



A4685 CHARTERS, Reading

DESIGN AND ACCESS STATEMENT

October 2024



sawkings
architects

www.sawkingsarchitects.com



www.sawkingsarchitects.com

Hopewood Park, Dorking

Our Capabilities

Sawkings Architects are a **RIBA Chartered practice** based in Surrey at our Studio at the foot of Box Hill.

We are award winning experienced Architects , who value environment, creative place-making, buildability and commercial understanding. With over 60 years consolidated time in practice

Sawkings Architects have a diverse range of experience across multiple sectors, covering all stages of the RIBA Plan of Work.

Domestic New Build and Extensions
Commercial , Residential and Mixed Use
Listed and Heritage
Industrial
Workplace
Retail
Re-Use
Master planning

**WE ARE CREATIVE
WE ARE EXPERIENCED
WE ARE DESIGNERS
WE ARE PROFESSIONAL
WE ARE PASSIONATE
WE ARE ARCHITECTS**

At Sawkings, we approach every project with dedication and enthusiasm. We have successfully worked with multiple councils in London and the home counties and are committed to producing innovative and creative solutions to every design challenge. We also continuously work with statutory, planning and site constraints. Our concept is motivated by a desire to improve and benefit the local environment of our Projects, making the most of their context. We create structures that have a significant aesthetic, environmental and spatial connection to their surroundings.



Frozen, Leeds

Planning Approved 2023
Approval granted for 8500sqft extension to industrial unit in Leeds.



Little Ivel Farm, Surrey

Completed 2016
Conversion of two dilapidated cow barns space into a family home.



Chalfont Park, Buckinghamshire

Completed 2021
The conversion of a 3.5 storey office building into 49 apartments.



Stratford Office Village, Stratford

Completed 2022
£10 million project to convert an office complex into 158 high-end apartments and communal space.



Vere Street, Oxford Street

Completed 2012
The conversion of a Grade II listed property to create 29 apartments and office space.



Knights Yard, Reigate

Completed 2018
Redevelopment of the 19th century Knights Department Store in Reigate.



Melville Avenue, Croydon

Completed 2019
A modern interpretation of the large, traditional and residential property.



Hopewood, Dorking

Completed 2022
Redevelopment of the former Kuoni office building space set in beautiful, Grade II listed grounds into 78 apartments.



Rose Farm, Longwick

Planning Granted 2021
Master plan for a site covering 3 hectares. The scheme includes 58 houses and 7 apartments.



Totteridge Common, North London

Completed 2020
A beautiful, high-end home space suites, with a cinema, gym, swimming pool.



Hedgehog Gate, Redhill

Completed 2013
A single family dwelling featured in Build It and Real Homes magazines and televised on building the dream.



Gainsborough Studios, Hackney

Planning Approved 2021
Removal of existing combustible material and upgrade with non-combustible high quality replacement.

CONTENTS

Introduction	4
Project Location & Context	6
Site Analysis	7
Local Context Building Typologies	8
Local Context Oxford Road Analysis	9
Local Context Oxford Street Residential Building Character	10
Site Appraisal	
Current Site Conditions	12
Views Surrounding Site	13
Site Opportunities & Constraints	14
Design Development	16
Initial Concepts Design Considerations	17
Site Analysis and Sketch Design Development	18
Proposals	19
Design Use & Amount	20
Layout	21
Landscaping	23
Scale and Design Aesthetics	24
Materials & Appearance	25
Access	26
Site Access	27
Refuse	
Pedestrian, Vehicle and Cycle Access	
Transport	
Sustainability	28
Sustainability considerations	
Conclusion	30

INTRODUCTION

Schedule of Local requirements

As per Reading Borough Council Local Requirements List, we have estimated the need for the following documents/statements to support this planning application

Location Plan/Block Plan

Please refer to the supporting documents, drawings No. A4685-0001-Location and Block Plan Existing and No. A4685-0002-Location and Block Plan Proposed

Existing Site Plan

Please refer to the supporting documents, drawings No. A4685-1000-Existing Site Plan

Proposed Site Plan

Please refer to the supporting documents, drawings No. A4685-3100-Proposed Site Plan

Proposed Roof Plan

Please refer to the supporting documents, drawings No. A4685-3000-Proposed Roof Plan

Proposed Floor Plans

Please refer to the supporting documents, drawings No. A4685-3100- to A4685-3112 for the Proposed GA Plans to Blocks 1,2,3 and 4.

Proposed Elevations

Please refer to the supporting documents, drawings No. A4685-3200-Proposed GA Elevations, to A4755-3205-Proposed GA Elevations

Proposed Streetscene

Please refer to the supporting documents, drawings Nos. A4685-3206-Proposed Streetscene and A4685-3207-Proposed Streetscene

Parking Strategy

Please refer to section 'Access' – paragraph 'Parking'.

Refuse/Recycling Strategy

Please refer to section 'Access' – paragraph 'Refuse and Recycling'.

All documents to be read in conjunction with accompanying consultant reports and planning statement

Introduction

This Design and Access statement, has been prepared by Sawkings Architects to support the proposal for four detached residential blocks with associated access, external amenity spaces, refuse storage, car parking, cycle storage, plant machinery storage to serve the development. The development sits on the former Charters garage site on Oxford Road, Reading, RG31 6TE.

The objective of the Design and Access Statement is to present our approach and considerations for redeveloping the now closed Charters premises. The statement demonstrates that the proposal is designed as per Reading Borough Council's Planning Policies and requirements.

The proposed housing development responds to the local and national demand for sustainable residential dwellings that respect the local context in which they are designed. In addition the site offers good public transport links and access to amenities within the proximity to Reading.

Project Location and Context

Tilehurst is composed of predominantly residential buildings. The village is mainly spread out to the South of the Thames. The site is located along Oxford Road. The Western boundary of the plot is a few metres from the junction at Elsley Road. The site is situated within a 6-minute walk to Tilehurst trainstation and a short drive to the local amenities in the area. Bus services also offer very sustainable location link.

The site sits within a heavily defined residential area with a mix of semi-detached and detached bungalows to the South of Oxford Road. The image to the right indicates an aerial view of the site within its context. There is a mix of plot sizes with buildings oriented to face the roads and streets and gardens to the rears of the properties.

There is evidence of relatively newer developments that respond to the local context – for example the built form, materiality and detailing pattern to the Plots 1032 to Plots 1040 on Oxford Road are similar to the existing Roebuck Hotel. Some cohesion within the area can be found in the roof shape typologies, dormers forming part of extensions to the existing properties including rooms in roof spaces. This indicates a desire to update the existing housing stock to contemporary living space standards. However, any future proposals aim to unify and complement the existing architectural language.

The proposals aims to optimise use of the long and narrow shape of land to accommodate suitable residential developments that is sympathetic to the local character of the area. The proposal aims to respond to a housing need by providing a mix of dwelling sizes with amenity spaces and connection to good transport links, and also an affordable housing contribution.



Image 1: Google view of the site location within the local context

SITE ANALYSIS

The area is also served by large supermarkets such as Waitrose & Partners and Tesco's. A short train or bus ride gives easy access to the commercial hub of Reading.

The shape, structure and building arrangements vary depending on the functions they serve.

Residential buildings are a mix of mainly of bungalows, storeyed houses, and some flats in the area, including the neighbours immediately adjacent to the site on the North side of the Oxford Road.

Commercial facilities such as supermarkets are built to accommodate the purpose of retail.

Outdoor recreation facilities designated for sports activity form part of the architectural character of the area.

For the purposes of this proposal, the design and access statement will draw attention to our inspirations from the architectural language of the residential buildings, and a need for a variety of size of dwelling and affordable dwellings.



Image 2: Adopted google earth image showing Building typologies in context

Key

-  Commercial and retail uses
-  Car garage
-  Medical facilities
-  Recreation facilities
-  Education facilities
-  Retail Park

Local Context : Oxford Road Analysis

Buildings Character

The buildings along Oxford Road vary in height, building types but there are noticeable similarities and differences in the built forms. There is noticeable amenity space to the front of most of the properties that align Oxford Road. The vegetation along the Road forms part of the character of the individual properties in the area.

As highlighted in the photo studies on the next page, detached homes and some semi detached properties dominate the South end of Oxford Road.

The building line along the South of Oxford Road (zone C) is set back from the public highway, accommodating generous driveways and car parking spaces with trees and shrubs aligned along the plot boundaries and Oxford Road. A slightly different language exists for the properties along the North end of Oxford Road. The few residential buildings (indicated in zone A) are slightly offset from the public highway and create a sense of openness at street level with a direct pedestrian access into the properties. However, closer to Tilehurst train station, the properties indicated in zone B are offset from Oxford Road and screened off with dense green vegetation.

Built Form

As indicated on the image to the right, Zone A comprises of two or more storeys in height with an addition of roof dormers forming rooms in the roof spaces. Gable fronts are also visible and form part of the built form. The sussex roof style is also visible on the newly developed property on Plots 1032 to 1040. Zone B comprises of blocks of flats with gable ended roofs. Zone C is a mix of two storeys or more with varying roof types, bay windows features, single storey and dormer extensions. The proposal is informed by the well defined character of this built form.

The existing buildings on the site are of a commercial use formerly a garage with single storey buildings that vary in the appearance of the local context. (See images on page 10 highlights the details in the character of built details.)



Image 3: Adopted google earth image showing Building lines and developments offset from Oxford Road

Key

- Existing building lines along Oxford Road
- Building developments along Oxford Road
- Distance from building line to Oxford Road

Local Context : Oxford Road Residential Building Character

Built Form

Architectural Features

The architectural features within the immediate local character particularly along Oxford Road. Hipped roofs with dominant gables with bay windows accents are predominant on the South side of Oxford Road.

A number of dwellings have well defined entrance features.

The buildings present a similar palette of features on the front facades. The images to the right indicate the varying scope of architectural features on the residential properties along Oxford Road.

The features are highlighted to include;

- roof forms
- window types
- entrance details

Similar forms, but a variety of details interpreted in different ways from a number of different eras, all add different points of interest and contribute to the character of the area.



1017 Oxford Road

- Dominant gable feature overhanging two-storey bay windows
- Single storey bay window forming a balcony at the first storey
- Gable roofs with chimney features
- Defined entrance porch



999 Oxford Road

- Dominant gable feature with tudor inspired timber detailing
- Single storey bay window
- Upgraded entrance porch with more contemporary appearance



1015 Oxford Road

- Dominant gable feature with tudor inspired timber detailing.
- Overhanging single storey bay window
- Multi roof levels
- Flat roof dormer window added into existing roof
- Single storey built features, potential later addition



1001 Oxford Road

- Dominant gable front walls with tudor inspired timber detailing
- Single storey bay window
- Defined entrance porch with canopy



1023 Oxford Road

- Sussex hip style roof end
- Two storey garage extension
- Roof detail at entrance



1019 Oxford Road

- Cat slide roof with additional roof light
- Entrance porch potential addition to the existing building fabric

Local Context : Oxford Road Residential Building Character

Prevailing Materials and forms

The recently constructed residential property neighbouring the site to the West was designed in a scheme that mirrors elements from the Roebuck hotel.

- Brickwork materiality for the main building
- Timber detailing to the gable and bay elements
- Timber framed windows on the Roebuck hotel while uPVC is used for the window frames on 1032 to 1040 Oxford Road. Although different in materiality the appearance is similar when viewed from the street.
- Gable forms and bay projections
- Prominent barge boards
- Tile hanging
- Pitched roofs, chimney and dormer details at roof levels



1031 Oxford Road

- Hipped roof
- Bay window features
- Defined entrance porch with canopy



The Roebuck Hotel Oxford Road

- Dominant gable front features
- Dormers in roof
- Catslide roof
- Defined entrance porch detailing with canopy



1032, 1036 and 1040 Oxford Road

- Dominant gable fronts
- Dormers in roof
- Chimneys in roof

Site Appraisal : Current Site Conditions

Boundary treatment

The site presents an open (in and out) street view as seen from Oxford Road (see image A). A clearly marked pedestrian way separates the site boundary and Oxford Road vehicle highway. The open nature of the site is due to part of the former use of the site as a car servicing and sales garage.

The site boundary (see images c and I) is a mix of poorly conditioned close board fencing and metal framing that seals off rear access from the site to the Railway demise. The greenery along the boundary varies in heights and density. There is opportunity to retain the mature trees but replace the overgrowth with native species. This is also an aim to enhance the bio diversity net gain.

Short brick boundary wall along the front part of the site where there exists a change in level. (see image G)

Existing Buildings

The site at present consists of 3 buildings and associated parking spaces spread across the site which used to serve the now closed car garage. There is a mix of single storey buildings with basements and double height buildings. The existing heights of the buildings depend on the functions that were taking place in each building.

Existing Materiality

The garage buildings are made up of sheet metal cladding typical of garage buildings. Clear glass openings with uPVC metal framing.

Change in Levels

There are varying changes in levels within the site (see images E and F). These formed part of the ramp access for driveways into the servicing buildings. The boundary wall forms part of a retaining wall in areas located below ground.

There is potential to work with the change in levels and existing character of the landscape to inform the new site layout.



A

- Building line offset from the main street
- Pedestrian walkway between the road and site



B

- Gable end roof to existing buildings
- Flat roof extension



C

- Low level close board fencing forming the boundary treatment to rear of the plot



D

- Space between buildings to maintain views into the green open fields beyond the railway.
- Varying ridge heights to existing buildings



E

- Basement Provision to the existing building
- Dropped access to inform basement car parking provision



F

- Level drop from street level to the garage buildings
- Retaining wall to change in ground level



G

- Brick boundary wall treatment to front of the property



H

- Metal finishing to existing building frame



I

- Metal frame boundary wall with shrubbery overgrowth

Site Appraisal : Views Surrounding the Site

1. Pedestrian walk on the designated Thames Path along the river bank.
2. Pedestrian walkway between the site and Oxford Road. Open view into the site
3. View from Oxford Road towards the Roebuck Hotel car parking space to the West.
4. Aerial view of the Railway line serving Tilehurst train line.
5. Aerial view to the rear of the recent development on plots 1032, 1036, 1040 Oxford Road.
6. Vegetation screen of the properties to the South of Oxford Road.



Site Analysis : Constraints and Opportunities

Access, Transport & Local Amenities

The project site is located within a 6-minute walk to Tilehurst train station, as well as several bus stops along Oxford Road, and a 15-minute drive to the commercial hub and amenities in Reading. A 30-minute bus ride from the site leads into Reading town centre.

The 'Site Context: Access Transport & Local Amenities' section in the Character Study provides detailed information on the proximity of the site to bus stops, details of the local transport network and local centres which provide shopping opportunities.

Considerations

Location and Noise

The site is located within a heavily residential area with a mixture of housing types such as bungalows, semi-detached and detached homes. This similar character can be noticed in the houses along Oxford Road. Based on the site's close proximity to the railway station and Oxford Road, there is a likelihood of noise transfer from Oxford Road and the trainline. The rail line through Tilehurst operates less frequent services, however, the proposal aims to include design aspects that reduce noise transfer into the internal spaces of the dwellings.

Orientation

The site is orientated along the North-West and South-East axis, with the front of the buildings oriented along the same axis and facing Oxford Road. This layout implies that there is reduced opportunity for direct South-facing rooms. The proposal offers reduced overlooking concerns considering the distance between the buildings on site and the neighbours across Oxford road. The proposal aims to create a balance between the concerns of overlooking within the site's boundaries and providing sufficient access to daylight.

Opportunities

Access

The site is slightly set off Oxford Road with a well defined pavements for pedestrian and cyclists access. This provides an opportunity to design for direct access into the proposed properties from Oxford Road. Car parking provisions are accommodated for in separate locations within the property and in accordance to the Local Planning requirements.

Landscaping

The rear boundaries to the plots are lined with dense growth greenery and trees. The hardscaping on site is kept to the front and serves as pedestrian access for the properties. By keeping the building footprint within acceptable extents and similar to the immediate neighbouring buildings, most of the amenity space can be provided for on the sides and rear boundaries and including the front amenity spaces to the properties.

Any mature trees along the site front will be maintained in place and ownership transferred to the new owners of the allocated plots.



Image 4: Adopted Google view of the site location within the local context

Key



Site Analysis : Constraints and Opportunities

Views

The project site offers views to the river Thames and the open fields in a distance. This offers an opportunity to consider the orientation of the buildings and the placement of the openings on the proposal.

Redundancy of the site

The redundant current use of the site offers an opportunity to improve the site's outlook with possible housing provision to help meet the housing needs in Reading.

Size of the Site

The plot size offers a suitable space to accommodate well designed housing and also some amenity space.



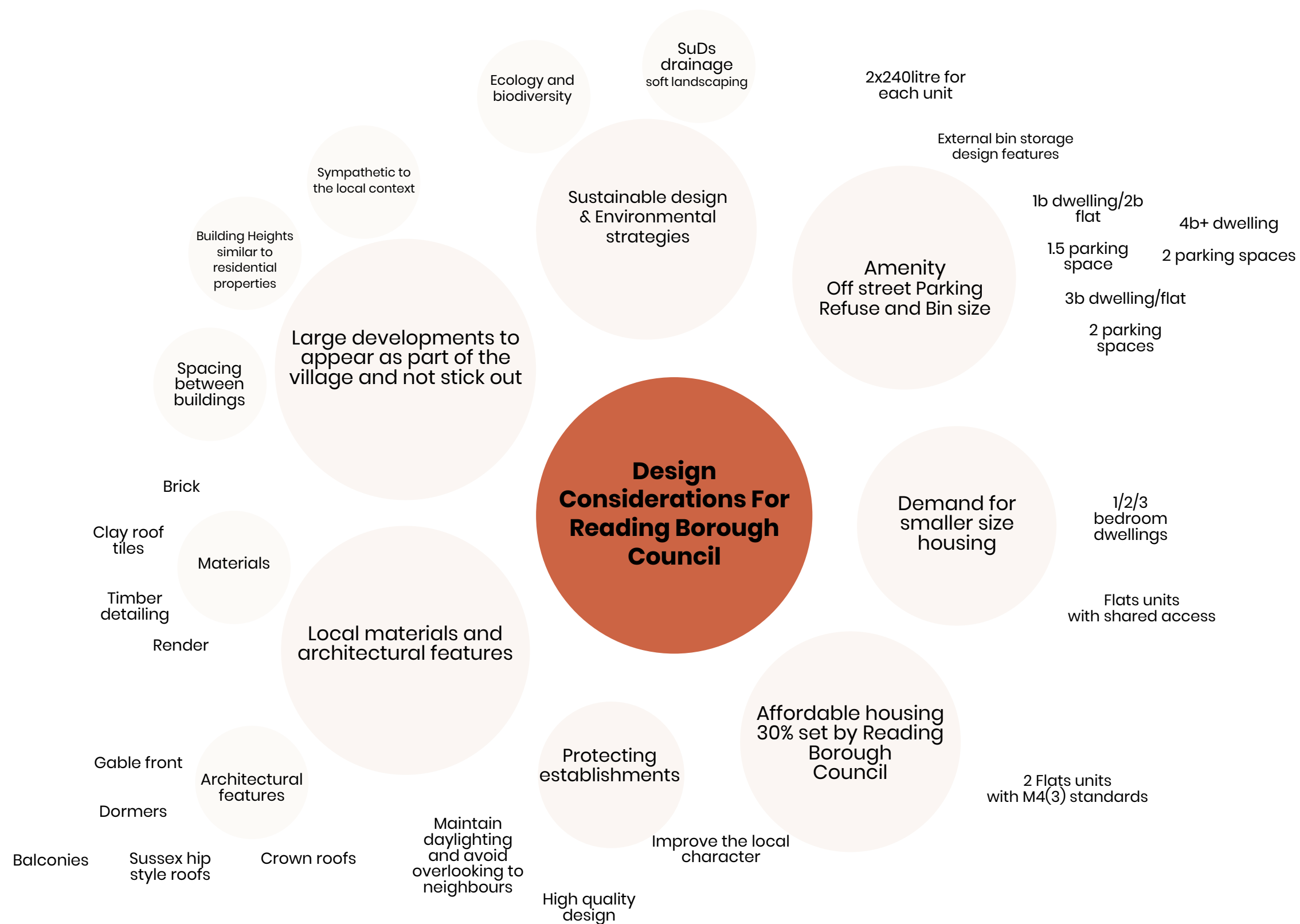
Views into the open fields from the site. Unmaintained site boundaries



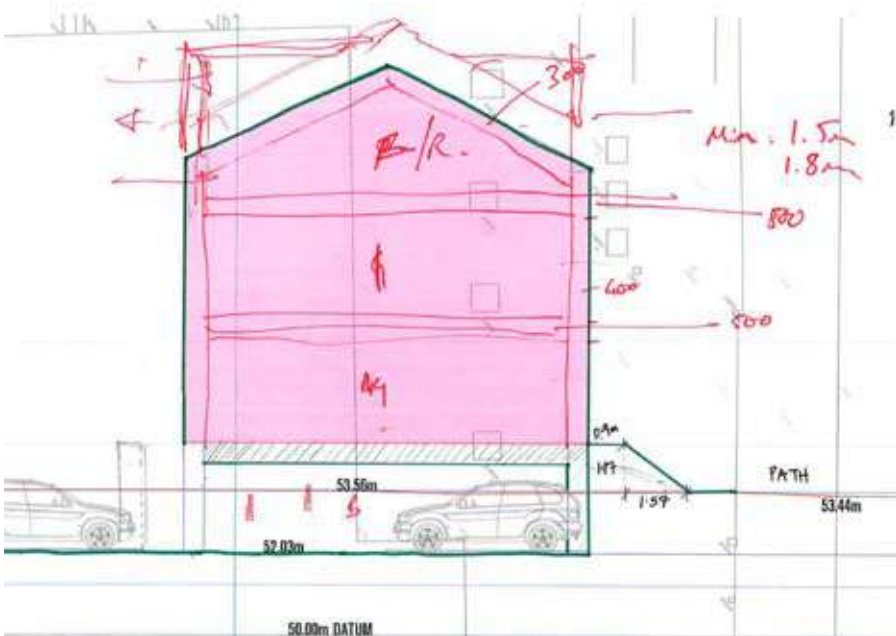
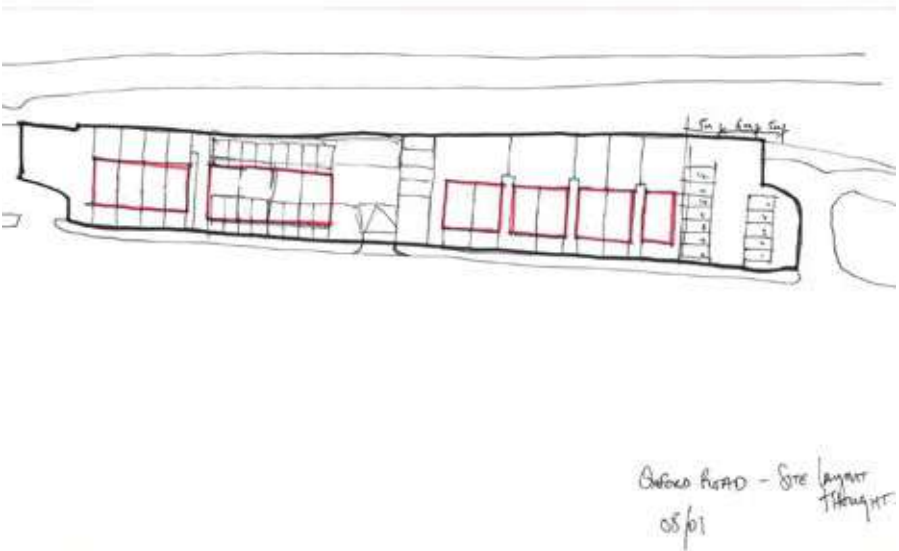
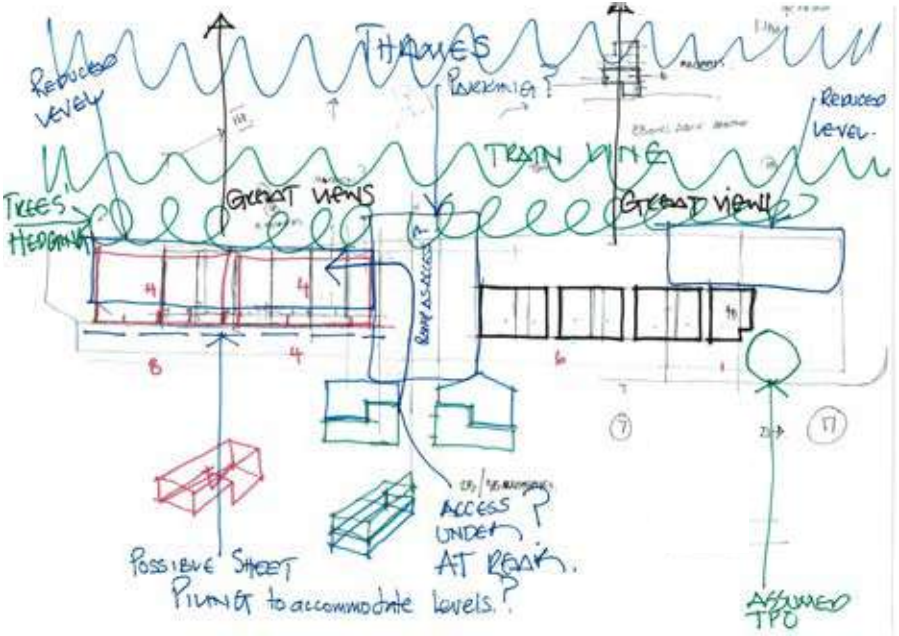
Current site condition in disused state.

DESIGN

DEVELOPMENT



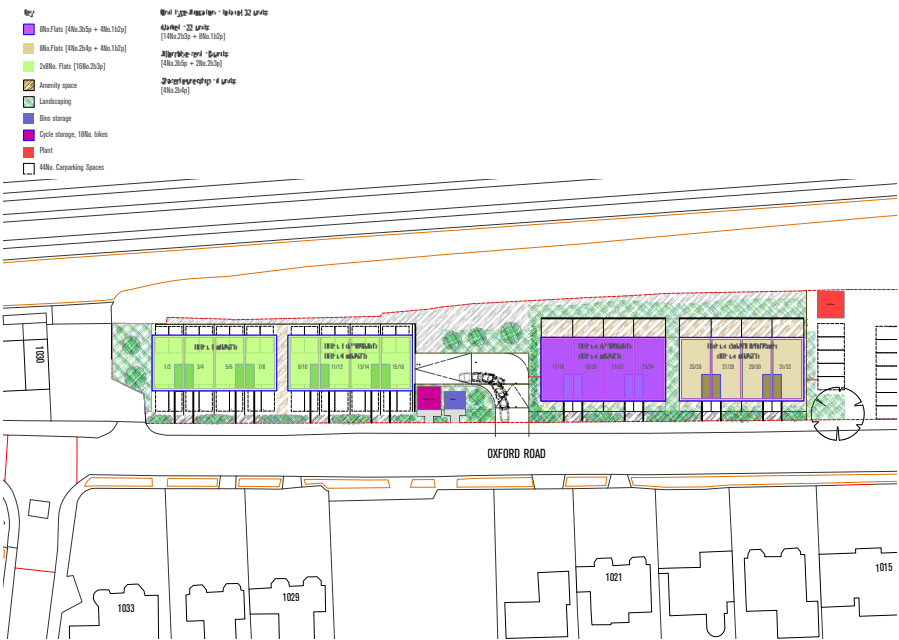
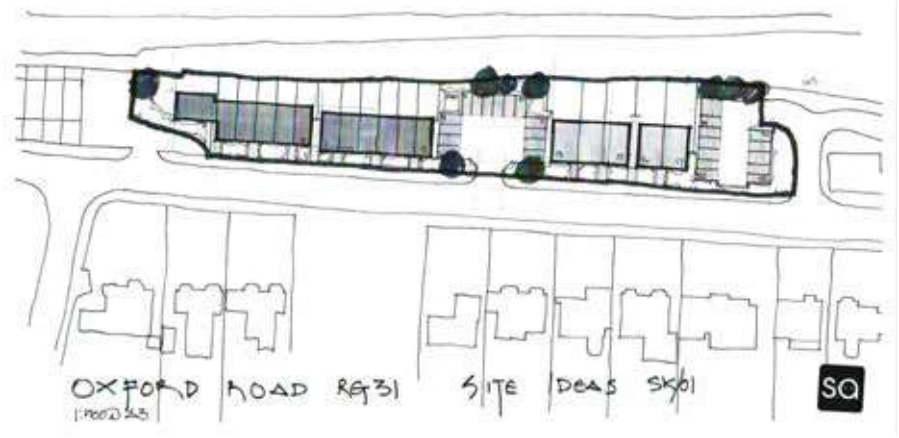
Initial Concepts : Site Analysis and Sketch Design Development



- Feasibility of the site and the potential for building placements.
- Opportunity to orient buildings in order to optimise views into the landscape.
- Locate and maintain the existing trees Tree Protection Order.
- Opportunity to improve the shrub hedging at the rear of the boundary.
- Working with existing split levels on site to inform access from the road into the buildings.
- Potential for ramped access and consideration for a basement car parking.

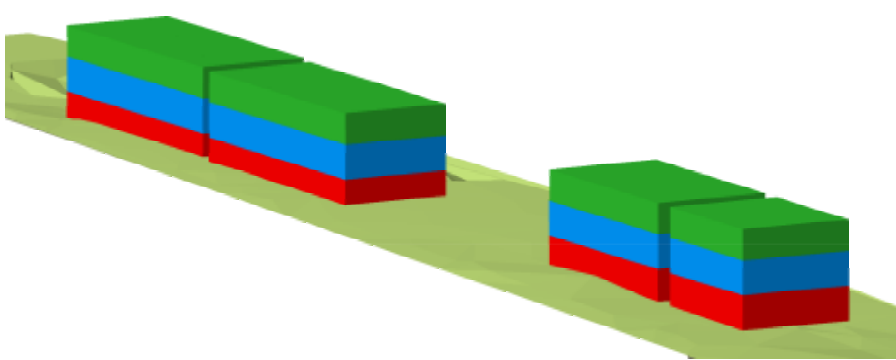
- Developing building footprint to indicate potential maximum housing
- Combination for townhouses and flats.
- Split building layout on site.
- Potential for basement parking spaces to cater for the increase in the number of dwellings.
- Constraints with reduced outdoor amenity spaces.
- Considerations for bin and cycle storage facilities.

- Building form in development to match flats layouts.
- Revising levels to accommodate basement parking and street access.
- Constraints with stepped access from the public highway and into the properties
- Potential for rooms in roof space such as dormers.
- Revise ridge heights to match the buildings in context.



- Concept to consider ground level parking provision.
- Scheme limits the optimum potential of the site.

- Developing building footprint to accommodate more outdoor green amenity spaces.
- Potential for rear and front amenity spaces.
- Outdoor communal bin and cycle storage.
- Ramped access to the property entrances.



- Building form stack to study the density in sustainable location and varied housing areas.
- Color coding to represent dwelling sizes of 1b2p, 2b4p, 3b5p.

PROPOSALS

Use

The site is located in a predominantly residential area. Based on the residential character of the area and in particular to the North of Oxford Road, it would be suitable to replace the disused garage buildings with a residential development. Taking precedence from the development on plots 1032 to 1040 Oxford Road and the Roebuck Hotel, the scheme proposes a creation of flats within four detached blocks of dwellings.

The proposed dwellings imply a change in use of the site from Class E into Class C3. The proposal to replace the now closed garage site with blocks of flats, complements the immediate context of residential properties. The proposal is developed to include outdoor amenity spaces that complement the character of the residential properties.

Amount

The concept of the scheme is to keep the building blocks within a footprint that suits the size of the site and sympathetic to the neighbouring properties, whilst maximising the opportunity the site presents in a sustainable location.

The proposed spaces are designed to National space standards, relevant local planning policies and building regulations. The design resulted into 32 units in a total of four blocks of flats with a mix of

- 1bed 2person flats
- 2bed 3person flats,
- 2bed 4person flats and
- 3bed 5person flats.

The proposed footprint of each block allows for a gross internal area indicated in the accommodation schedule with reference to the Technical Housing Standards guidance.

- Block 1 and Block 2 are are the same in size and number of units. Each block consists of 8No. flats of 2b3p.
- Block 3 consists of 8No. flats with a mix of 1b2p and 2b4p.
- Block 4 consists of 8No. flats with a miof 1b2p and 3b5p.

The proposed dwelling mix represents a density of 100 units per hectare.

Schedule of Accommodation

Block No.	Unit NO	Type	GIA of Unit (m²)
Block 1	1	2b3p	70
	2	2b3p	78
	3	2b3p	70
	4	2b3p	78
	5	2b3p	70
	6	2b3p	78
	7	2b3p	70
	8	2b3p	78
Block 2	9	2b3p	70
	10	2b3p	78
	11	2b3p	70
	12	2b3p	78
	13	2b3p	70
	14	2b3p	78
	15	2b3p	70
	16	2b3p	78
Block 3	17	1b2p	59
	18	2b4p	106
	19	1b2p	52
	20	2b4p	95
	21	1b2p	52
	22	2b4p	95
	23	1b2p	52
	24	2b4p	95
Block 4	25	1b2p	52
	26	3b5p	110
	27	1b2p	52
	28	3b5p	110
	29	1b2p	52
	30	3b5p	110
	31	1b2p	59
	32	3b5p	121

Number of car parking spaces	32 in basement parking space
	12 ground level parking
Total allocated car parking spaces	44No.

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
1b	2p	50	58		1.5
2b	3p	61	70		2.0
2b	4p	70	79		2.0
3b	4p	74	84	90	2.5
3b	5p	86	93	99	2.5
3b	6p	95	102	108	2.5
4b	5p	90	97	103	3.0
4b	6p	99	106	112	3.0
4b	7p	108	115	121	3.0
4b	8p	117	124	130	3.0
5b	6p	103	110	116	3.5
5b	7p	112	119	125	3.5
5b	8p	121	128	134	3.5
6b	7p	116	123	129	4.0
6b	8p	125	132	138	4.0

Adapted from the Technical Housing Standards: Statutory guidance

Layout

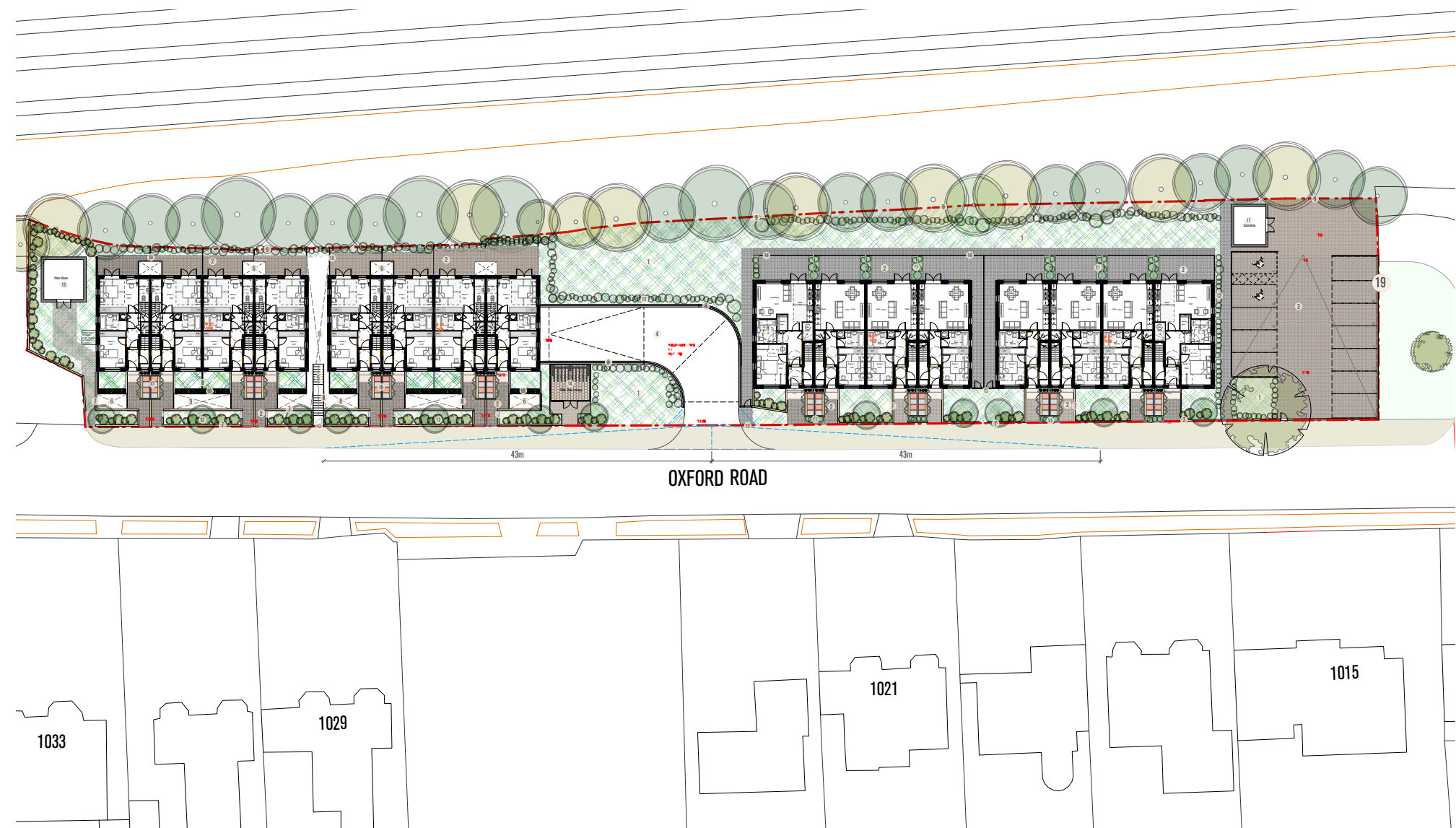
The proposed blocks are oriented along the East - West axis with the front of the properties facing Oxford Road. Each of the proposed blocks is split into four units, which each present themselves as split-level maisonettes. This means that each block houses eight dwellings.

The proposed scheme maintains an offset from Oxford Road. The blocks are arranged to follow the existing streetline and scale formed by the Plots 1032 to 1040 and the Roebuck Hotel along the North of Oxford Road.

The residential blocks 1 and 2 sit approx. 6m away from the public footpath and blocks 3 and 4 sit approx. 4m away from the public footpath along Oxford Road. The scheme allows for direct access from Oxford road past the pedestrian walkway leading to the front door access. Pedestrian access into the basement car parking is between blocks 2 and 3, whilst vehicular access is afforded via ramped access from Oxford Road, with suitable vision splays maintained. There is also provision for surface level car parking located to the right of the site boundary.

The external amenity spaces include a mix of private and shared spaces adjacent to the entrances of the units. The amenity to the rear can be accessed through a footpath between the ramp and block 3 and to the East between the car parking area and block 4. There are also more pockets of shared amenity spaces all around the site as indicated on the drawing to the right. The private amenity spaces to rear of the blocks 1 and 2 are accessed by the ground floor flats. Similarly, the private amenity spaces to the rear of blocks 3 and 4 are accessed by the ground floor flats. The landscaping to the rear of blocks 3 and 4 provide the residents with a shared amenity space. Please refer to drawing no. A4685-3001-Proposed Site Plan Ground Floor Plan.

The layout of each unit type is detailed in the section on the next page.



Layout

The proposed spaces are designed to consider National Space Standards and also relevant Reading Borough Council National Local Planning policies.

All one bed flats have a similar layout across the blocks and they are maintained on the ground floor. All two bed flats have a similar layout and are laid out across two floor levels and similarly the three bed flats are split across two floor levels. Each flat is accessed from a shared entrance at ground level.

Blocks 1 and 2

Blocks 1 and 2 consist of two 2b3p flats, each flat is split across two levels. The main entrance is shared between the two flats. The ground floor consists of bedspaces for the first 2b3p. A private staircase within the flat on the ground floor leads into the kitchen, dining and living spaces on the first floor. The ground floor flats have access to a rear amenity space accessed through bedroom 1. Access to the second 2b3p flat is via a private staircase on the ground floor leading off the main entrance shared lobby. Bedroom 1 is on the second floor with the staircase continuing onto the second floor to bedroom 2 and the kitchen, dining and living spaces. Refer to drawing nos. A4685-3101, A4685-3102 and A4685-3103 for the plan layout details.

Block 3

For block 3, the 1b2p flats are located on the ground floors of the block. The kitchen, living and dining spaces provide a door access to an outdoor private amenity space. The main entrance is shared between two flats. From the main entrance is a separate staircase that provides access to the 2b4p flat occupying the first and second floors. The first floor consists of the kitchen, living, dining, storage and shared bathroom spaces with the bedrooms located on the second floor. Refer to drawing nos. A4685-3105, A4685-3106 and A4685-3107 for the plan layout details. Flat 17 on block 3 has been designed to meet M4(3) standards. Refer to drawing no. A4685-3105 for details on the layout.

Block 4

Similar to the ground floor arrangement on block 3, the 1b2p flats are located on the ground floors of the block. The kitchen, living and dining spaces provide a door access to an outdoor private amenity space.

Similarly to blocks 1 and 2, the main entrance is shared between two flats. From the main entrance is a separate staircase that provides access to the 3b5p flat occupying the first and second floors. The first floor consists of the kitchen, dining, living and shared bathroom spaces and the bedrooms are located on the second floor. Refer to drawing nos. A4685-3109, A4685-3110 and A4685-3111 for the plan layout details. Flat 31 on block 4 has been designed to meet M4(3) standards. Refer to drawing no. A4685-3109 for details on the layout.



Unit Typology Blocks 1&2: Ground Floor



Unit Typology Blocks 1&2: First Floor



Unit Typology Block 1&2: Second Floor



Unit Typology Block 3 : Ground Floor



Unit Typology Block 3: First Floor



Unit Typology Block 3: Second Floor



Unit Typology Block 4: Ground Floor



Unit Typology Block 4: First Floor



Unit Typology Block 4: Second Floor

Design: Landscaping and Ecology

Landscaping

Soft landscaping and promotion of habitat is an important component of successful place making. The proposal has made considerations to improve the existing hardscaping which occupies most of the site.

The overall aim is to encourage soft landscaping around the buildings. The proposal includes soft landscaping to the front of the buildings as indicated on the site layout plan to the right. The low level planting maintains the site's openness from the existing street elevation and it is also a similar pattern to the relatively new development to the West of the site.

There are proposed pockets of green spaces around the side boundaries to the plot and, to the rear including spaces inbetween the blocks.

The stretch of green to the rear allows for residents to enjoy an outdoor walk in a shared amenity space, for use of the residents only. This is accessed from the street level and continues through the car parking area. The proposal is to maintain the existing mature trees and improve the planting along the rear boundary. Any new planting will be of native species to the area in order to encourage local biodiversity and improve the green outlook of the properties.

The proposed permeable hardscaping is forming driveways and car parking areas for the scheme, and areas of pedestrian access to the front of the properties and private terraces to the rear.

Boundary treatment

There is proposal to upgrade the boundary chain link fence to the rear of the property and replace this with new planting and close board fence. This will foster more protection between the plot and the railway line premises. This is a similar language to the neighbouring properties on Plots 1032 to 1040 Oxford Road. The proposal largely retains trees along the North boundary which is made up of mainly mature trees that also sit within the railway demise. There are no visible trees within the buildable space of the site. The scheme aims to replace the hardscaping with soft landscaping and planting with local native species. The soft landscaping aims to maintain a soft boundary that is a refuge to wildlife to the site and surrounding areas.

Any new additional boundary treatments such as short boundary walls, are aimed to create a buffer between the public, private and private shared areas all around the site. The proposal presents a continuity in the street elevation language. Any proposals for boundary replacements around the ground level car parking area will be in a similar arrangement to the existing one.

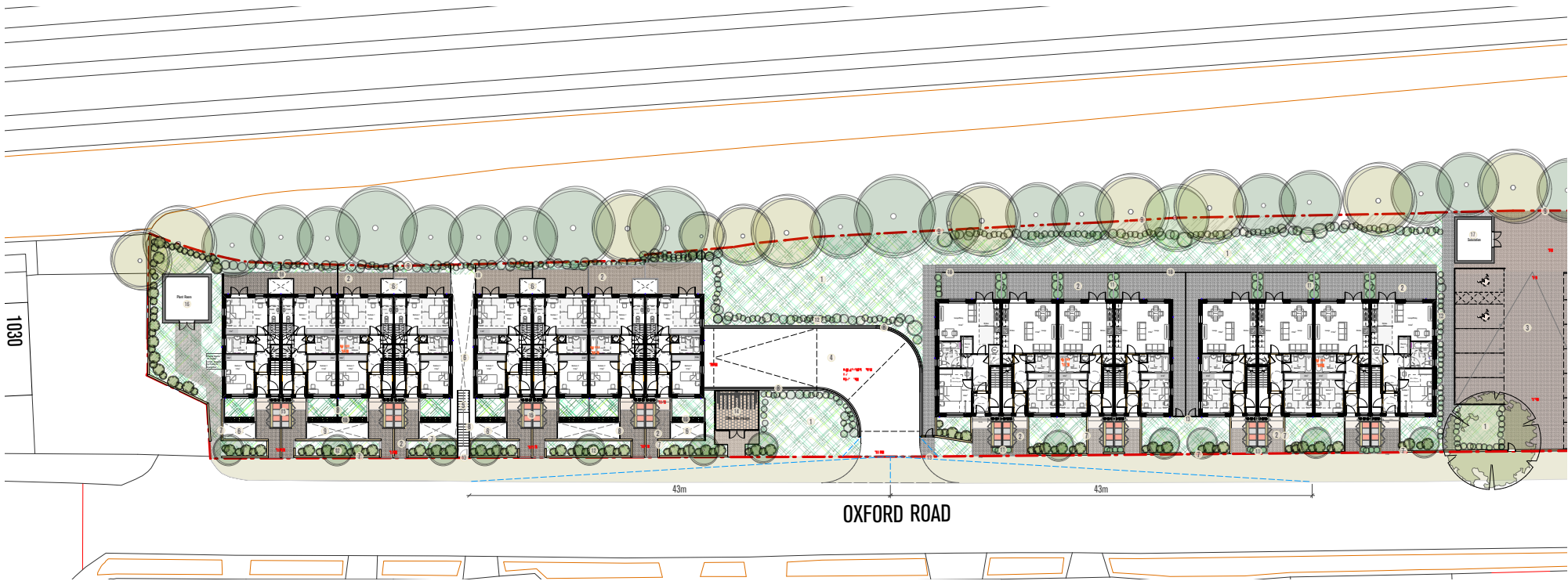
Refer to the landscaping consultant's designed scheme for further information and detail on the proposed landscaping scheme.

Ecology

Refer to the landscaping consultant's designed scheme for further information and detail on the proposed landscaping scheme. New soft landscaping additions will help improve the ecological biodiversity.

KEY

- | | | |
|---|---|--|
| 1 Shared landscaped area, grassed soft landscaping | 8 Black metal railing/balustrade around void above car park | 15 Bin storage to private premises |
| 2 Private access/amenity spaces, sandstone paving | 9 Boundary treatment 1200mm black metal railing | 16 Communal Plant room |
| 3 Shared driveway and parking spaces for Block 3 and Block 4, permeable block paving | 10 Planters to private premise | 17 Substation |
| 4 Ramped access to Basement Parking for Block 1 and Block 2, block paving | 11 Planting beds with native shrubs | 18 Boundary treatment - 4ft high slatted fencing |
| 5 Stepped access from basement level, concrete paved steps | 12 Boundary planting beds with native shrubs and small street trees | 19 Boundary treatment - Brickwall to 500mm high |
| 6 Void above basement car parking | 13 Black metal gate access to common access/ common areas | ○ RWP positions |
| 7 Boundary treatment - Brickwall to 500mm height capped with 600mm black metal railings | 14 Communal cycle storage areas | |



Boundary treatment - Street elevation of plots 1032 to 1040 Oxford Road



Boundary treatment - Street elevation of the site.

Design: Scale and Design Aesthetics

Scale

The scale of the residential properties along Oxford Road present similarities and subtle differences in the number of storeys, building heights and also including mass of the building as a result of the extensions or accommodation provision within the roof spaces. The proposal is 2 storeys with 'accommodation within the roofspace', taking architectural cues and lines from the neighbouring property.

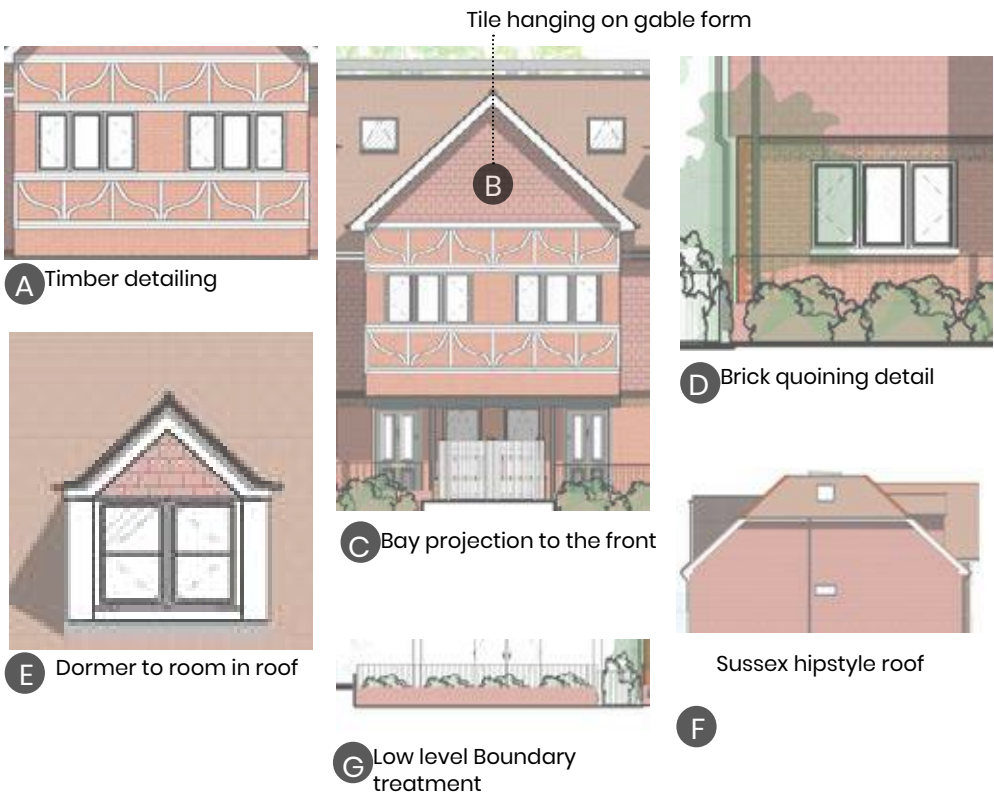
The roof forms of the neighbouring properties have inspired the proposed design. The objective has been to create a proposal that respects the nature of residential properties. To accomplish this, the scheme has considered the site levels, the ridge heights of the proposed scheme are lower than the neighbouring on plots. The main roof is sloped back from the dwelling seen at the front elevation and also at the rear and side elevations. The architectural features highlighted are used to create a balance in the scale and form of the blocks.



The Roebuck Hotel



Plots 1032 to 1040 Oxford Road



The image below shows the Street elevation along Oxford Road showing the concept of keeping the townhouse and terraced property aesthetic in elevation, but dividing down to maisonettes in the plan form.



Appearance

Inspiration from the architectural features on the existing buildings on Oxford Road was considered for the proposal. Refer to the character study for details on the existing character. The material selection for the proposed development has also been informed by the materials to neighbouring blocks of properties. Due to the open visibility of the site along Oxford Road the proposal aims to continue the existing materials language to the architectural features which form this proposal.

The design concept for the proposed developmet is mainly influenced by the Sussex hipped style of roof. This roof type defines the rooms in roof spaces. Traditional architectural features such as dormers have also been used to mirror the neighbour's aesthetics, resulting into a design that is sympathetic of the local context. The projecting gables frame internal spaces to each of the units. The white timber detailing to the gables is a similar feature on the neighbouring properties. Openings to the side elevations are positioned to limit overlooking to and from the neighbouring properties and also within the premises. The habitable rooms in roof spaces are designed with skylights to maintain daylight access. White framed uPVC windows is the most common window finish type on the houses in the area and along Oxford Road.

The contemporary dormer to the rear is aimed at improving the internal spaces and density, providing views over fields and Caversham heath to the North. This is the primary area of contemporary architectural addition, as often seen in residential dormer extensions, whilst the front elevations aim to retain a traditional vernacular language in keeping with neighbouring buildings.

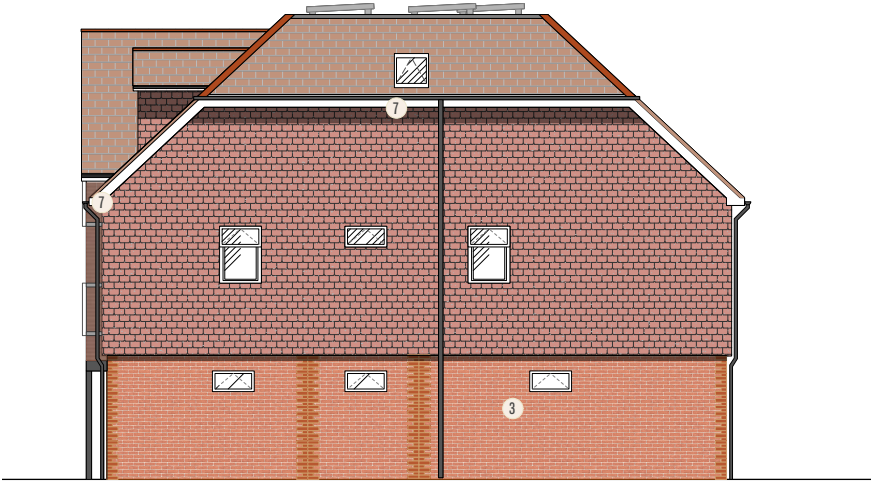
Overall, the appearance and materiality is an opportunity for a high quality addition to the streetscape that is harmonious with the locality. Please refer to drawing nos. A4685-3200 to A4685-3205 for details on the materiality.



Block 1 Front Elevation



Block 3 Rear Elevation



Block 4 Side Elevation



Block 4 Rear Elevation



Plain Clay Tile to pitched roofs



Plain Clay Wall tile hang



VM Zinc to rear dormers



Balcony terrace and glazing

ACCESS

Access: Site Access

Vehicular and Pedestrian

The site is accessed off Oxford Road to the South. The proposed design will allow for the introduction of new dropped kerbs where there is provision for the ramped access to the car parking into the basement. The pedestrian walkway between the site boundary and Oxford road is maintained and from which private shared access connects to the blocks entrances.

The site is well accessed with hardscaped footpaths under Highways control leading to the site and walking within the site boundaries. The walkways to either sides of the blocks lead into the shared amenity spaces to the rear gardens.

Parking

The proposal provides for 12 on ground car parking spaces to the East end of the site and also 32 basement parking spaces below blocks 1 and 2. The car parking spaces have been provided for with guidance from the Reading Borough Council's requirements for sustainable provision to meet the standards for 1.5 spaces for 1-2bed flats, and 2 spaces for 3+ bed flats.

Cycling

The proposal provides for secure and sheltered cycle storage to accommodate 20No. cycles following Reading Borough Council's cycle parking guidance for 0.5 spaces for 1-2 bed flats and 1 cycle space for 3+bed flats. The ground floor units have the opportunity to store their bikes in the private rear garden spaces.

Refuse + Recycling

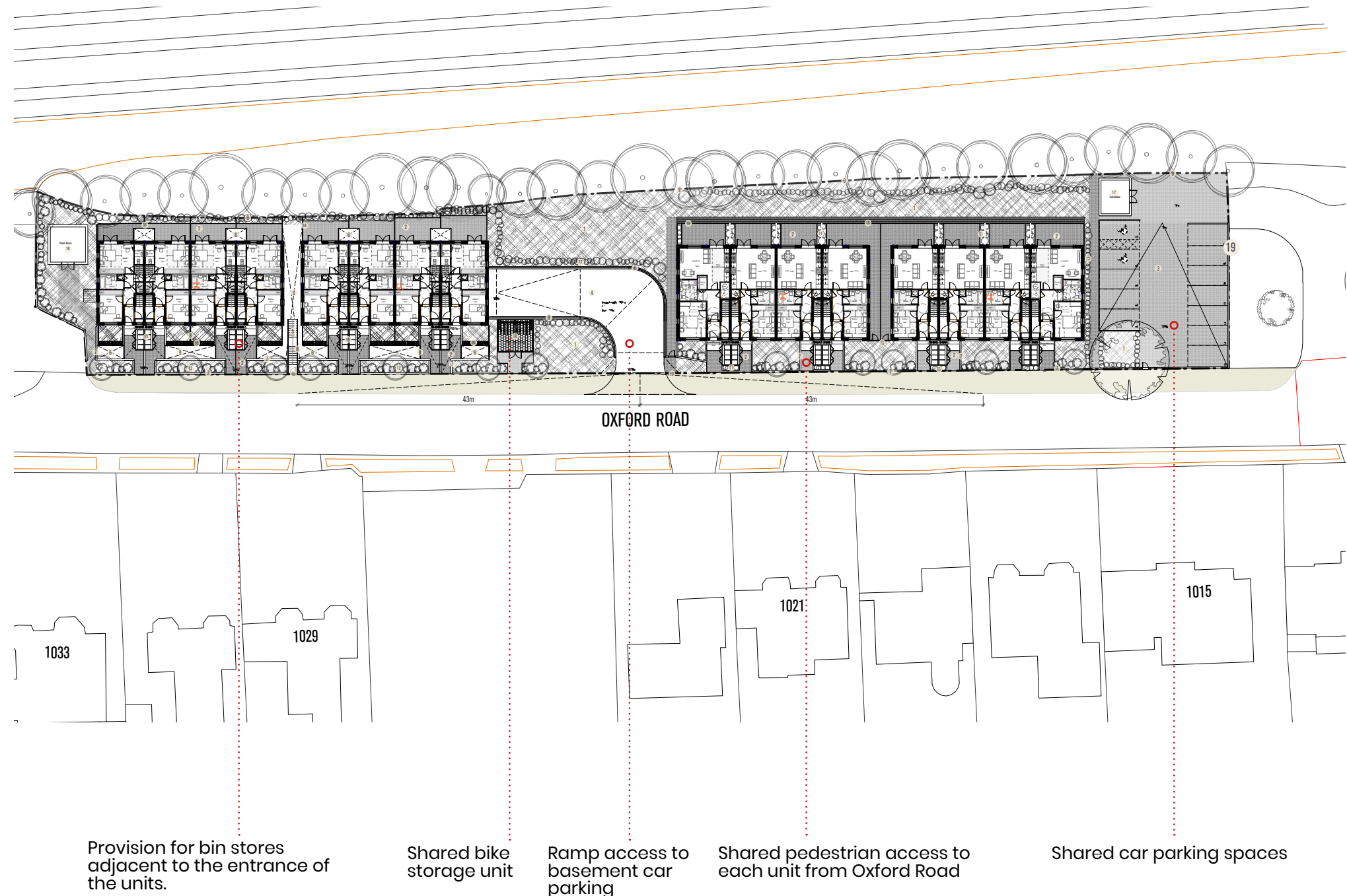
Bin storage units to accommodate 2No. bins have been provided for each unit in line with Council waste management plans. One bin of 240litres each for general waste and recycling. The bins would be kept in a storage unit adjacent to the entrances. It is expected that the occupants roll the bins out from the units to the kerb side on Oxford Road on collection day. Any requirement for smaller bins can be accommodated in place of the larger ones planned for.

General Access

There is a small gradient along Oxford Road. With Part M approach, the scheme has provided for step free access to address the slight change in level from the footpath and access into the units. Please refer to a section on drawing no. A4685-3301 for access to block 1. The internal spaces for all units have been designed to comply with the current Building regulations and National Space Standards in regards to access. Two units one within Blocks 3 and 4 have been designed to meet M4(3) standards.

Location to Transport services

The site is located a short 2 mintue car drive and a 6 minute walk to Tilehurst train station. A few bus stops within walkable distance serve connections to the local area from the site. Oxford Road offers shared access for cycling and vehicular access. This enhances access to a number of the local shops in the near distance on Kentwood Hill and direct access into Reading Town Centre.



SUSTAINABILITY

Design : sustainability

Sustainability

• Fabric First Approach

The proposal considers a variety of factors to improve the energy efficiency of the units and reduce heating and cooling. The building envelope aims to accommodate materials with suitable U-values to enhance thermal performance.

The building is also designed to achieve airtightness, and also with the openings designed to minimize solar gain that compromises comfortable indoor temperatures. With this approach, the homes will aim to require far less energy for heating and cooling.

• PV Panels

The proposal has taken into consideration the integration of solar PV panels to supplement its energy requirements, as a source commonly used by the properties in the area.

The orientation of the units and the flat roof areas on the roofscape allow for PVs as indicated on the site plan and image to the right. This orientation would supplement the energy efficiency of the units.

• Overheating and Heatloss

The proposal aims for a fabric-first approach with a wall buildup that provides for optimum insulation to prevent heatloss and to meet and exceed standards of Building Regulations Part L. The orientation of the properties follows the street pattern. The glazing and openings have been designed to allow for openability and to improve the cross ventilation having been selected with a view to meeting the requirements of Building Regulations Part O. The North facing openings are larger in size compared to the South facing openings.

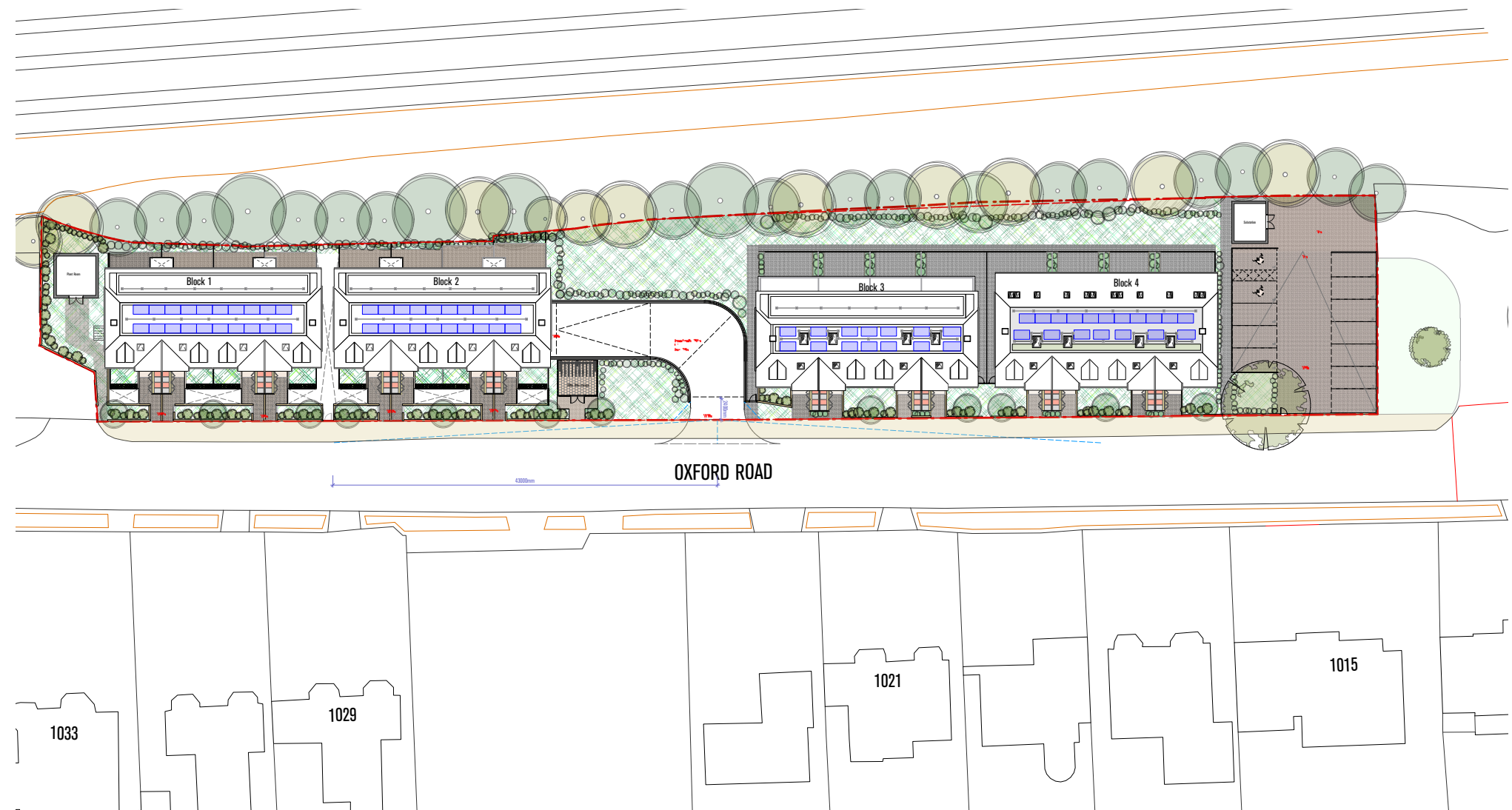
• Means of Transport

The proposal has allowed for cycle stores in addition to the car parking spaces. It also encourages the use of public transport considering that the train station is a short walk from the site. There are bus stops within walkable distance to the site. The aim is to encourage sustainable means of transport to reduce on the carbon emissions.

With the supplemented sources of energy, there is potential to make provision for Electric charging spots within the basement car parking area and also on car parking at ground level.

• Energy Strategy

A full energy strategy to meet and exceed (where possible) shall be provided for approval, following any forthcoming approval of the Full Planning application.



CONCLUSION

Conclusion

In summary, the proposed scheme showcases the potential for a development that suits reasonable and appropriate sustainable development of the site, with a strong awareness of its location along Oxford Road and the immediate neighbourhood.

The design and access statement has outlined how the design aims to maintain the core design principles of the project:

- Have a strong evidence of character study and connection to the local area.
- Respect the nature and look of the street elevation along Oxford Road.
- Respect the height restrictions and with proposals suitable for context of the area and neighbours in terms of reduced impact on neighbours.
- Maintain the materiality and appearance similar to the neighbouring properties.
- Provide appropriate parking for cycle and cars on site.
- Provide a solution within the sustainability requirements for residential developments in Reading Borough Council.

Through a considered balance of these characteristics, the proposal aims to address the Local Authority's policies and development restrictions. We believe the scheme will constitute a sustainable form of development and will be a valuable and high-quality contribution to Reading housing supply. In line with this, we welcome the opportunity to work with the Local Authority to ensure that their policy requirements are met to their satisfaction, whilst achieving a positive outcome for the applicant. As such, we respectfully request the support of the Local Authority.