

6.0 DESIGN PROPOSAL

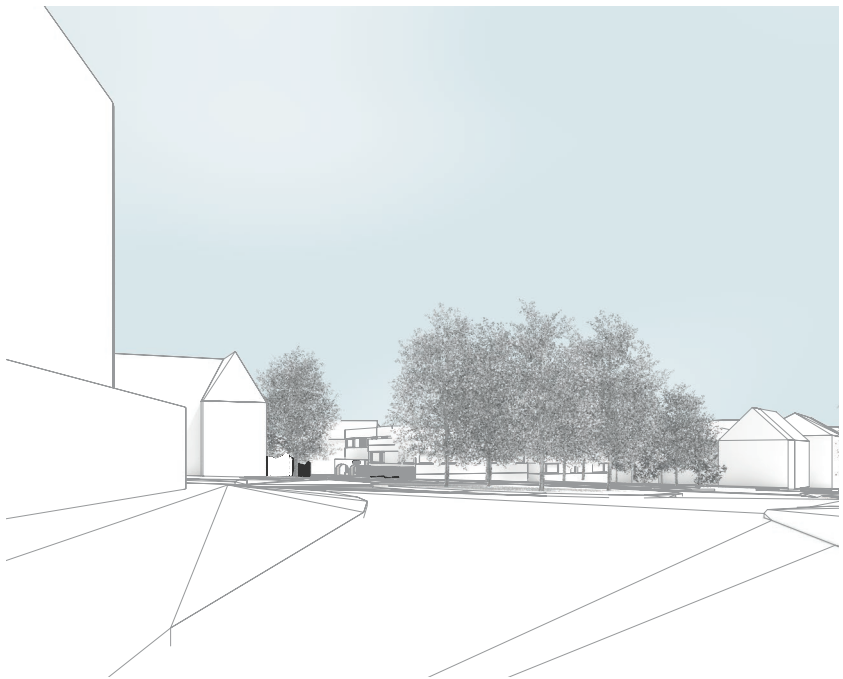
6.13 PROPOSED VIEWS



PROPOSED VIEW 6 - NEW PORTION OF THE BUILDING HIGHLIGHTED



PROPOSED VIEW 6



EXISTING VIEW 6

6.0 DESIGN PROPOSAL

6.13 PROPOSED VIEWS



PROPOSED VIEW 7 - NEW PORTION OF THE BUILDING



PROPOSED VIEW 7



EXISTING VIEW 7

6.0 DESIGN PROPOSAL

6.13 PROPOSED VIEWS



PROPOSED VIEW 8 - NEW PORTION OF THE BUILDING HIGHLIGHTED



PROPOSED VIEW 8



EXISTING VIEW 8

6.0 DESIGN PROPOSAL

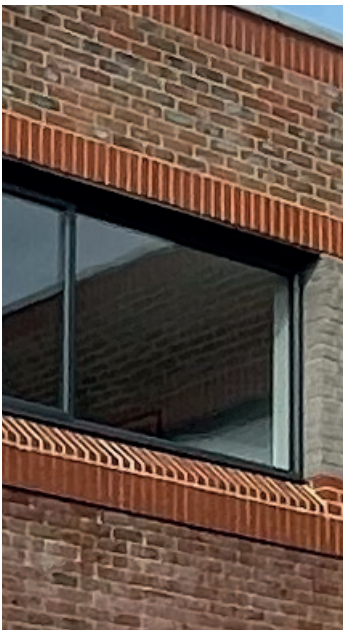
6.14 MATERIALITY



RED BRICK



GREY BRICK



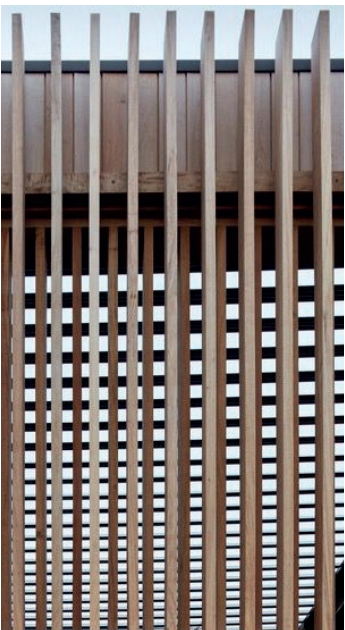
BLACK WINDOW FRAMES



SLATE ROOF TILE



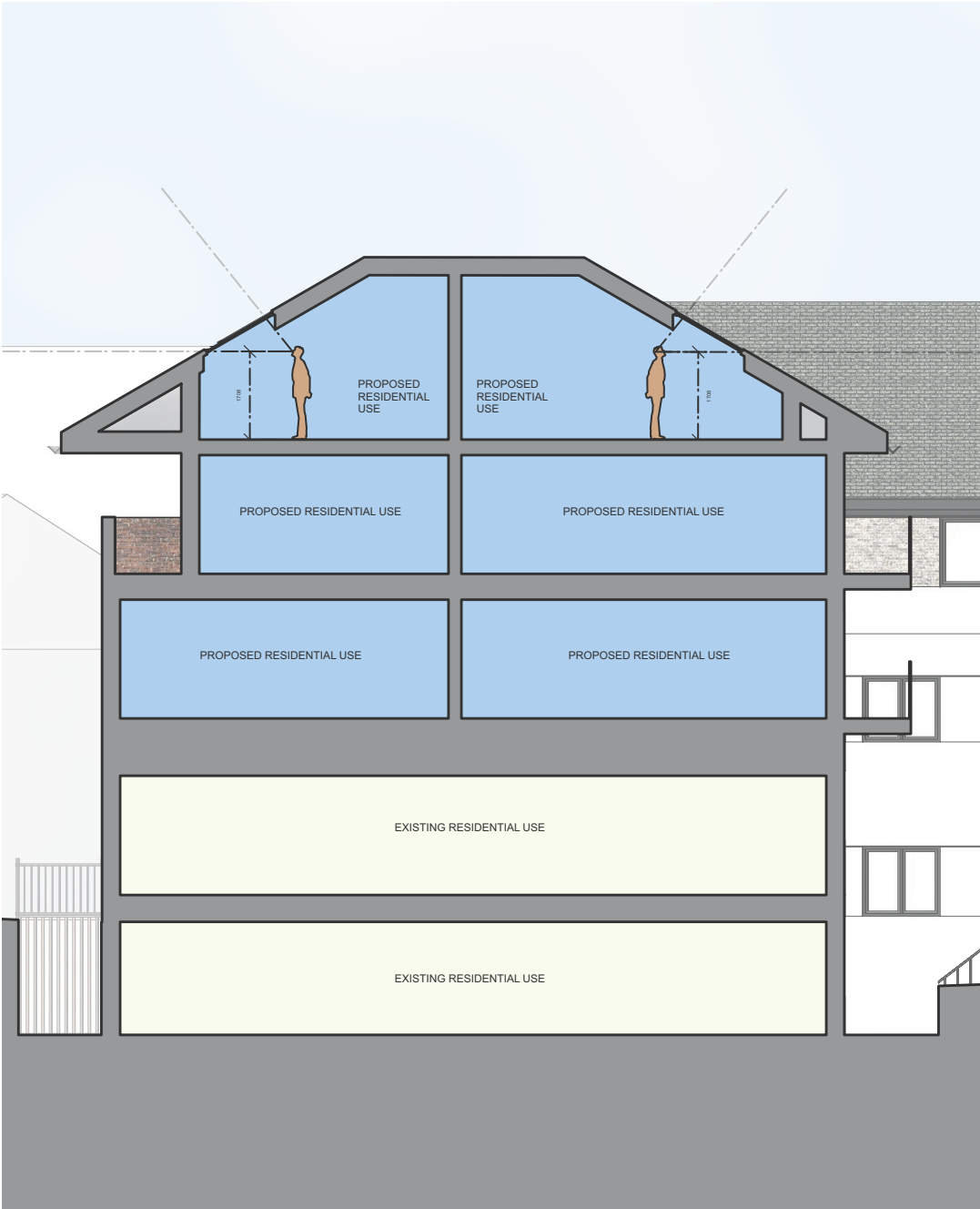
BLACK EAVES BANDING



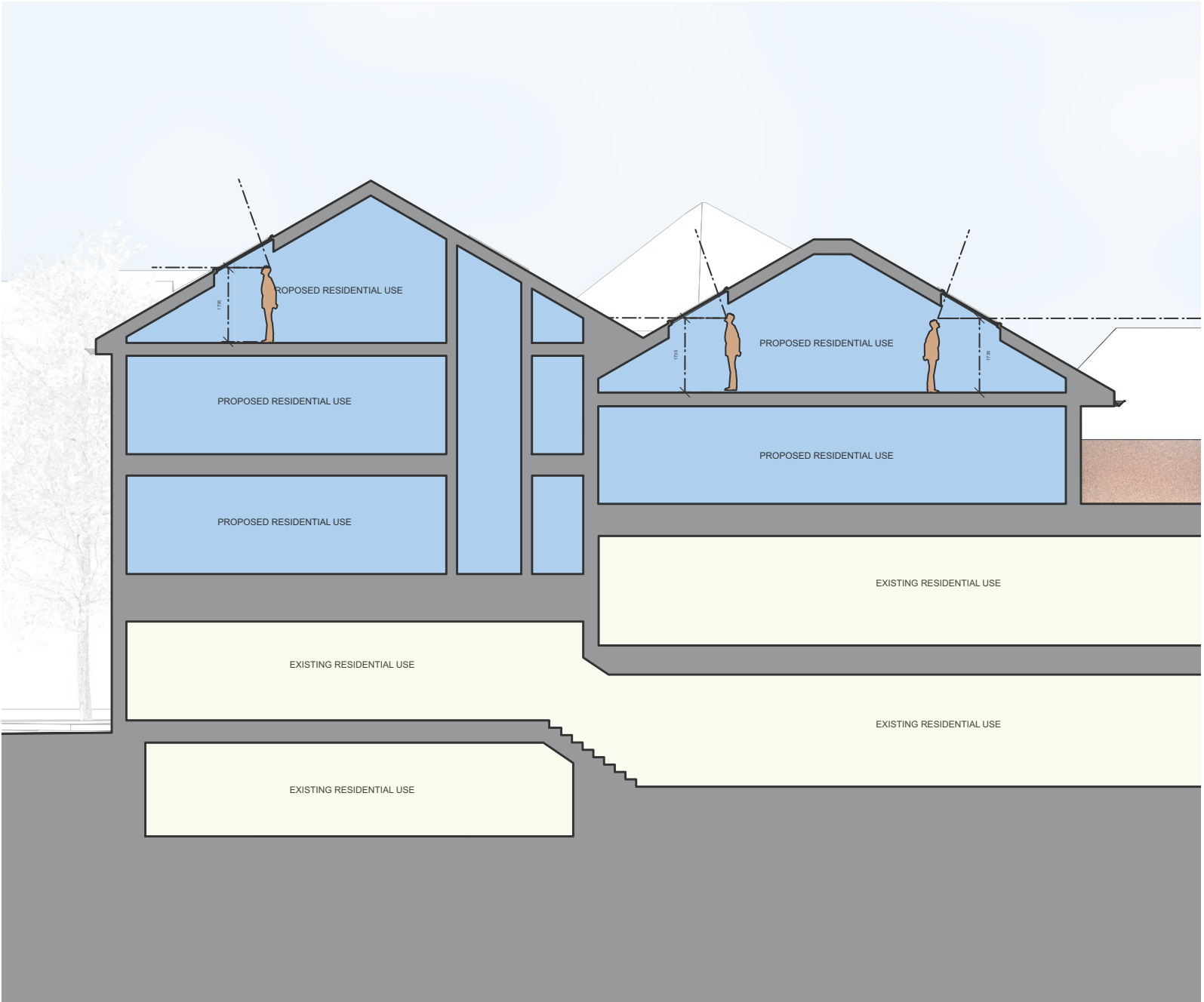
TIMBER PANELLING

6.0 DESIGN PROPOSAL

6.15 PROPOSED INTERNAL ROOF VIEWS



PROPOSED INTERNAL SECTION VIEWS - UNIT 2.01 AND 2.02



PROPOSED INTERNAL SECTION VIEWS - UNIT 2.03 AND 2.04

7.0 ACCESS

7.1 PARKING

The parking spaces will be accessed from Finchampstead Road.

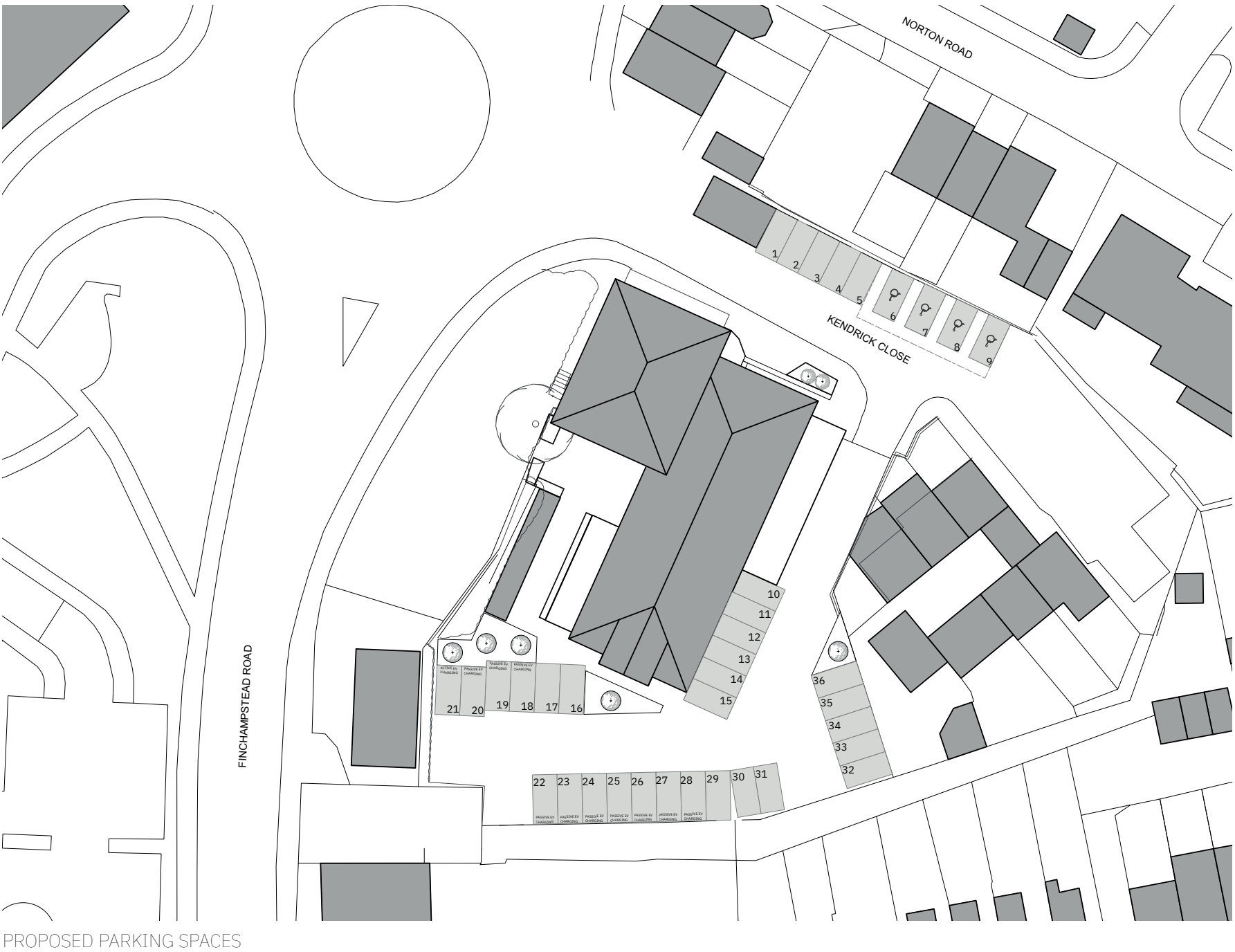
The existing car park is to be increased by 12 parking spaces to accommodate the proposed residential units. The current scheme consists of 24 car parking spaces, provided for the existing residential units.

Total number of parking spaces equates to 36.

The parking spaces will be unallocated.

With 36 on-site car parking spaces proposed there is not expected to be overspill residential parking associated with the development and the parking demands associated with Ascot House are expected to be accommodated within the site boundary.

One active Electric charging point will be provided. Furthermore, passive EVC will be provided for 10 proposed residential units.



7.0 ACCESS

7.2 LANDSCAPING

The site sits within a residential area. There are some significant existing trees to the west of the site which limit views to the site. The site is not located in a conservation area and holds no individual designation.

The intention is to create a pleasant, landscaped area in the courtyard at the rear of the site whilst preserving existing trees in accordance with BS 5837:2012.

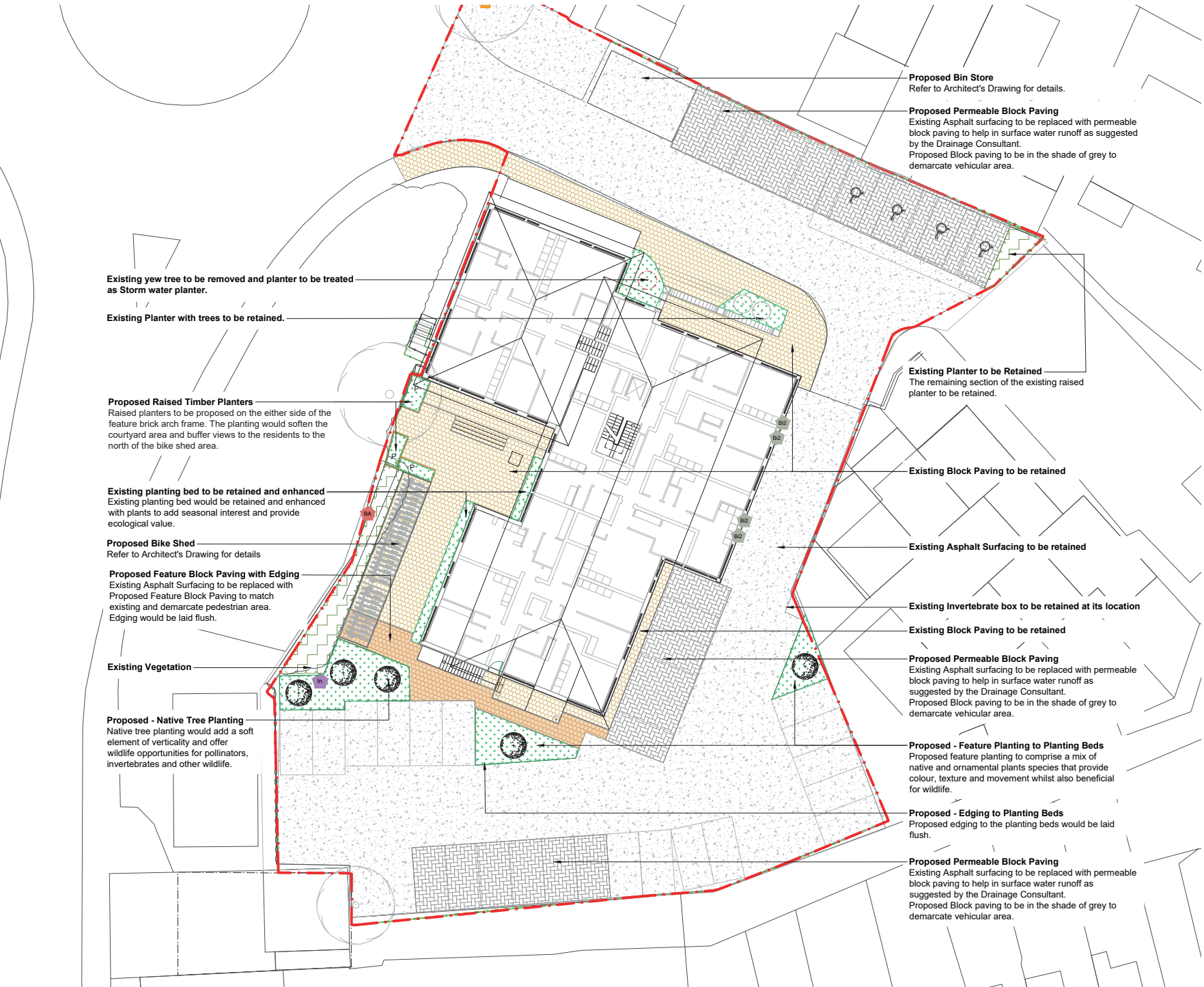
The proposal will contribute to the Biodiversity Net Gain of 10.5% by proposing native trees across the site.

To improve the ecological quality of the site soft landscape design that responds to the layout of the development. Furthermore hard landscape materials will be specified to create a sympathetic fusion of the existing and proposed development.

The proposed vegetation on site is described as follows:

- 3 no. planting beds have been proposed towards the south and east of the existing building to enhance the car park area. Native tree planting and understorey planting comprising native and ornamental plants would be proposed to complement the proposed layout and the surroundings. They would additionally provide foraging and habitat opportunity for wildlife, and increase ecological connectivity along the western boundary of the site.
- Existing linear planters along the western edge of the building would be enhanced with visual and ecologically rich planting. Raised planters have been proposed along the western of the site within the courtyard to screen the bike shed and provide privacy to the dwellings facing the courtyard. It would also soften the west boundary wall enhancing the quality of the courtyard space.
- Ecological Enhancements would include bird boxes to the northern and eastern aspect of the existing building, and installation of nesting boxes for a variety of birds within trees/ scrub to the margins of the site. Bat boxes are to be installed to the southern aspect of mature trees or into the building.

To further improve the quality of the current landscape design, to allow for better overall drainage and a positive solution for the future inhabitants, the 281.3 sqm of permeable paving will be incorporated into the design.



7.0 ACCESS

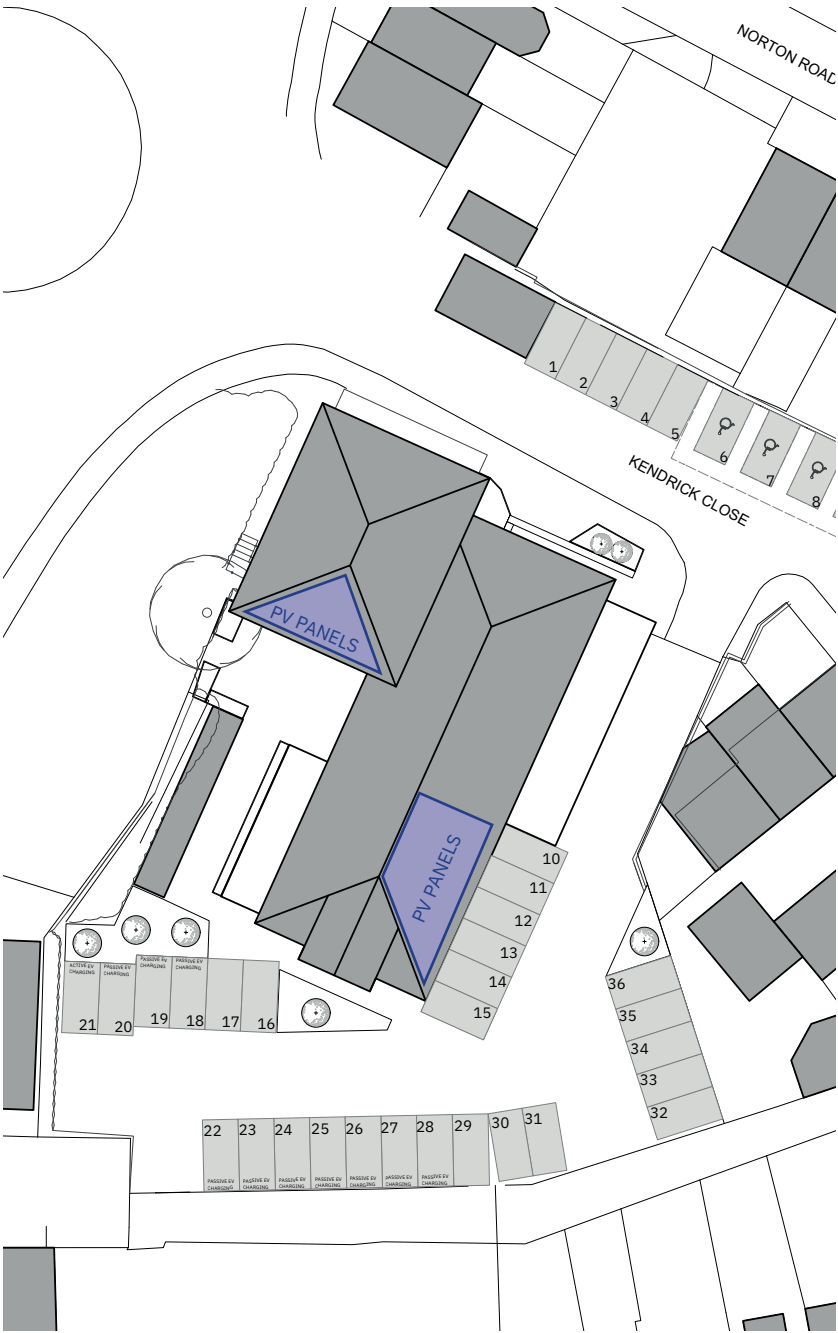
7.4 SUSTAINABLE DESIGN - PV PANELS

There is opportunity for the proposed developments to benefit from renewable energy sources.

- Photovoltaic panels have been proposed. The amount required for each size unit will require further consultation with an mechanical and electrical engineer.
- The zones specified will not be visible from the main street.

7.5 SUSTAINABLE DESIGN - DEMOLITION

- The scheme has been designed to minimise demolition and maximise the existing envelope.
- The proposed extension will not require any demolition thus providing a much more sustainable project in comparison to new buildings. The existing embodied energy of the building is maintained and will exert less energy in the construction than to demolish and fully re-build.



7.6 CONSTRUCTION STRATEGY

The extension will be construction using steel frame and timber joists, to align this with the existing building.

Columns from the lower floors, both within the façade and in the internal rooms, have been accommodated to ensure verticality of the structure.

This has informed the arrangement of the rooms and the window placement.

Ample space is provided to the rear of the site to allow for any crane or large construction machinery that is required to position the new steelwork into place.

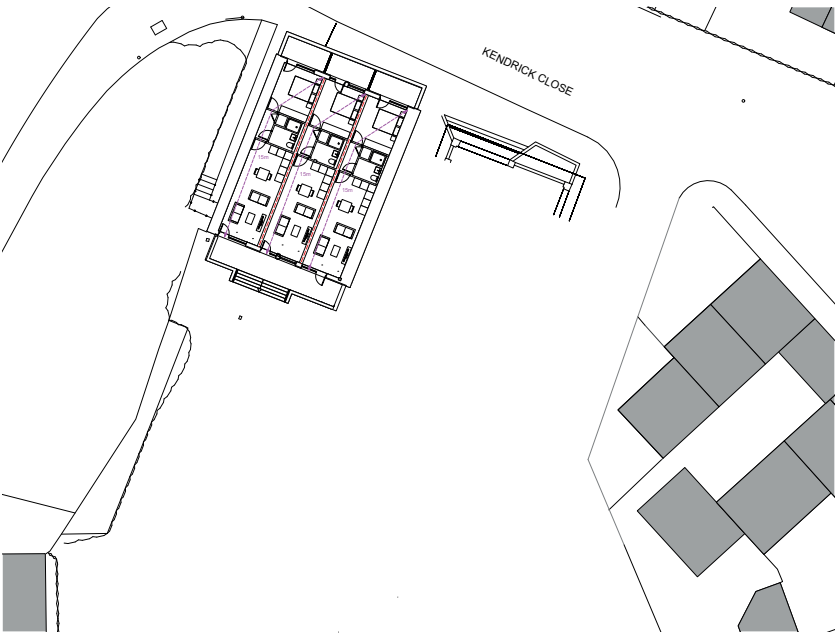
This will reduce any impact of the construction of the works on the surrounding residents, particularly the vehicle route along Kendrick Close which acts as the entrance into the residential area.

All construction cabins and storage can also be provided within the rear courtyard.

All 24 existing parking spaces will remain on site during the construction period to limit disruption to existing residents. Furthermore, no internal works are required within the existing building to accommodate the upward extension.

7.0 ACCESS

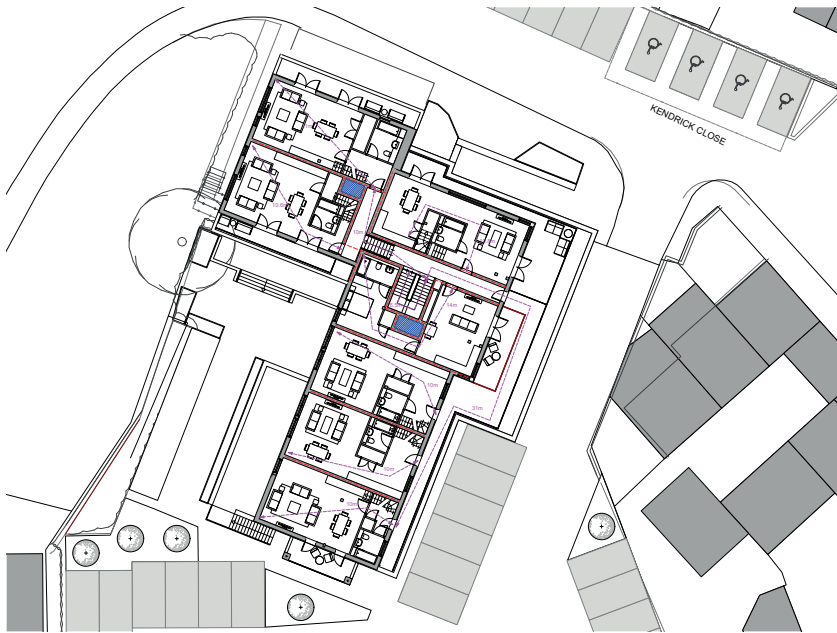
7.7 FIRE STRATEGY PLANS



BASEMENT FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN