

## Planning and Heritage Statement

**1 Waltham Road**

**Twyford**

**RG10 9EA**

Removal of cement render from brickwork, removal of paint covering on brickwork,  
repointing of brickwork, decoration of window frames,  
plus the installation of an EV charging point.

## Introduction

This statement accompanies the Planning Application seeking Listed Building consent for fenestration restoration works, specifically to address damp issues arising from the use of inappropriate materials. The proposals include replacing sand and cement pointing with lime mortar, and the careful removal of render and paint to reveal the original brickwork. These interventions are essential to restore the building's natural breathability, mitigate moisture within the historic fabric, and safeguard the long-term integrity of this designated heritage asset.

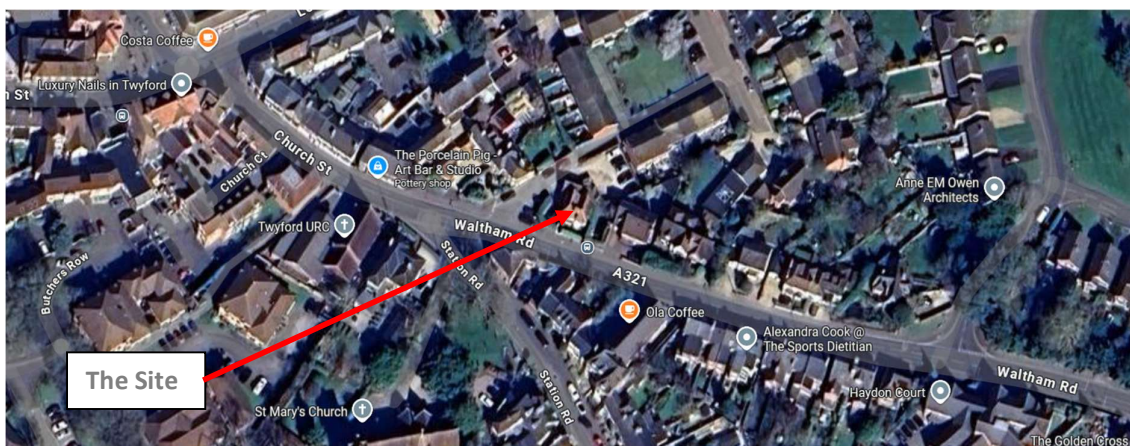
In addition, the application seeks permission to install a discreet electric vehicle (EV) charging point adjacent to the porch and existing parking area.

## Site and Surrounding Area

1 Waltham Road (here on referenced as “the site”) is a detached Grade II listed dwelling of brick construction dating back the 16th century. The site comprises of a cottage and converted coach house, now linked and enjoyed as a single family home.

Documented history for the site is available from 1750 with the cottage referenced as “Lambournes” in the court rolls for the manor of Hurst as home of village baker Moses Sadgrave. In October 1774, the cottage was sold to a Reading brewer and converted into “The White Horse”, the first public house away from the High Street. 1910 saw the cottage return to private residence, where it was renamed Hornbeam Cottage after a large tree which once stood outside.

The site is located on the Waltham Road, between Twyford town centre and Twyford railway station and occupies a plot of 0.07 acres located within the Twyford Conservation Area. The North and West boundaries are shared with a car park, while the South faces the Waltham Road and the East No3 Waltham Road. The South and West boundaries are largely screened due to mature hedging.



Twyford itself is a historic Berkshire village with Anglo-Saxon roots, known for its “double ford” over the River Loddon, and today it blends rural charm with modern commuter convenience.

## Planning History

The Planning history for the site is set out below:

**000149**

Proposed single storey side extension to form conservatory.  
Refused January 2001

**002596**

Proposed alterations to garage and formation of parking area with new access  
Approved January 2001

**020661**

Listed building application for the proposed conversion of garage to day room.  
Approved September 2002

**021138**

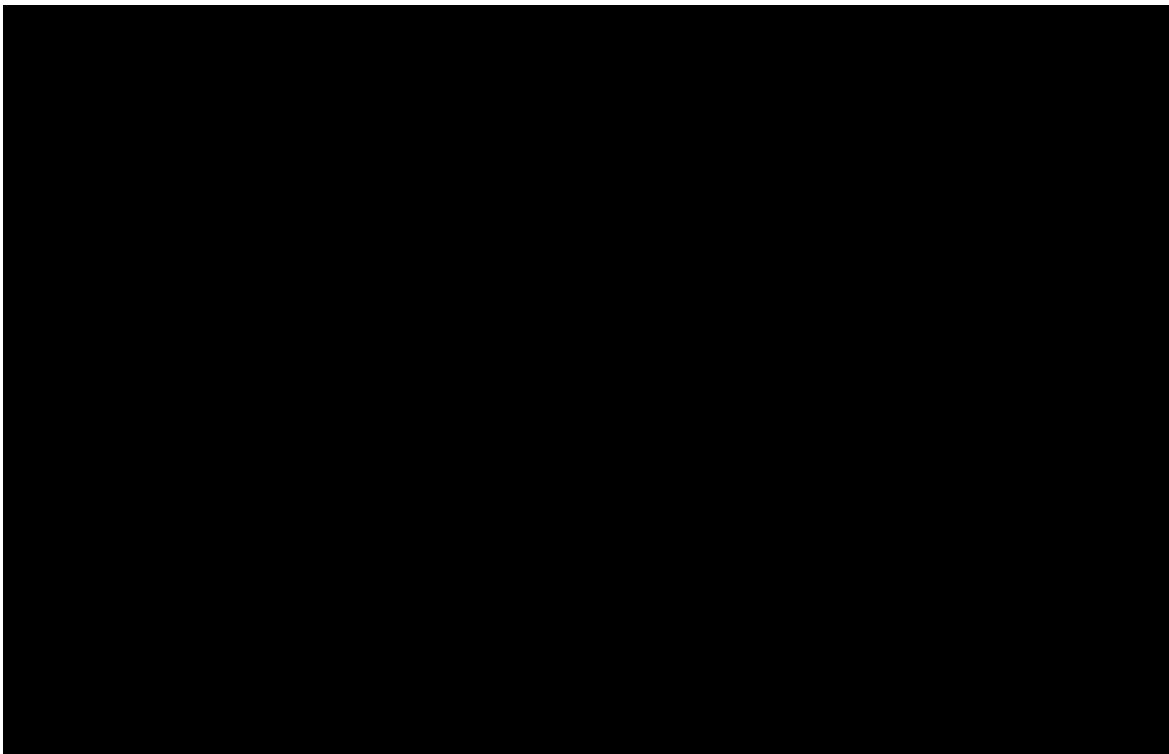
Proposed conversion of existing garage to dayroom.  
Approved September 2002

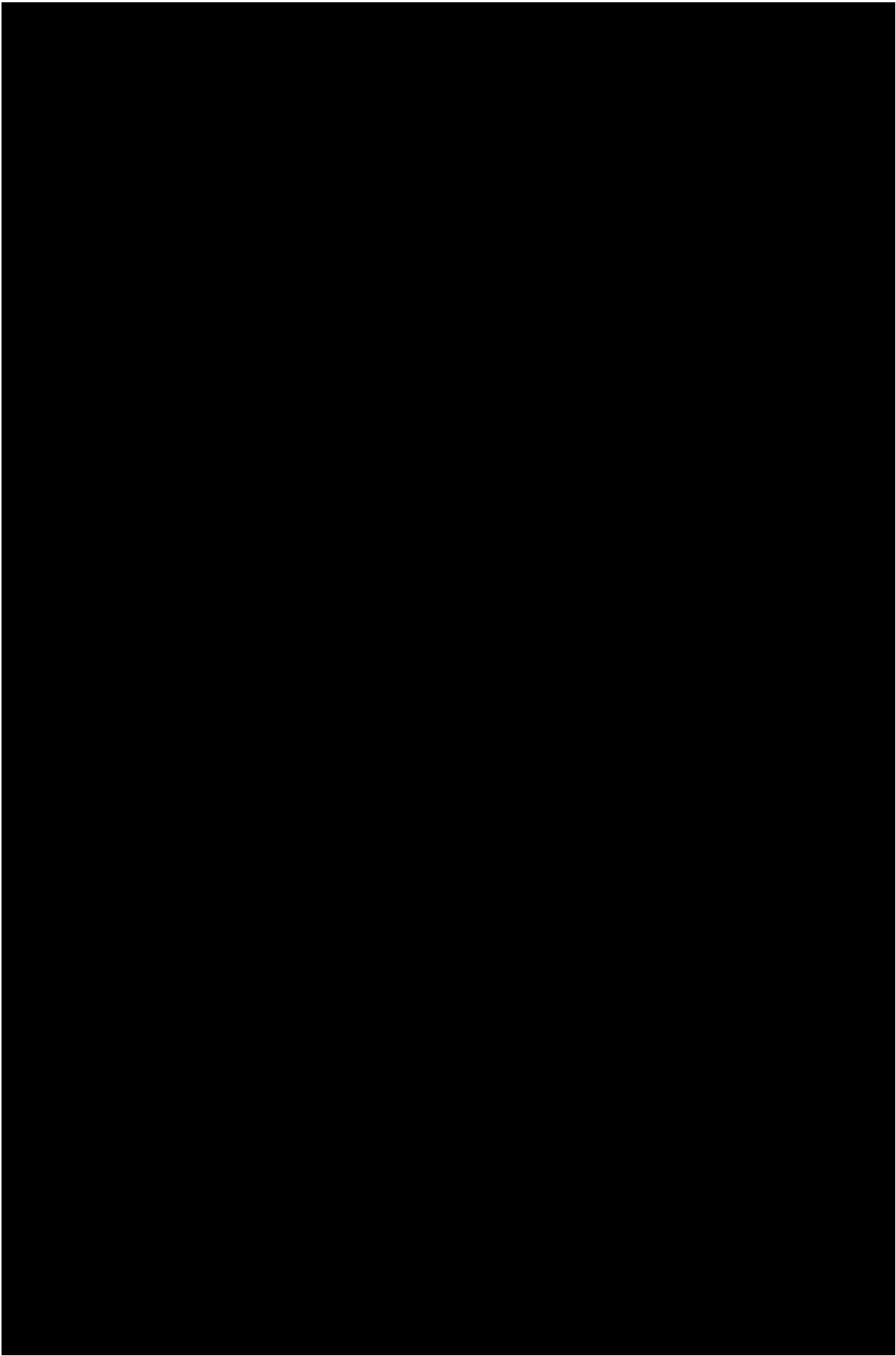
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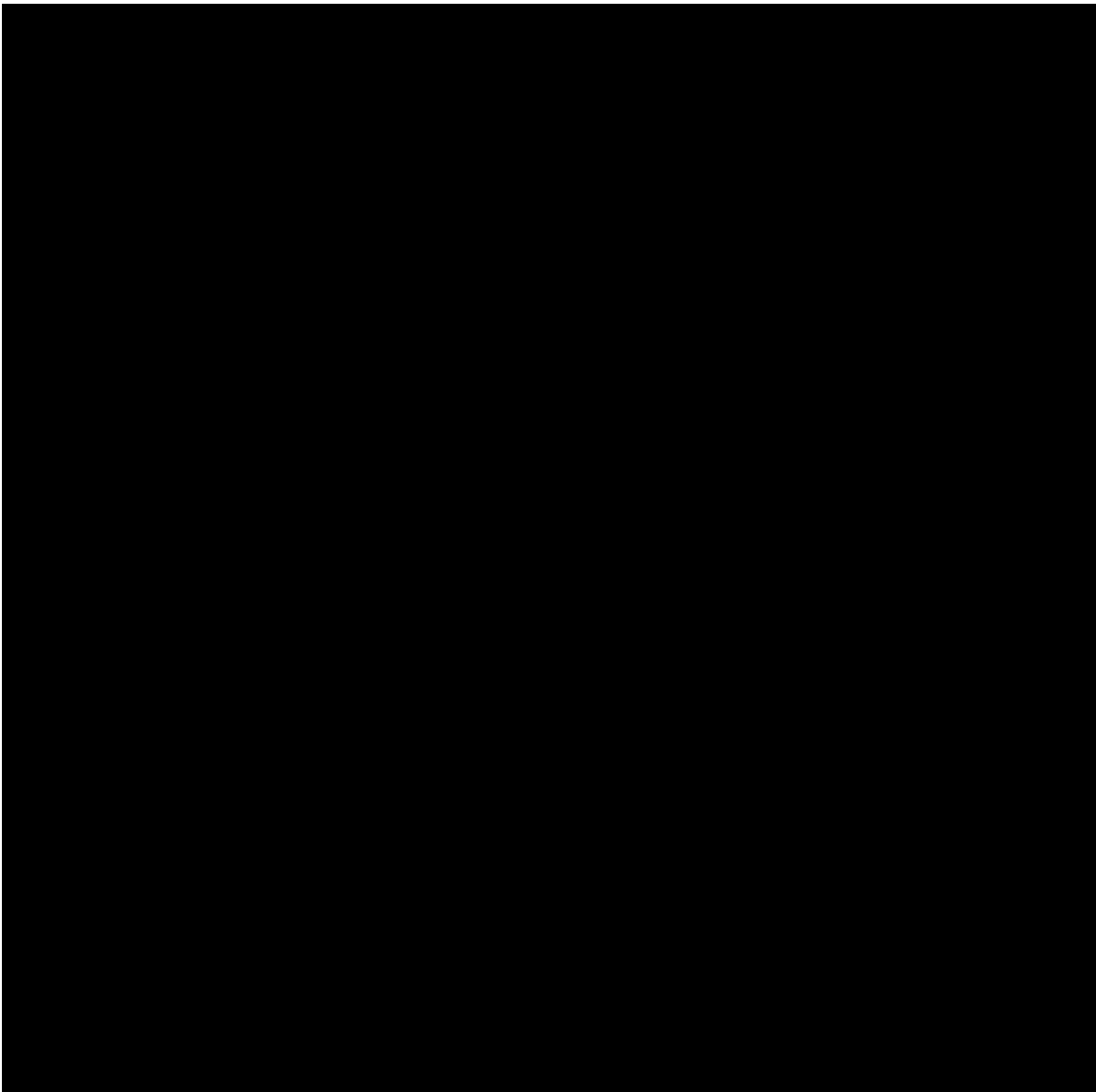
Listed building application for proposed alterations of kitchen to utility room with enclosed WC, widening opening from study to family room and partial removal of wall covering between lounge and study.  
Approved December 2010

**250446**

A pre-application advice request was submitted on the 23<sup>rd</sup> May 2025 with the following information received on the 22<sup>nd</sup> August 2025:







### **Summary**

In summary, the project accords with national and local policy and therefore is likely to be acceptable.

## Application Proposal

Smith Heritage Surveyors undertook a full survey of the building for the current owners which identified some areas requiring attention. In summary, the priority issues are:

- **External Walls:** Painted/rendered with impermeable materials trapping moisture.
- **Roof & Chimneys:** Minor repairs needed.
- **Ground Levels:** Too high against brickwork.

This application seeks to address the identified issues, specifically the damp arising from the use of inappropriate materials, together with the proposed installation of a discreet electric vehicle charging point. These measures will both safeguard the historic fabric of the building and provide for sustainable transport provision in line with national and local policy objectives.

### External Walls

The West elevation brickwork is currently coated in a non-breathable paint. It is proposed that this be carefully stripped to expose the original brickwork using the DOFF method, a recognised conservation technique for paint removal and brick cleaning. During pre-application consultation, the Council's Built Heritage Officer confirmed this approach as acceptable from a heritage perspective.



To support the application, a Method Statement and Recommendation for the use of the Stonehealth Steam DOFF system has been included. This recognised conservation technique for masonry and building fabric provides a controlled approach to the removal of soiling and non-breathable coatings, ensuring the brickwork is cleaned without damage and the historic fabric is protected.

The South elevation has been rendered. It is proposed that this be carefully removed to expose the original brickwork. Following removal, it is anticipated that new lime mortar will be required, and in the worst case, a lime render may need to be re-applied. Craft Build have submitted a method statement to ensure the render removal is undertaken with precision and care, thereby safeguarding the integrity of the historic brickwork. The Council's Built Heritage Officer reviewed the method statement during the pre-app consultation and confirmed this approach as acceptable, stating: *"The removal of the cement render, depending on how strongly it adheres to the surface of the bricks, can in its removal result in damage to the hard 'fire' face of the bricks. Such damage can lead to the affected bricks being more susceptible/more rapidly decay. To counter this with respect to individual damaged bricks is carefully remove the mortar holding them in place and turning the brick around so that the hopefully undamaged opposite/inward facing side of the brick faces out and repoint using a lime mortar mix. Should a much greater extent of damage brick faces be found to be the case then it would be advisable to perhaps re-render the elevation of brickwork with a lime mortar render and/or lime wash/paint finish".*



Restoring the façade to its authentic brickwork safeguards the building's integrity, has no adverse impact on the conservation area, and accords with relevant heritage policies.

To support the application, a Method Statement prepared by Craft Build for the careful removal of render has been included. This document sets out the methodology to ensure the works are undertaken with precision and care, thereby protecting the integrity of the building's historic fabric.

The East Elevation of the Cottage appears generally acceptable although lime mortar is mixed with cement which require removal and replacing. This also applies to the Coach House. As per the Built Heritage Officers advice, the areas or mortar to be removed will be done so using hand tools only to avoid damaging the brick. Damaged bricks will be cut out and turned so the inward face is exposed.



The North elevation has been poorly pointed in a hard sand and cement mortar, raised beyond the brick face. This inappropriate material has compromised the breathability of the historic fabric. It is therefore proposed that the cementitious pointing be carefully removed and replaced with lime mortar, in the same manner as outlined above, to restore the building's natural performance and ensure long-term preservation.



It is noted that a cement plinth has been introduced around the building, presumably as a protective measure against the raised paving levels. This intervention is inappropriate for the historic fabric, as cement restricts breathability and can exacerbate damp issues. It is therefore proposed that the plinth be carefully removed using hand tools only, with any necessary repointing undertaken in lime mortar or other suitable materials. These works will be carried out in conjunction with the drainage and paving measures outlined below, ensuring a coordinated approach to safeguarding the building's long-term integrity.



### **Roof & Chimneys**

The survey identified a small number of roof tiles that are loose or damaged and require replacement. The roof verges were found to have been pointed in cement, and areas of lead flashing require repair. The chimneys are generally in good condition; however, the flaunching and pointing were noted to be in cementitious material, with cracking evident on the left-hand stack flaunching. While not considered a priority, remedial works are proposed to secure or replace tiles on a like-for-like basis, repair the flashing, clean the roof, ventilate capped pots, and remove and replace the cementitious verge pointing with lime to ensure breathability and long-term durability.



### Drainage and Paving

The gradual rise in ground level, combined with non-permeable paving laid against the external wall, has restricted the building's ability to breathe and is contributing to damp within the historic fabric. Remedial works are therefore necessary to protect the integrity of the asset.



To address damp issues, it is proposed the paving be cut back to a minimum 100mm from the walls and replaced with a shingle French drain or slot drain connected to the surface water system. This measure will improve breathability, protect the building fabric, and safeguard the long-term integrity of the heritage asset against damp.

### Windows

The timber-framed windows are in need of redecoration to preserve them and have previously been coated in impervious paint, which requires removal. Careful stripping of deteriorated layers is proposed, followed by redecoration in the same colours using appropriate breathable conservation paints to allow the timber to function as intended. No alteration to the form or detailing is involved; the works are limited to sensitive maintenance that safeguards the historic fabric, prolongs durability, and sustains the building's architectural character in line with statutory duties and heritage policy.



### EV Charge Point

In addition to the proposed maintenance and renovation works, the owners seek permission to install an electric vehicle (EV) charging point to the side of the porch, adjacent to the existing parking area. Modern charging units are compact in design and will have minimal impact on the character or appearance of the building. The installation will support sustainable transport choices in line with national and local policy objectives. Given the location beside the bay window, the charging point will not hinder or reduce the existing parking arrangement.



### Parking and Access

Parking and access remain unaltered as part of this application

## Summary

The property requires essential maintenance and renovation works to ensure it remains in sound condition and continues to be recognised as a valued heritage asset. These works are necessary to preserve the building's architectural integrity and to maintain its contribution to the character and appearance of the conservation area.

Pre-application advice has confirmed that the project accords with both national and local policy. In addition, the proposal aligns with Section 16 of the National Planning Policy Framework (NPPF), which emphasises the conservation of heritage assets in a manner appropriate to their significance, and with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

The works therefore represent a proportionate and policy-compliant approach to safeguarding the long-term value of the property, and are likely to be considered acceptable by the local planning authority.