

5 Stoneham Close / Reading / RG30 4HB

Design and Access Statement



Date: May 2025

Ref: CA-1082-DAS02

Site address: 5 Stoneham Close,
Reading, RG30 4HB

Rev: 1



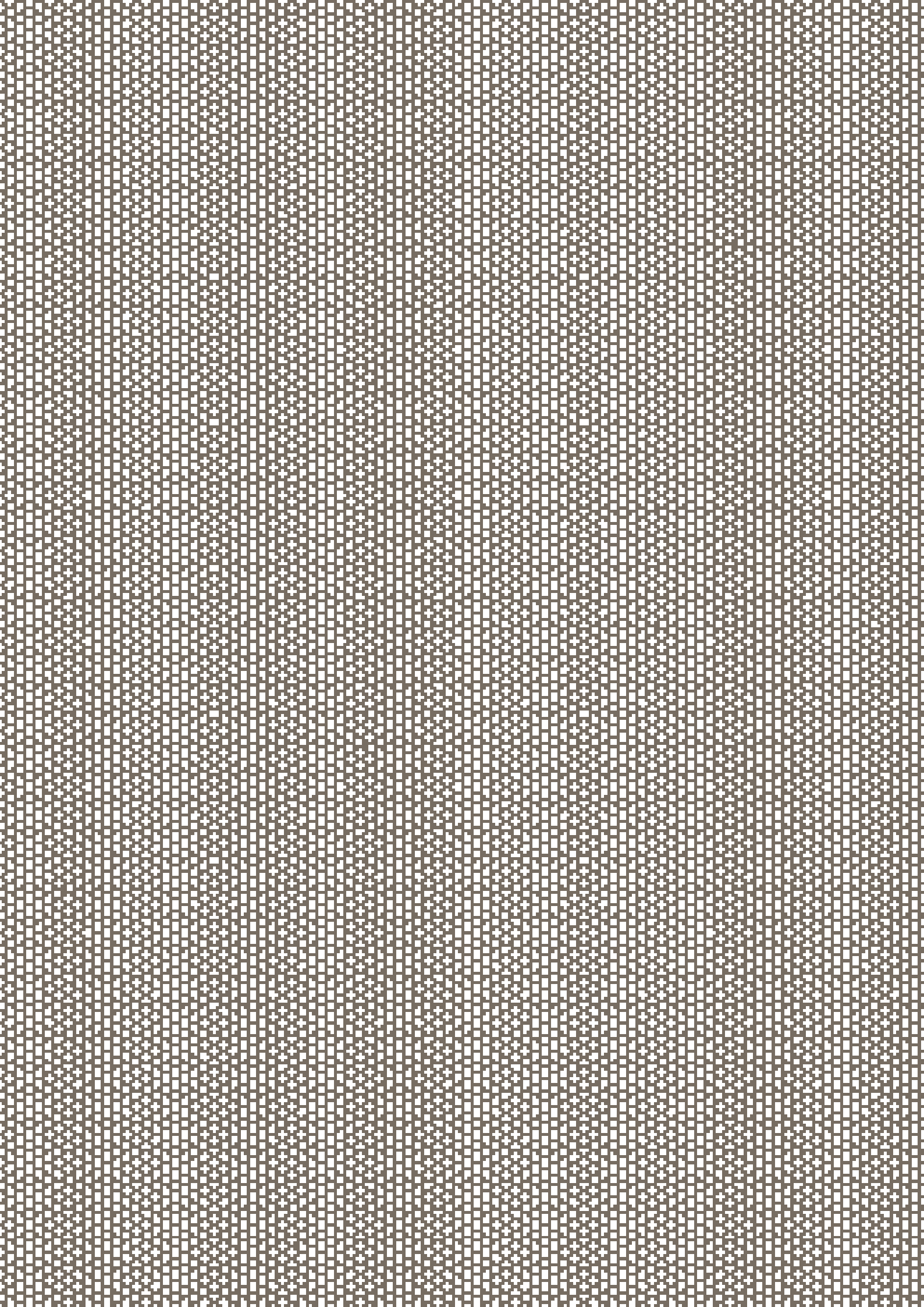
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Introduction

This Design and Access Statement has been prepared by Colony Architect on behalf of the client.

The address is 5 Stoneham Close, Reading, RG30 4HB, and below is a summary of the proposals:

- The existing dwelling home, within the ownership of the applicant retained
- A new, two-bedroom dwelling home is proposed on land to the west of the existing dwelling
- Both dwellings will have ample external amenity
- Off-road parking will be provided for both dwellings
- Resubmission of previous refused & the most recently withdrawn application (ref PL/25/0680), including design changes to overcome issues and updated supporting consultant reports

Site Location and Connectivity

Stoneham Close is situated on the outskirts of Reading, approximately 1 mile west of the town centre. It's well-connected, offering easy access to transport infrastructure, shops, and services.

The site is close to the M4, A4 and main town centre distribution roads. There are bus stops near the nearby



Site Location

Site Context

shopping area, on the A4 Bath Road (0.5 miles) and there is a train station in Reading West (1.75 miles).

In addition to the services available at the nearby supermarket and shopping parade, the area has a wealth of schools, shops, employment opportunities, making this a very sustainable location for development.

Existing Dwelling and Local Character

An existing dwelling occupies the norther half of the property demise. This building, owned and occupied by the client, has undergone alterations in the past and has landscaping work carried out to subdivide the site.

The site is located within a residential area characterised by:

- Two-storey dwellings, with some bungalows
- A mix of detached and semi-detached properties
- A number of the nearby properties have asymmetrical roof pitches
- Red, brown, and buff brick as the predominant material
- Brickwork broken up by infill panels of hanging tiles or white clapboard
- Rectangular windows in landscape orientation, predominantly white uPVC
- Limited bay windows and dormers
- Pitched roofs with brown concrete roof tiles

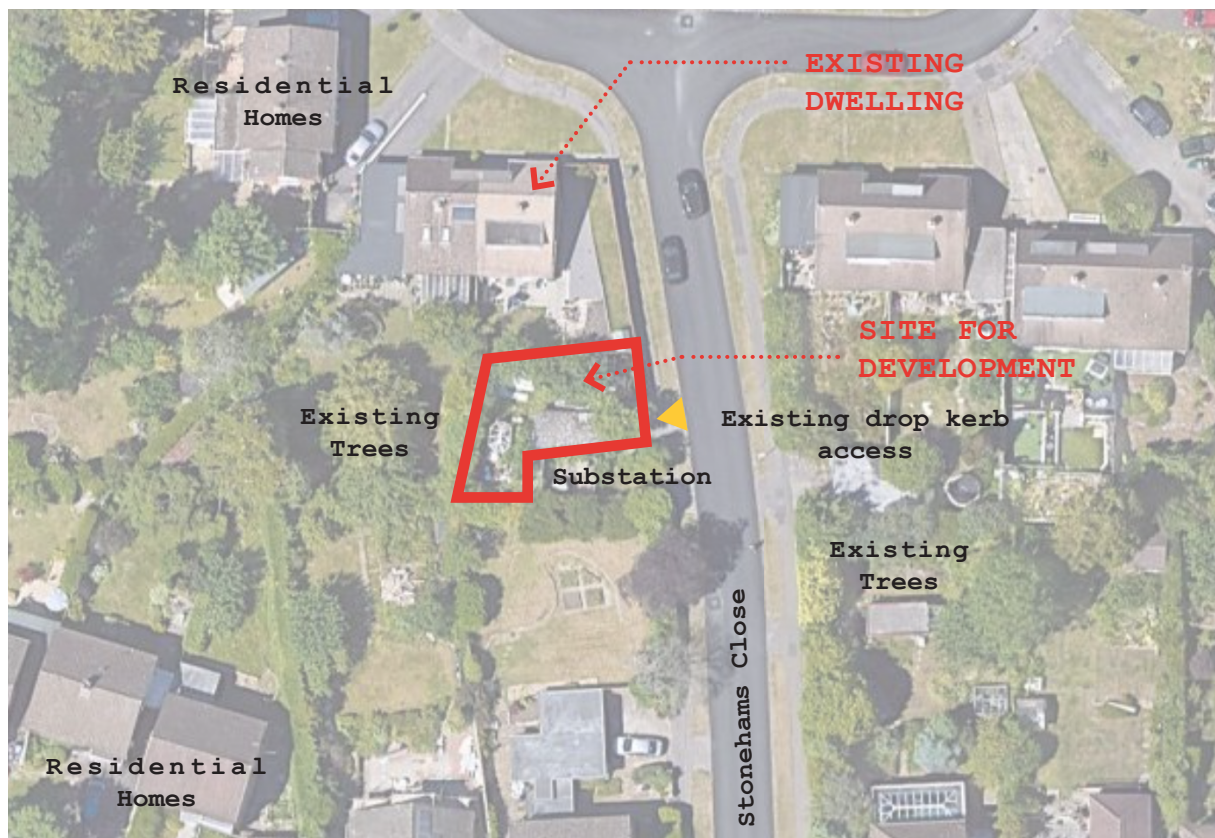
The existing site is predominantly lawn, with a belt of mature trees along the north and east boundaries.



Site photographs



Local Materials: red/brown brick with infill panels



Site Context



Local Character

Summary of Planning Officer and Consultee Comments

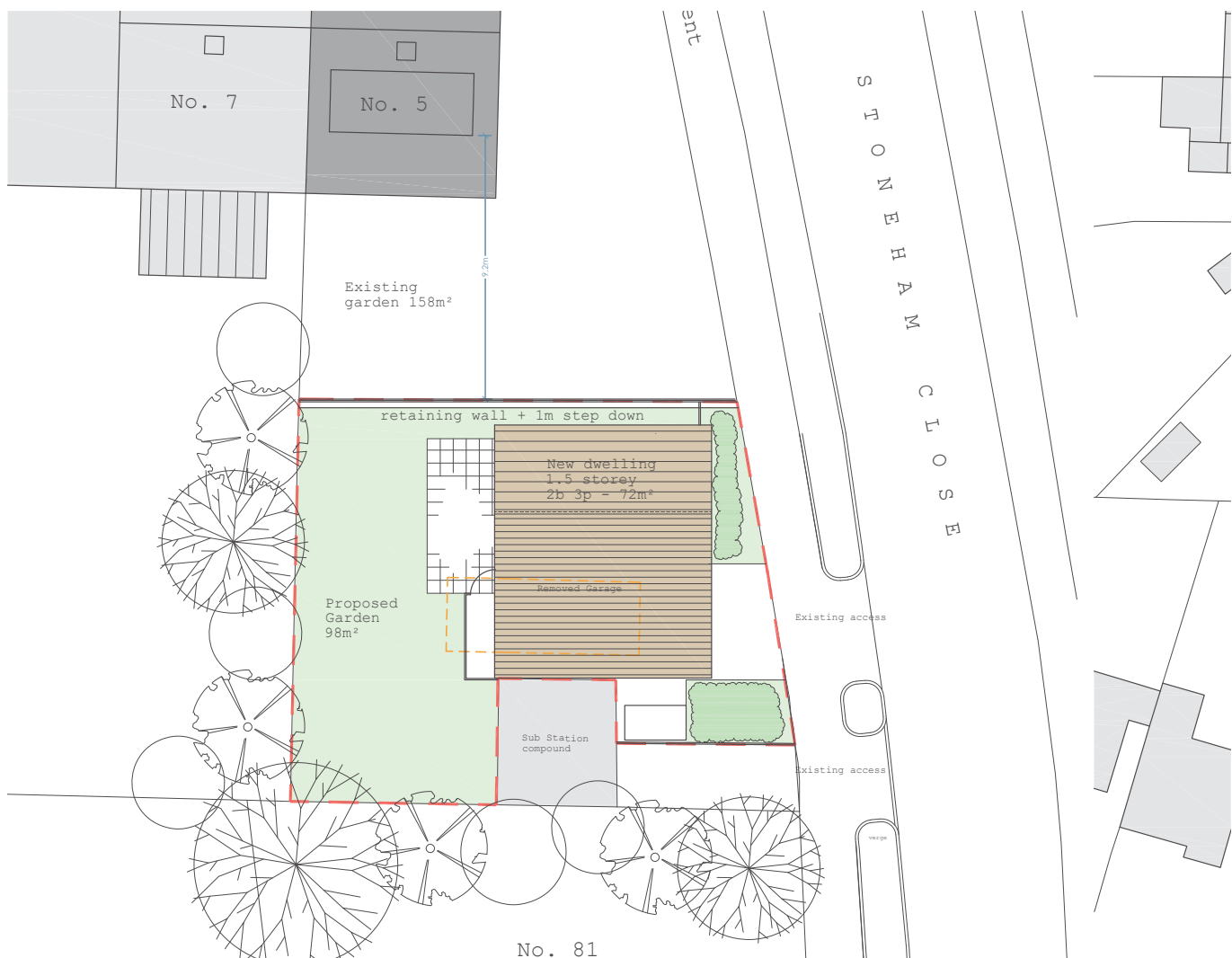
The previous planning application raised a number of objections from the case officer and internal consultees. These focused on issues of design and siting, highway safety, and environmental considerations, summarised as follows:

1. Planning and Design

The proposed dwelling projects forward of the established building line, appearing visually dominant within the cul-de-sac and out of keeping with the prevailing character and layout of the street.

Concerns were raised regarding the relationship and proximity between the proposed dwelling and No. 5 Stoneham Close, potentially resulting in an overbearing impact and reduced spatial quality.

The planning officer acknowledged the irregular plot shape and presence of a substation, but emphasised that



Proposed Site Plan

these constraints must be addressed through a contextually sensitive design that respects surrounding built form.

2. Highways and Parking (Highways Consultation, 4 July 2025)

The proposal failed to meet requirements for safe access and adequate visibility. The formation of a new vehicular access close to the junction of Stoneham Close was deemed to create conflicting traffic movements, contrary to Local Plan Policies TR3 and TR5.

Visibility splays (2.4m x 43m) were not demonstrated, nor was compliance with the minimum 10m junction distance.

There were also uncertainties around the legality of a previous access extension, which may not have secured the necessary S184 agreement.

Although parking numbers met the Council's Parking Standards, the layout and cycle storage location were considered suboptimal, and electric vehicle charging provision was missing from the plans.

Overall, the Highways Officer objected to the proposal on grounds of highway safety and policy non-compliance.

3. Ecology (Ecology Consultation, 17 June 2025)

A discrepancy in the red line boundary between plans prevented verification of the site area and the applicant's Biodiversity Net Gain (BNG) exemption claim.

Even if the site were below the statutory BNG threshold, the scheme would still be required to comply with Local Plan Policies H11 and EN12, which seek to protect and enhance biodiversity and the green network.

The ecological consultee concluded that it has not been demonstrated that the proposal would avoid a net loss of biodiversity, and requested a BNG calculation using the Statutory Metric to evidence a measurable biodiversity gain.

4. Trees and Landscape (Natural Environment Consultation, 7 July 2025)

The Arboricultural Report submitted was inconsistent with the current site and block plans, undermining its reliability.

The report failed to identify all existing vegetation, including trees and hedges that may be affected, and did not include Root Protection Areas (RPAs) or adequate tree protection measures.

Discrepancies were noted between the Design and Access Statement and Arboricultural Impact Assessment, particularly regarding changes in ground levels, vegetation removal, and retained planting.

The Tree Officer concluded that the proposal was not acceptable on tree and landscape grounds, as the extent of vegetation loss was unclear and mitigation measures were insufficient.

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Revised Proposed Scheme

Proposed Principles

The proposed development principles have been refined following consultation feedback and the previous application's review. The revised scheme maintains the original design intent while addressing concerns raised by the planning officer and consultees.

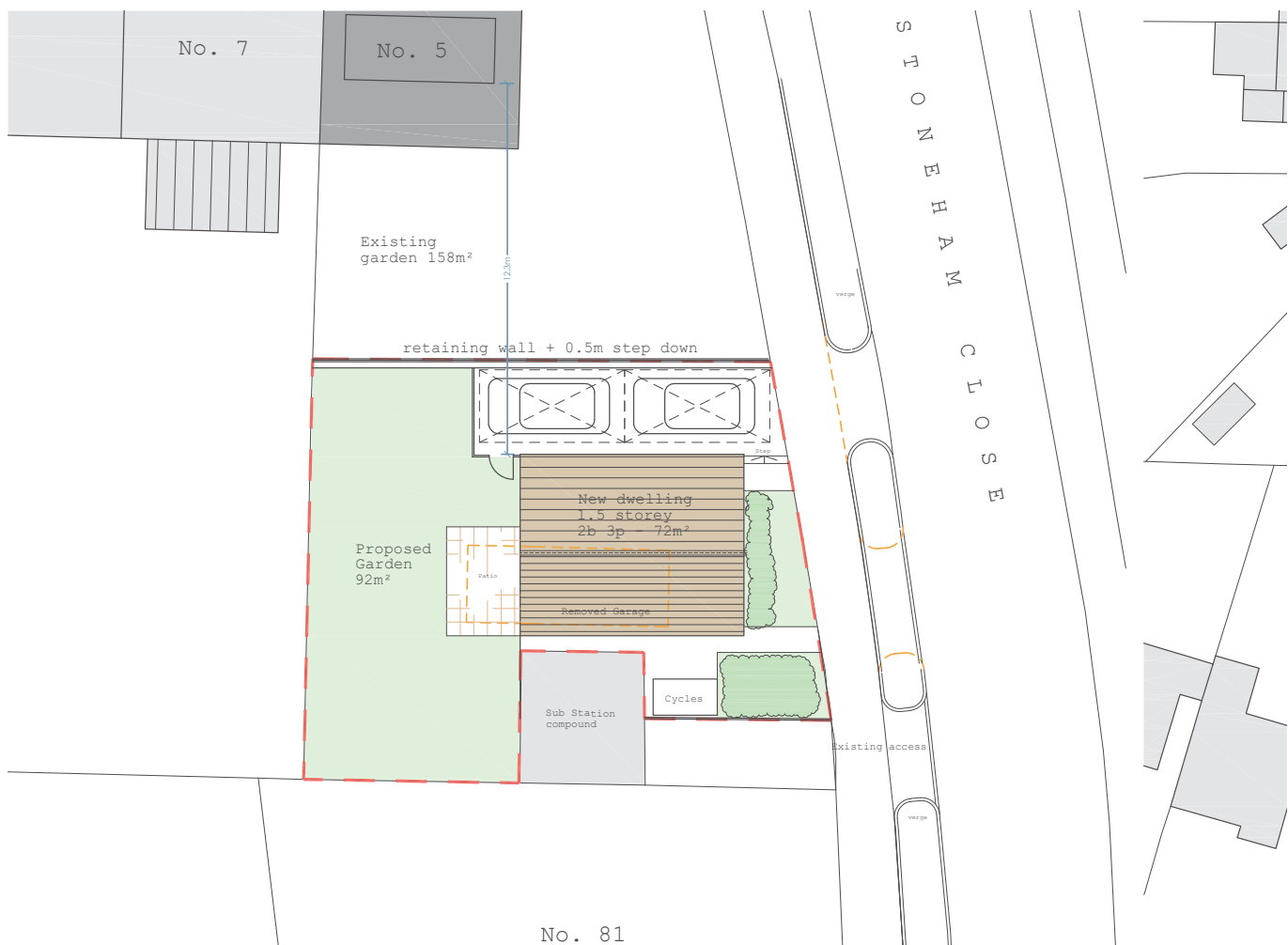
The site forms part of an existing large residential plot that has been subdivided into two parts.

The existing dwelling occupies the northern half of the site and retains extensive amenity space and off-road parking to the front.

The southern half is to be redeveloped to provide a new two-bedroom dwelling, designed to sit comfortably within its setting and respond sensitively to neighbouring properties and the established character of the cul-de-sac.

Key updates to the proposal include:

- A revised site layout, relocating the parking to the opposite side of the house to improve separation from the junction and to address the concerns raised by the Highways Officer.
- The carport roof has been omitted, reducing the overall bulk and visual mass of the building, ensuring a more subservient form in relation to the existing dwelling.
- An updated Transport Statement has been prepared, confirming that the revised access arrangement meets visibility and junction distance requirements, and now includes EV charging and secure cycle storage in



Proposed Site Plan

accordance with policy TR5.

- A revised Arboricultural Report has been submitted, confirming that there are no nearby trees within or adjacent to the development area, and that the proposed works will not impact existing vegetation along the site boundaries.
- An updated Ecology Report has been provided, clarifying the site boundary and confirming compliance with Policies EN12 and H11 through appropriate mitigation and ecological enhancements.

Boundary planting is to be retained wherever practicable, as shown on the updated site plan.

Use and Amount

The proposed dwelling remains a 2-bedroom, 3-person house with a gross internal area (GIA) of 72 sqm, exceeding the minimum Nationally Described Space Standard (NDSS) requirements for this dwelling type.

Ground floor accommodation comprises a lounge and kitchen–dining area with patio access, an entrance hall, and a WC.

The first floor provides one double bedroom, one single bedroom, a shared bathroom, and a small study area on the landing.

The total site area for the proposed dwelling remains at 200 sqm, as shown on drawing CA-1082-02-10.

Sustainable Principles

The revised proposal continues to follow a fabric-first approach, maximising insulation and airtightness while minimising overheating.

Sustainability features include:

- Photovoltaic (PV) panels on the south-facing elevation.
- Air source heat pump within a screened side enclosure.
- Electric vehicle charging point for the new dwelling.
- Low-energy lighting and efficient water fixtures to reduce operational carbon emissions.

ACCESS

Access has been revised in response to highways comments.

- Vehicle and pedestrian access will now be taken from the existing crossover, relocated further from the junction to enhance highway safety and visibility.
- The driveway provides two off-street parking spaces that meet the Council's size and spacing standards.
- The carport structure has been removed to reduce bulk and improve visual permeability.
- Cycle storage is now located within a secure garden shed in the rear amenity area.
- Refuse collection remains kerbside, consistent with neighbouring properties.

Internal circulation remains unchanged, with ground and first floor access arranged around a central hallway

and stair. Bi-fold doors connect the lounge and dining area to the rear garden and patio.

Bins and Bikes

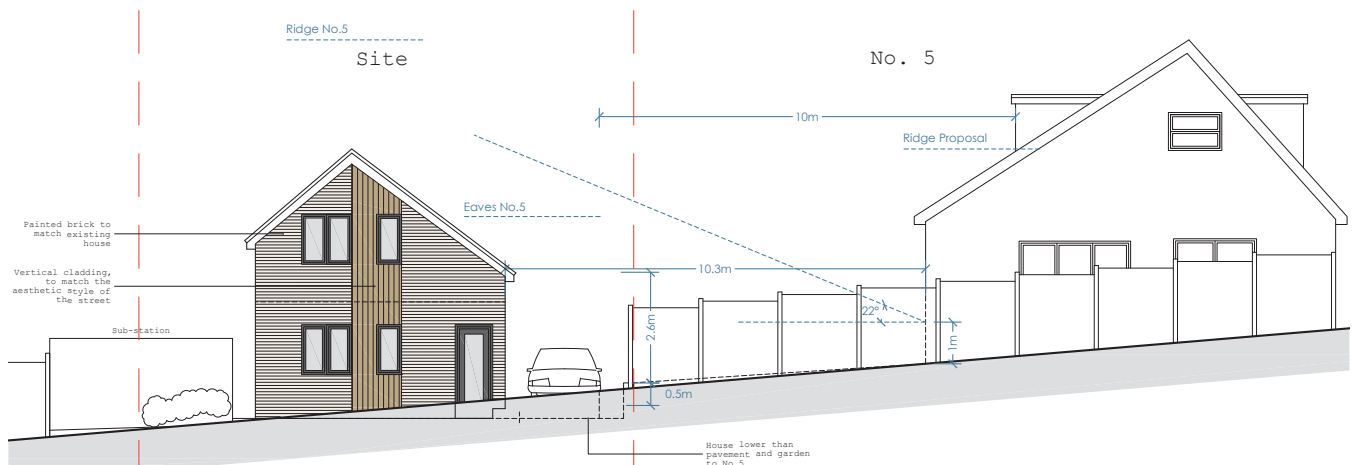
Dedicated bin and cycle storage is provided within the enclosed rear garden and accessed via a side gate. The bike store accommodates two bicycles, and the bin store holds two 240L bins and a food waste caddy.

Massing and Appearance

The overall design approach maintains the contextual character of the original scheme while refining the massing and proportions to reduce visual impact.

- The omission of the carport roof and subtle adjustment of the parking layout have reduced perceived bulk and improved balance with the existing dwelling.
- The two-storey dwelling retains its asymmetrical roof form, echoing neighbouring properties and reflecting the architectural rhythm of the street.
- The eaves height to the rear remains modest (approx. 3m), minimising impact on the garden of No. 5.
- The material palette remains simple and locally responsive: painted red brick, grey roof tiles, timber cladding, and dark grey-framed windows with soldier course detailing.

These revisions ensure the proposal now aligns with design, highways, ecological, and tree policy requirements, addressing all previously identified concerns while maintaining the core design principles of the scheme.



Painted bricks

Dark grey framed windows

Timber cladding

Material Precedents



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