) by 10%. The Dwellings Emission Rate (DER) and Building Emission Rate (BER) are marginally higher than the Target Emission Rate (TER) figures dictated by the Building Regulations. These have been calculated based on air source heat pumps (ASHP) This figure will be revised at detailed design stage when building services design is fully developed. The design will be progressed prioritising energy efficiency of the building fabric and services.

Please refer to the supporting assessment prepared by Syntegra Group for more information

Further technical considerations are covered in the relative reports accompanying this planning application and cover:-

- Flood Risk Assessment and Drainage Strategy;
- Transport Statement;
- Viability Statement; and
- Construction Method Statement

7.0 Access

Site Access

Currently the site is accessed by a dropped kerb off Mill Road through a gated entrance. There is no separate pedestrian access.

The vehicular site access will retain this access moving it away from the junction. The plot allocated car parking will be separated by low level planting ensuring that clear ownership is maintained and minimising traffic opening widths onto Mill road.

Vehicle to vehicle sightlines of 43mx2.4m can be maintained for the 30mph speed per sightlines/visibility guidance with the agreement of neighbouring fencing height modifications.

The two paved parking forecourts will provide 2no car parking spaces per house surrounded by hard and soft landscaping. Each forecourt shall be provided with an electrical car charging point.

There is secure enclosed cycle storage for each house in the rear garden with space for 2 cycles as per planning policy.

Site Refuse

Adjacent to each cycle store is a purpose built vermin proof refuse store to facilitate 2no 240 litres general and recycling waste wheelie bins and 140 litres food waste wheelie bin as per the Council's waste management guidelines 2021 for 3- bed dwellings. Wheelie bins can be taken by residents to edge of Highways for collection which is appropriate for 2 wheeled containers.

Sustainable Transport Network

Reading Town Centre is 700m walking distance via the Reading Bridge, less than 10 minutes and is considered as a walkable neighbourhood with easy access for a large range of facilities.

The site has access to the 23, 24, 25, 27, 29 and 800 bus services from stops within 350m from the site which provides local transport around the area.

The site has also access to rail services from Reading Railway Station which is approximately 900m distance and an acceptable commuting walking range. As mentioned earlier, Reading Railway Station is a major regional interchange.

From the above, the site is considered to be a sustainable location with access to services, facilities on foot, with bus and rail services within short walking distances.

Inclusive Design

The aim for inclusive design is to remove barriers which create undue effort, separation or special treatment, and enable everyone to participate equally in mainstream activities independently with choice and dignity. Although the principles of inclusive design have emerged from the disability movement, inclusive design is relevant to all members of society, such as older people. From the outset the design of the development has included the fundamental principles of inclusive design. The design approach has been as follows:

- Provide level access throughout the ground floor
- Provide level access from outside to inside
- Provide suitable external ground finishes to not cause a trip hazard.

To facilitate the raised finished floor levels of the development, pedestrian access is either by steps or by a ramp set back against the side of each property where they are obscured from the public realm. This provides the level access through each dwellings principle door.

In accordance with Part M4(1) of the Building Regulations Approved Document, Category 1, Visitable Dwellings, access and sanitary provision requirements have been included within the design.