



CHILTERNS

THAMES DRIVE, WOKINGHAM

RG10 9TP

DESIGN AND ACCESS STATEMENT

September 2025

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1.0 Introduction

1.1 Introduction

This Design and Access Statement is in support of the planning application at Chilterns, Thames Drive. The proposal that forms the basis of this application is for a new dwelling to replace the existing two-storey house and detached garage/outbuilding.



Figure 1: Extract of Google Maps.

1.2 Planning History

232977 – Withdrawn 2024 – Chilterns, Thames Drive – Full application for the proposed erection of 1 no. two storey dwelling with annexe and attached two bay carport, following demolition of existing dwelling and garage. Application submitted in November 2023 and withdrawn October 2024.

There have been several relevant applications to neighbouring properties along Thames Drive, a number of which are highlighted below.

221181 – Permit 2022 – Thatchers Mead, Thames Drive – Householder application for the erection of a single storey flat roof replacement storage and bike shed to the front of the main dwelling.

180609 – Permit 2018 – Thatchers Mead, Thames Drive – Full application for the proposed erection of a replacement dwelling with integrated garage, following demolition of existing bungalow, store and detached garage, plus relocation of vehicular access and associated landscape works.

160160 – Permit 2016 – Thatchers Mead, Thames Drive – Full application for the proposed erection of a replacement dwelling with integrated garage, following demolition of existing bungalow, store and detached garage.

163268 – Permit 2017 – Herons Creek, Thames Drive – Householder application for proposed erection of a new artist's studio adjacent to drive area, installation of roof lights to roof/ side elevation, erection of new porch, extension and alterations to existing patio/ terrace area and changes in fenestration. Demolition of existing greenhouse.

071946 – Permit 2007 – Windrush, Thames Drive – Proposed erection of new dwelling, plus demolition of existing dwelling and outbuildings.

061908 – Permit 2006 – The Cottage, Thames Drive – Proposed erection of replacement dwelling and garage. Demolition of existing dwelling.

042114 – Permit 2004 – Herons Creek, Thames Drive – Proposed erection of one replacement dwelling. Demolition of existing dwelling.

040647 – Permit 2004 – Island Reach, Thames Drive – Proposed erection of one replacement dwelling. Demolition of existing dwelling.

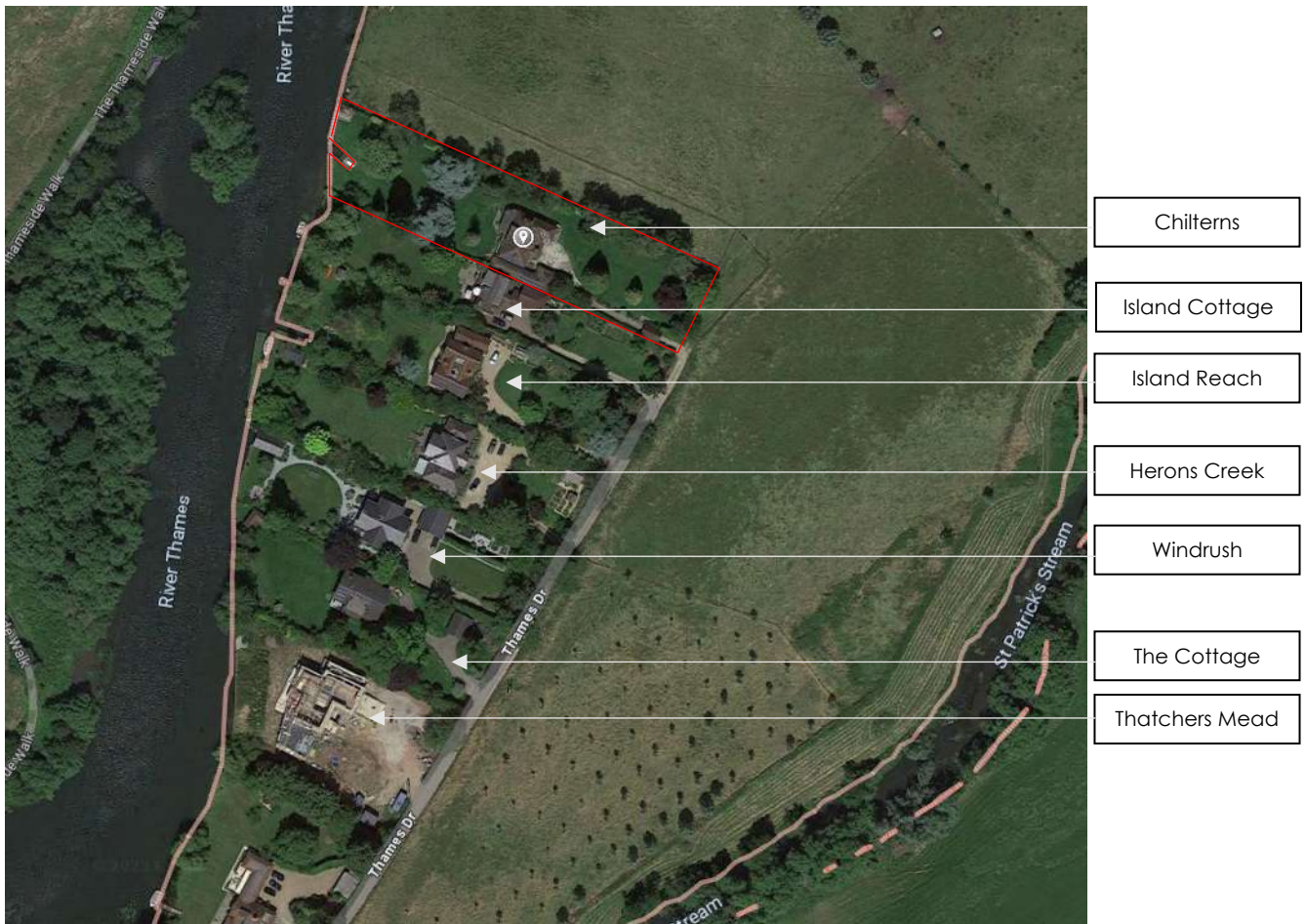


Figure 2: Extract of the aerial view from Google Maps

2.0 Site Appraisal

2.1 Chilterns, Thames Drive

Chilterns is a two-storey, 5-bed family home located at the end of Thames Drive. The site and property are not located within a conservation area and have not been designated as an area of special significance. The original property was built around the early-mid 20th Century, and is located at the end of Thames Drive, a private road that serves 8 detached riverside properties of varying scales, most of which have been developed over the years (highlighted in the planning history above). These developments have resulted in Chilterns becoming one of the smallest homes along the drive.

The existing house is constructed in painted brick, with a timber clad, single storey garden room extension to the rear. The property is currently elevated approximately a meter above the external ground level, owing to the floods the site is vulnerable to. However, since its construction, flood levels have increased and are predicted to continue

to increase, which may in time make the building vulnerable to significant flood water damage. Under this planning application, the applicant would therefore like to rebuild their home to a more appropriate level above the flood plain, whilst also taking the opportunity to address much needed improvements to the home's energy performance and sustainability credentials, hopefully providing a new home of the highest quality and suitability for 21st century living.



Figure 3: Existing rear elevation.

2.2 Site Location

The plot is 0.41 Ha in size and is situated Northeast of Reading. The closest village is Charvil, which is approximately a 25-minute walk, whilst Reading is only 20-minutes away by car. The closest railway station is Wargrave Rail station at 1.1 miles, however Twyford Rail Station is only 1.7miles away with direct trains to London. There is a bus stop on Park View Drive, 0.7miles away.

3.0 Design

3.1 Proposed Design

The owners of Chilterns have hired Hoban Design to design a replacement dwelling for them and their family. The house is to replace the aging and poor quality 30/40s property to provide a modern, sustainable house for the 21st century that allows them, with their family, to enjoy the excellent riverside location with all the amenities that this brings.

The core of the brief is to provide multiple bedrooms and bathrooms, along with good quality reception and amenity space on the ground floors to make a thriving family home.

Consideration has also been made for outdoor 'river based' activities such as canoeing, paddle boarding etc so a separate entrance for a wet room and changing room has been included.

There is also a specific 'annexe' as part of the proposal, this is to provide space for not only garden equipment and land management tools, but to also form a home office.

Massing wise the property is split into the main house and the annex, this breaks up the massing allowing the building to spread further out rather than forming one singular large massing. This creates interest and articulation in the building's elevations, and allows for features such as trees, access, viewpoints and other site-specific features to be respected and maintained.

By splitting the building, it also allows for a gradual entrance via an elevated walkway adjacent to the annex, and defines a small 'courtyard' between the two building elements allowing for focal point planting and interest. This design decision will enable established planting to be experienced up close and will make the landscape an integral part of the home, whether that be from outside on the raised entrance walkway, or from inside the home in the glazed entrance porch, from the boot room window, or from first floor windows in the master bathroom, landing and stairs.

The buildings materials are covered in more detail in the specific section of the DAS below, the cladding is to be stained timber, punctuated with timber/aluminium composite windows.

Views from the accommodation are focused to the far reaching front and rear gardens, to the rear these benefit further from the River Thames being at the end of the garden.

The new proposals place the main building more in the centre of the plot and remove the existing structure that sits on the boundary with the adjoining property. This creates a clear gap, improves natural light and allows for planting between the two properties. This is more in line with other properties on Thames Drive which have clear separation between plots.

In terms of the outbuilding, the existing green house and riverside pavilion will be renovated, whilst the existing 'drive through' garage at the vehicle entrance will be demolished. This is only just wide enough for modern cars and causes more of a hindrance than it does security for the plot. This building will be replaced with new electric gates in timber to match the main house.

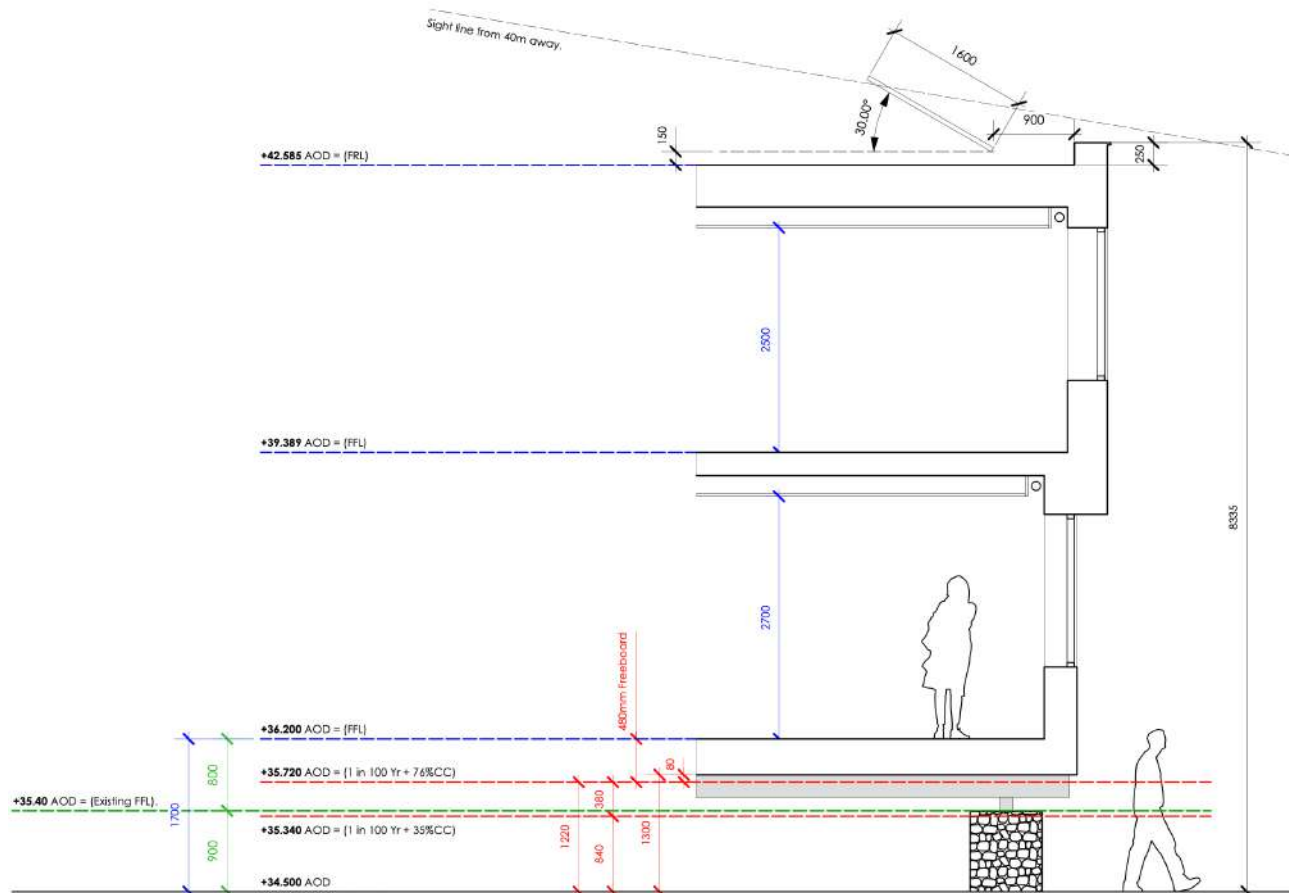


Figure 4: Finished Floor Levels with Flood Levels

Due to the nature of the site being located adjacent to the River Thames, the property must be elevated, as per the existing house, but even higher. Working with a specialist (see their appended report) we have ascertained a new satisfactory datum level, accounting for services and a construction zone, for the ground level of the house. This considers, past, current and predicted flood levels, ensuring the house will be able to stand the test of time on the site. See figure 4 for the section which demonstrates the proposed levels. This is covered further in section 3.5 below.

3.2 Proposed Materials

Structure and Plinth

Due to the nature of the site the house will be elevated, a steel frame will support the house, with the steelwork being visible at the perimeter and base of the main mass of the property. Steel columns will then continue down into the ground into screw piled foundations. Around these columns we have designed a series of gabion walls. The intention is that not only will the gabion walls allow for water to pass through them (thus not impacting the flow of flood water), but they will also encourage a space for vegetation to grow naturally. This should improve the biodiversity on-site and provides a natural and organic base structure which will be visible.

Cladding / Primary Aesthetic

The main massing of the house and annex will be in a vertical timber cladding – this will be stained to help the property blend in with the surrounding mature planting and trees. The staining and finishing of the timber will also ensure the cladding has a long lifespan.

Glazing

The glazing will be set into timber/aluminium composite frames. These will be very high performance and can also be coloured to match the surrounding timber cladding.

Roofing

Where appropriate we have included for the provision of PV panels on available roof space, allowing sufficient access and for the rooflights. In these areas the roof will be a high performance and highly insulated single ply membrane. In areas where PV panels will be less effective the proposal is to make the roof space a green roof, most likely of Sedum type planting. This will improve biodiversity and means on the lower roofs the view from higher windows is of a green roof.



Figures 5 + 6: Material precedent images. Elevated property on steel frame, stained timber cladding, composite window frames

3.3 Access

General

The site is accessed off a private road, Thames Drive. This road is relatively flat and has no through traffic, the only users are the residents and associated deliveries, maintenance etc. The local town is a 25-minute walk away. As per other houses on Thames Drive that have had construction works carried out it is likely most of the associated traffic will be via vehicle and not on foot and public transport. A benefit of the large site means parking can be on the property, and not on Thames Drive.

Construction Access

During the demolition and construction phases regular traffic will be needed to and from the property. This will be an increase on the existing daily traffic movements of Thames Drive and Milestone Avenue. Being conscious of this,

working with the owner and taking into account the approach by others along Thames Drive who have re-built their houses or undertaken large construction projects we would propose to carefully manage traffic. We are also aware of the bridge at the start of Thames Drive and its weight limit, this adds an extra dynamic that is to be carefully managed by the main contractor alongside the owner and the local residents.

We would look to adopt the approach of identifying a nearby location, before the start of Milestone Avenue and Thames Drive, where large delivery vehicles could un-load onto smaller, more agile vehicles with a lower weight limit to then transport goods to the site. We understand that this approach was successfully used in the construction of another property nearby on Thames Drive.

The site itself is also generously large, as a result, with suitable identification and protection of root protection areas of the trees, parking on-site, rather than along Thames Drive will be possible for operatives and for the smaller 'shuttle' delivery vehicles.

At the entrance to the site the contractor would set up wheel washing and secure gates to not only protect the site but also to ensure vehicles leaving would be washed down to mitigate the spread of debris and mud on Thames Drive. The contractor will be under strict instructions, as part of the building contract, to ensure the least disruption to neighbours.

3.4 Flood Risk

The property is located within flood risk zone 3 (see Fig. 7 below, flood map for planning from the Environment Agency), as such a flood risk assessment (FRA) has been submitted with this application. Refer to report by Waterco.

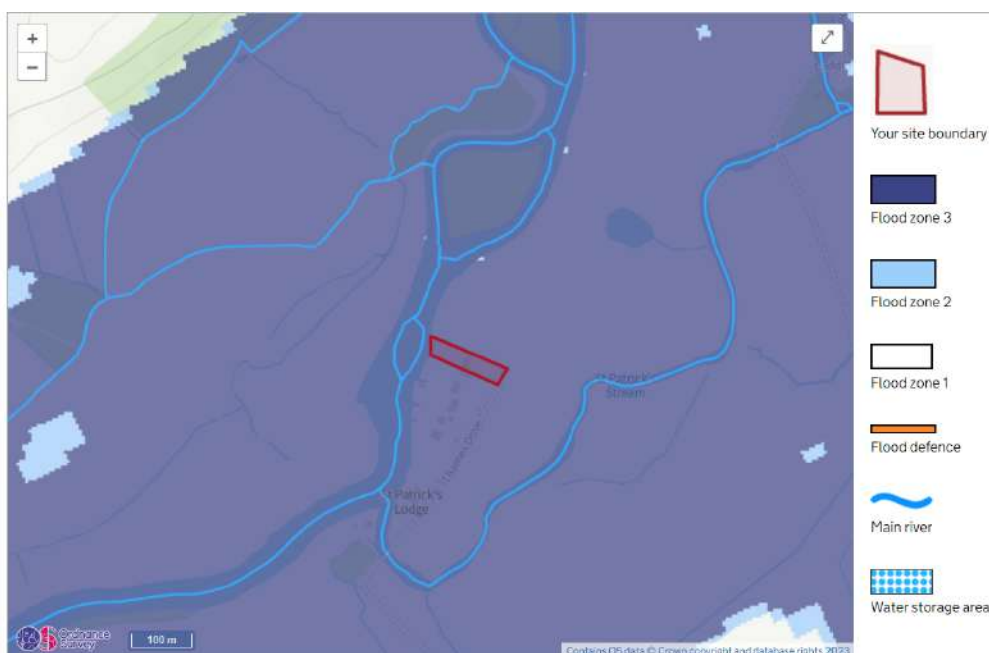


Figure 7: Flood risk map

The setting out of the design considers the flood levels, as highlighted on Figure 4 above.

Please read the below in conjunction with the specialist Flood Risk Assessment by Waterco.

Using the same parameters for footprint calculation, the total existing footprint and the total proposed footprint on the site were calculated. These totalled 321.7m² for the existing and 321.0m² for the proposed. Thus, Figure 8 demonstrates that our proposal achieves a net reduction in the footprint within the flood zone of 0.7m². It is vital to understand that this is a net gain in 'flood plain capacity' because of the overall reduction in displacement volume. It is very clear that the proposed design is an improvement in terms of flood water management on the site compared to the existing structure.

See analysis of the existing and proposed footprints (fig.8 below). Further information is also provided in the project's flood risk document.

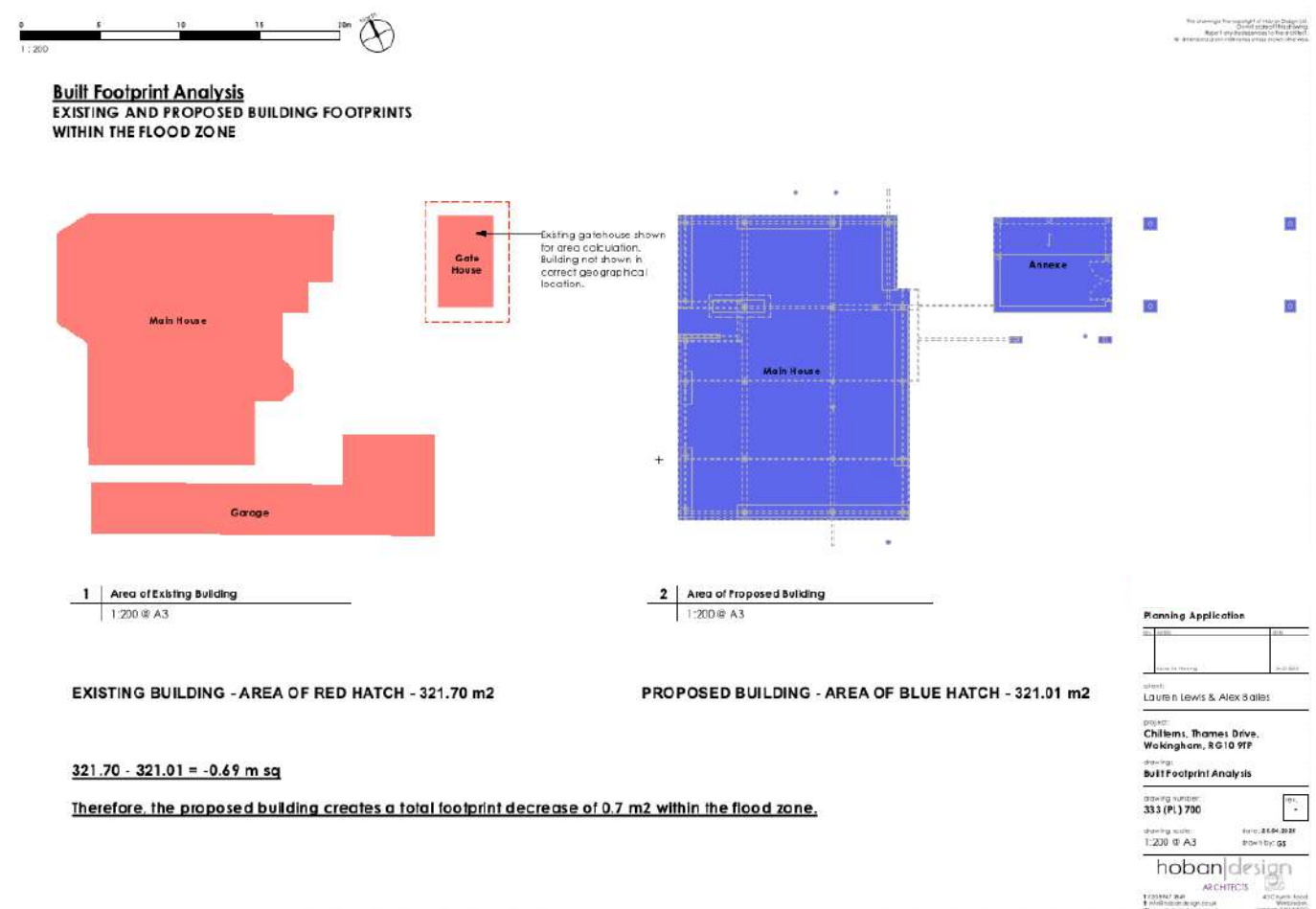


Figure 8: Built Footprint Analysis (refer drawing 333 PL 700)

In addition to the reduction in flood displacement (in excess of the policy requirements), the flood risk assessment includes additional strategies on how to deal with its location within the flood risk zone. These include signing up to early warning systems and utilising flood resilient materials in the construction.

Further to the above – during actual construction of the house, given the risk of flooding, the engineers have designed the structure to not only elevate it above the flood levels, but to also be able to be constructed quickly and taking into account the ground conditions. The below is an extract from correspondence with the structural engineers; Blue Engineering in regards to the proposed screw piled foundations on the site:

“As we aren’t excavating to get the piles in the ground, there will be no holes for the water to fill in or risks of the sides of excavations collapsing as would be the case with other foundations. The wet ground therefore isn’t a factor preventing us from piling. The screw piles can be installed in saturated soils like shore sides and marshlands as they will be installed deeper until the required ground resistance has been achieved. They are therefore the ideal foundation for this project as we can reach good bearing depths whilst limiting the disturbance to the wet ground.”

We are confident the above and supporting flood risk document submitted with this application will alleviate concerns over flood risk and how this is being managed on the site as part of the proposed works.

4.0 Planning Considerations

4.1 Biodiversity and Ecology

The owners of the property are committed to achieving a net gain in bio-diversity on the site by the time the works are complete and their family home is ready for occupation. (This is in addition to ensuring the building itself also utilises as little energy as possible, both in its construction and long-term usage.)

There are a number of elements to this, some deal with the existing ecology on-site and then others look to ‘add’ to the existing ecology.

Bats

The application site is located within a habitat that matches where bat roosts have previously been found in the borough. Therefore, a bat survey was conducted, and a mitigation report was commissioned. Both documents have been submitted as part of the Planning Application. The survey findings, in summary were as follows:

Phase 1 Survey

This identifies the site and buildings as having a 'high potential for bats', albeit no actual evidence of bats was found during this first survey. The survey was conducted internally (where possible) and also externally and was all carried out in line with the relevant statutory guidelines. The conclusion was that a Phase 2 bat survey was necessary.

Phase 2 Survey

The phase 2 survey was carried out during dusk hours on 3 separate dates through July and August. This involved 3 surveyors to ensure the necessary coverage of the exterior of the property. The surveys encountered 3 species of bat (Soprano Pipistrelle, Common Pipistrelle and Serotine). It was concluded that the house currently supports multiple day roosts of Soprano pipistrelles, and as a result the mitigation measures and timings of work must reflect this accordingly.

This survey also noted that given the movement on-site and apparent 'commuting' of bats through the site, lighting must also be considered carefully to avoid disruption to not only the on-site population, but also population of bats in the nearby vicinity. New lighting around the building (if installed) will be focussed away from the tree line and will be hooded or baffled to ensure minimal light spill. Individual lights in the landscape will not exceed 150W.

Final mitigation proposals are provided in the report by 'Ecology Partnership'.

The proposal will remove the existing soprano pipistrelles roosts, therefore a low impact license from Natural England will be required prior to the start of works.

To mitigate the loss of these roosts the owner will install at least three bat boxes on nearby suitable trees within the garden. The final specification, aspect and location of these bat boxes will be in-line with the detailed notes in the bat mitigation report.

In addition to the bat boxes on the trees, the client is also keen to improve the natural habitat on-site and as such will include for bat boxes on the house itself, over and above the requirements of the mitigation strategy. This will provide a new roosting opportunity for the local bat population.

Works will be carried out strictly in accordance with the timelines and recommendations in the mitigation report and Natural England.

The new bat boxes on the trees will be installed prior to the works commencing so if bats are found on-site, they can be re-located to appropriate roosts.

A suitably qualified ecologist will be employed to ensure the correct level of monitoring is provided for the whole development. It may be that during some stages on-site monitoring is required, this will be carried out if recommended by the qualified ecologist.

Other species

The owners will also be installing a number of other habitat enhancements for additional species on-site, these include:

Bird boxes for additional nesting opportunities for the numerous bird species on-site and nearby. There are an abundance of trees already on-site but bird boxes can provide a better protected environment for some more vulnerable species.

Hedgehog houses to provide refuge where possible for this species. Hedgehog numbers have declined in rural environments, given the generous proportions of the plot there is ample opportunity to allow for the construction of these on-site. These will be included in the landscape design.

There will be a series of soft landscaping works once the main house is complete. There will be an emphasis on local species, and in particular planting that will encourage pollinators and a varied mix of insects.

It is also vital that the landscaping is designed to acknowledge the flood plain location and regular waterlogging that occurs. As a result, habitat specific elements will be located/designed to account for this.

The owners are committed to a gain in biodiversity on the site, with the exception of the existing trees, very little has been made of the landscape as it stands, so additions will make a big impact.

Newts

To minimise the low risk of harming great crested newts, the following non-licensed avoidance measures will be adopted, in line with Wokingham Borough Council's 'Newt Avoidance Method Statement':

- Any vegetation in the construction area will be kept closely mown during construction work.
- During construction, any open excavations and trenches will be backfilled before nightfall, or alternatively, escape ramps will be installed to allow newts to escape if they become trapped.
- Any stored building materials such as bricks etc. that might offer shelter for newts will be kept raised off the ground on pallets or on existing hard standing.

In the unlikely event that a great crested newt is found during the construction, works will stop immediately, and a licensed ecologist will be called onto site to ensure the newt/newts are not harmed and provide further advice on how to proceed; work will recommence only once further written advice has been received. 'Ecology Partnership' will be appointed by the Client to undertake all necessary assessments and to ensure that correct protection measures are followed.

Green Roof

As per the proposed drawings, there is to be a green roof on the car port. This will promote habitats for insects and birds that will be isolated from flooding, making it invaluable on the site. The original proposals included a green roof throughout the entire roof, however the owner's drive for a building that would generate its own energy has led to the majority of the main (upper roofs) being utilised for PV panels. Electricity will be harnessed from the sun and stored in a high-performance battery in the property.

Green wall

The design intends to use the south facing carport pergola structure and the wall of the elevated entrance walkway, as an opportunity for climbing plants, weaving landscape into the fabric and texture of the building, embracing the concept of the landscape feeling a part of the home and vice versa, allowing planting to be enjoyed up close.

Gabion Walls

As noted in the materials section, at the base of the steel structure that elevates the property above the flood zone we are proposing gabion walls. These are shown on our plans and elevations. The reasoning behind these is that they will act as a semi-permeable material for the flow of flood water under the house, but also provide space and opportunity for wildlife, in the form of planting and also small mammals, insects etc. The intention is that the base structure of the house can be more 'alive' and part of the landscape.

4.2 Neighbours and Streetscape

Wider Context:

Chilterns is located at the end of Thames Drive, a small, linear development set within a rural setting on a bank of the river Thames. Fig.9 below shows an analysis of the existing pattern of development along Thames Drive (shown on the left), with the proposed development pattern indicated on the right. For clarity, Chilterns site boundary has been outlined in red.

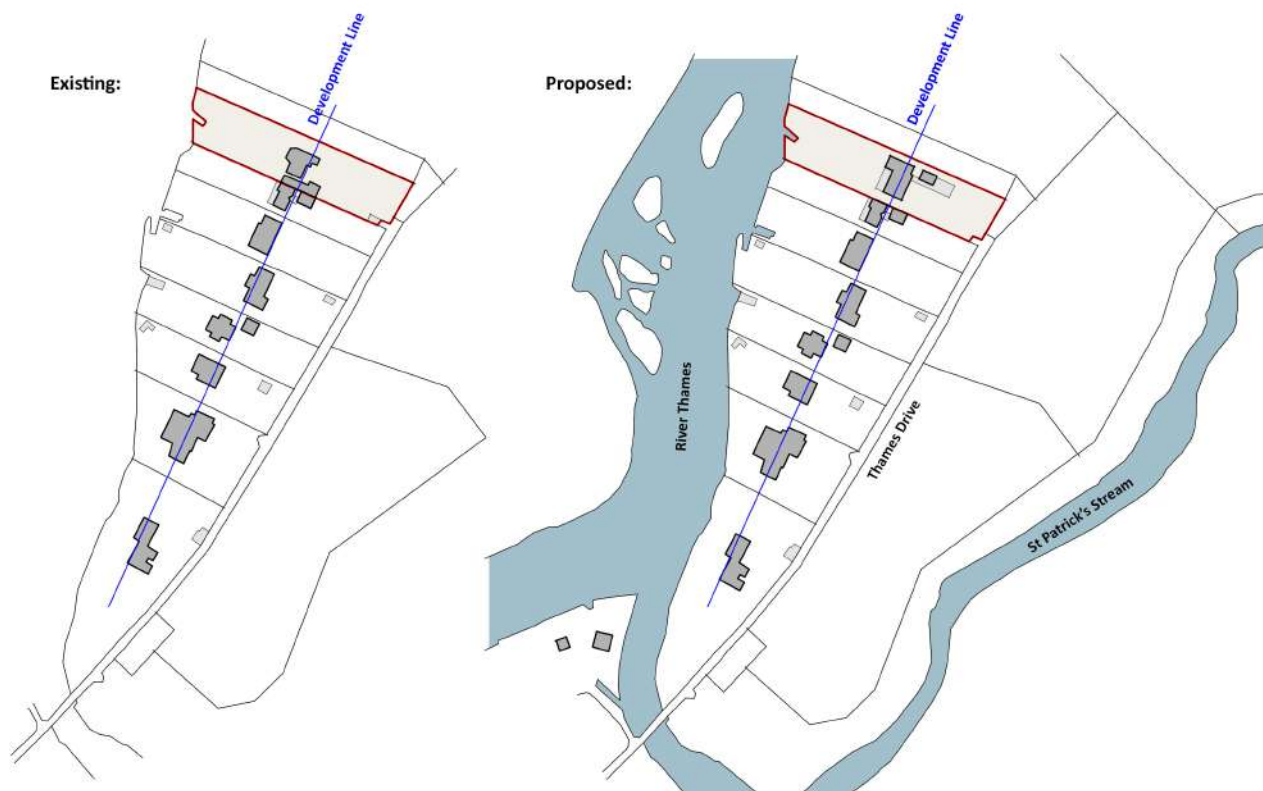


Figure 9: Development Pattern Analysis.

From St Patrick's Lodge at the bottom of Thames Drive to Chilterns at the top, development along Thames Drive forms a fairly consistent pattern, with properties generally staggered along a central development line (blue line in Fig.9), which approximately aligns each property with the centre of each building plot. Annexes and garages are generally located in close proximity to houses, with the exception of one of the existing Chilterns garages, which is positioned at the plots site entrance. Carports, garden structures and boathouses make up the remaining building fabric and follow a less rigorous pattern.

Properties along Thames Drive are generally set back from shared boundaries, affording space between plots for landscape. These landscape corridors/buffers vary in width and mostly consist of mature planting and trees. Chilterns and Island Cottage (in their existing configurations) somewhat break this pattern, with additions to both the side and front of these properties respectively closing off this landscape boundary feature.

By removing the existing ancillary structure along the boundary with Island Cottage (pink outline in Fig.10) and positioning the new property 6m away (currently 5m), the proposed scheme intends to reinstate this landscape pattern, creating green space between the two properties, with glimpses from the driveway to landscape at the rear of the property (west). Analysis of this is provided in Figures.10 & 11 below.

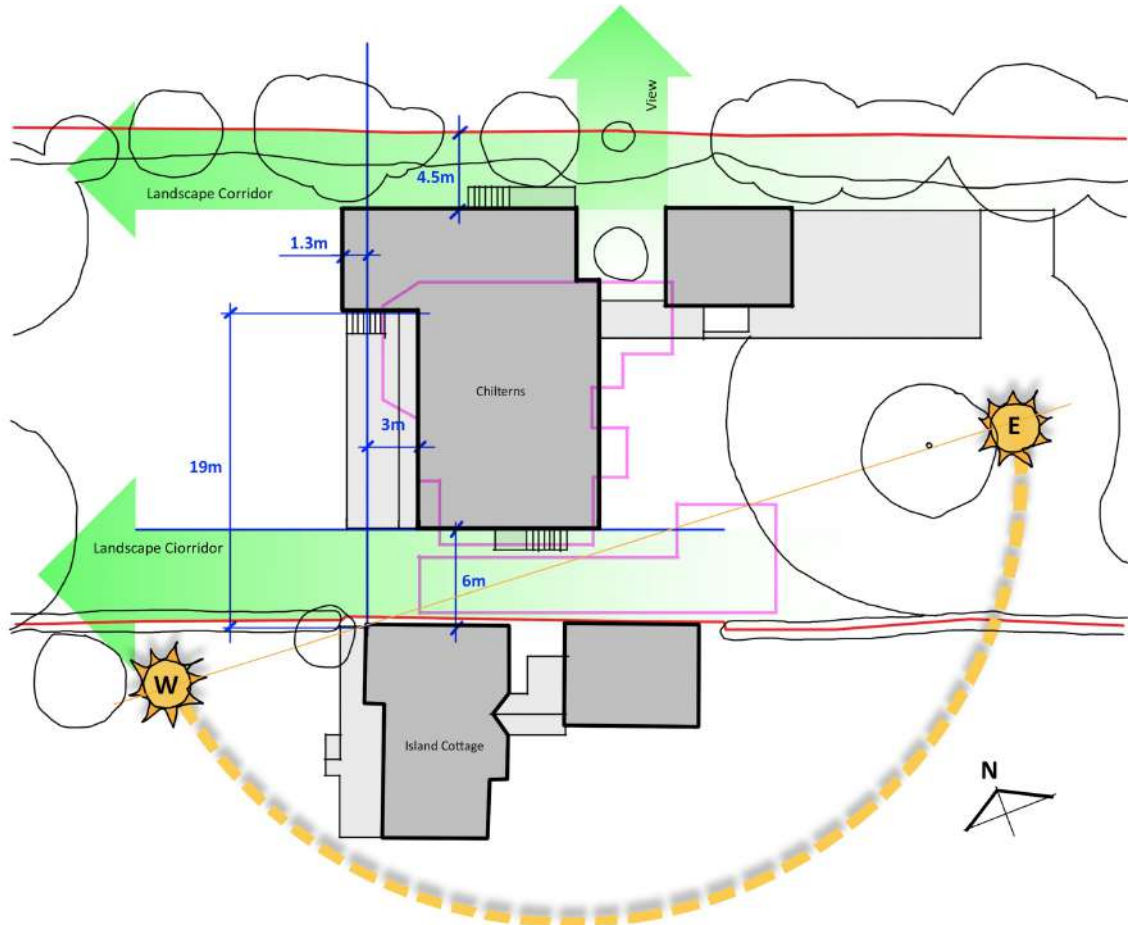


Figure 10: Proposed Boundary Conditions.

Building Plan & Neighbours:

The positioning of Chilterns new plan has been carefully considered, with the decision taken to position the principal building volume centrally on the notional Thames Drive 'Development line' (Fig.9). This alignment enables Chilterns primary rear elevation to set back 3m from Island Cottage at ground floor level and by approximately 2.5m at first floor level, ensuring that the new property does not encroach on Island Cottage's rear views towards the River Thames. Along Chilterns northern boundary, a portion of the new building will protrude past the line of Island Cottage by approximately 1.3m, however this section of the proposal is situated approximately 19m away from Island Cottage and is unlikely to impact any of their views. The relationship of this northern wing appears very similar to the relationship between both Island Cottage and the rear of Island Reach (to the south).

Building Silhouette & Neighbours:

Figure 11 (below) illustrates the relationship between the new proposals silhouette (denoted in blue), and the existing silhouette of both Chilterns and Island Cottage (denoted in brown).

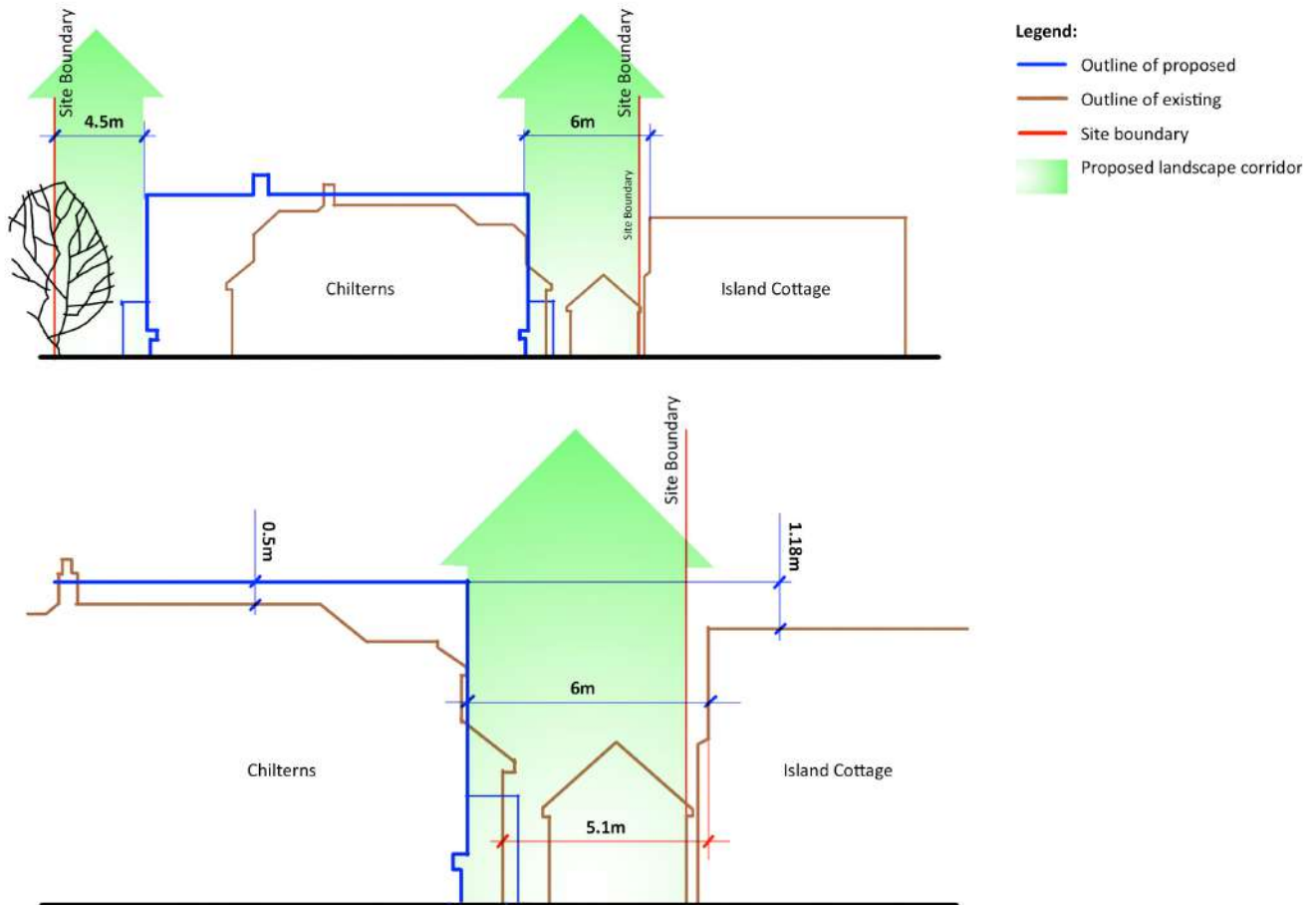


Figure 11: Boundary Analysis.

Owing to the site's proximity to the Thames, new proposals along Thames Drive are required to construct habitable accommodation to a sensible level above worst case predicted flood levels, with an additional allowance made for predicted climate change. Inevitably this has led to newer structures being set to a higher datum than many of the more historic properties along Thames Drive. The design team have been very focussed on ensuring the building height of the new proposal remains at a level suitable to the site and to its neighbours. The proposed building line will sit only 0.5m higher than Chilterns existing ridge line and approximately 1.18m higher than the ridge line of Island Cottage.

As part of the proposed works, the existing single storey structure on the boundary with Island Cottage will be removed, alleviating building congestion along the site's southern boundary. Additionally, the new property will be

positioned a metre further back from the boundary with Island Cottage, facilitating space for a new 6m wide landscape corridor/buffer between both properties.

Annexe and Ancillary Structures:

Chilterns, like 'The Cottage', 'Windrush' and 'Island Cottage', has been designed with a new separate annexe structure positioned close to the property. Chilterns annexe (though different in structure and massing) has been designed as a subservient structure to the main house, both in footprint and in height, and will offer functional garden storage/workshop space at garden level, with ancillary home office space above.

The annexe has been carefully sited to ensure that the annexe follows the pattern of development along Thames Drive, whilst ensuring that the home office and garden level workshop can be easily accessed from both the house and hard surfaced parking area. Similar to Island Cottage, the new annexe will be situated at the front of the property and will be linked to the house via an entrance canopy, sheltering steps ascending to the front door. Chilterns annexe structure has been positioned 19m away from Island Cottage, ensuring a respectful distance is maintained and offers an improvement on the existing annexe structure, which currently abuts Island Cottage's site boundary.

The green roof of the proposed carport and the canopy over the property's entrance walkway will provide a sheltered route from the front parking area to the property's front door, offering a visually pleasing and highly functional link, whilst ensuring that the massing of both the home and annexe are clearly read as two individual structures. The carport area has been designed to be open on all sides, ensuring that it remains visually lightweight and permeable to its landscape surroundings.

At the rear of the property, a sun deck with views west towards the River Thames will extend from the property's principal ground floor rooms. The raised deck will approximately align with the deck line of Island Cottage, ensuring appropriate privacy is maintained along the site's southern boundary.

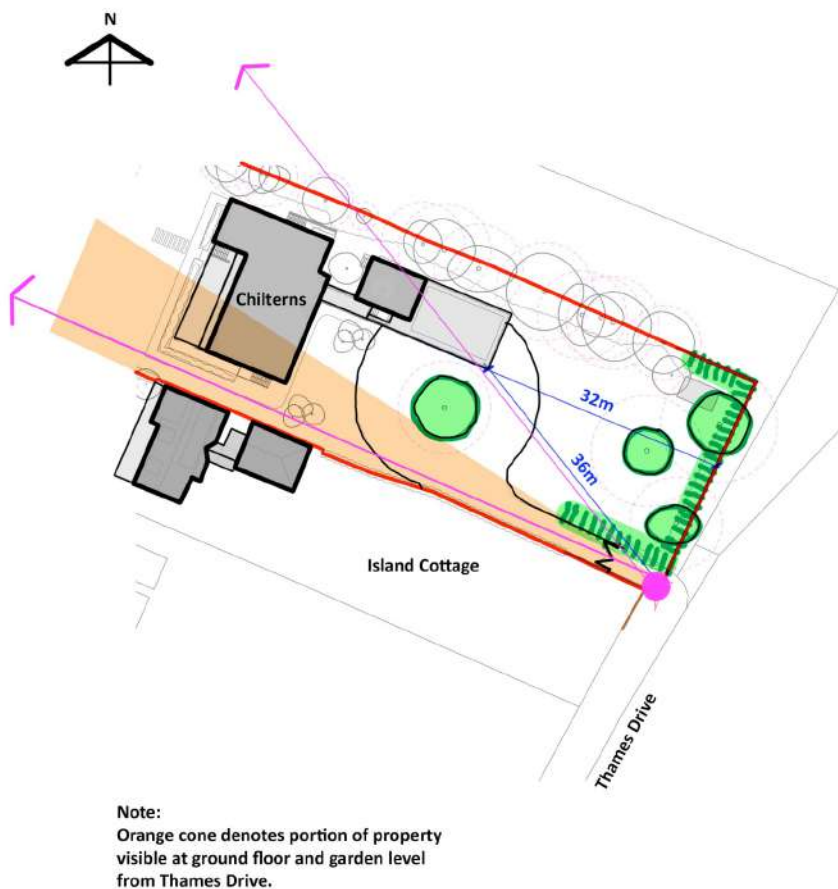


Figure 12: Boundary Screening Analysis.

Streetscape:

As part of the new proposals, the existing garage structure situated at the sites entrance will be removed. This will return Chilterns eastern boundary to a boundary more in keeping with properties along Thames Drive, which mostly consist of either fencing, mature hedgerow/planting and trees, or a combination of all three. Boundary treatments on Thames Drive generally offer partial screening to both properties and their ancillary structures. Chilterns existing mature hedgerow, planting and trees will be maintained along the front boundary with Thames Drive, and where gaps appear, hedgerow will be planted to ensure a continuous green screen is maintained with the road and public footpath adjacent. Figure 12 (above) demonstrates how existing mature planting (trees and hedgerows) will screen portions of the house and most of (if not all) of the proposed canopies and carport from Thames Drive.

4.3 Sustainable Design

The client intends to build a long-term home for their family, one that functions efficiently, has less impact on the environment and that has as low a carbon footprint. As a result, the client is targeting a home that is greater in performance than current UK building regulations.

It is intended that sustainable measures, including the following will be incorporated into the completed house:

- The proposed house would take a fabric first approach, focussing on providing a highly insulated building envelope, with enhanced air tightness to reduce heat loss.
- The buildings timber cladding and structural frame will be (where possible) locally sourced to help contribute towards a low carbon footprint. The timber frame and exterior cladding would also have the added benefit of retaining its carbon capture throughout its construction life.
- Timber frame construction would be combined with wood fibre insulation, produced from waste from the timber mill industry. This would help reduce the buildings reliance on more environmentally harmful petroleum-based insulation products.
- Thermally high performing triple glazing would be installed, to ensure that the building envelope performance is not heavily compromised by window and door openings.
- PV Panels – These would be located on the principal roof and would be used for on-site electrical storage, connected to car charging points.
- ASHP (Air Source Heat Pumps) – These would be implemented to provide heating and hot water to the property. The intention is to eliminate the property's reliance on fossil fuels.
- Mechanical Ventilation with Heat Recovery (MVHR) – This would be installed to improve air quality without heat loss and therefore excessive use of energy for heating.
- Rainwater harvesting – This would be installed to store and re-use water on-site for garden irrigation.
- Green roof – A green roof would be installed over the proposed carport to help increase biodiversity on the site.

Other sustainable technology being considered/investigated for viability on the site:

- GSHP (Ground Source Heat Pump) for heating.
- Waterwell borehole to extract water from the ground for use on-site.

The applicant is committed to building a new home that would dramatically improve on the existing property's energy performance and sustainability credentials. With the measures outlined above, the proposed new home would meet the high standards that the applicant aspires to achieve.

4.4 Trees and Hedges

Although, there are no TPOs on this site, there are several trees, therefore an arboriculture report was commissioned. The report is submitted in support of this Planning Application, for reference. The majority of trees are retained in the new proposals. There are a small number of Category C trees that are proposed to be removed to allow for the development to take place. Details of the tree works, and root protection zones are included within the specialist's report.

As part of re-landscaping the site following the construction of the house, the owners will introduce additional trees to make up for the 3 small, and low quality, specimens that are to be removed. There will be at least 3, but more likely 5+, ensuring a positive gain on the site for trees, planting, wildlife and the environment.

4.5 Security

Outdoor lighting, as part of the landscaping, is proposed. This will be designed to levels that will not affect the natural habitat of wildlife around, especially the bats, but avoid dark areas for people to loiter in.

There will be a security lighting strategy proposed, that will be incorporated as part of the outdoor lighting too, to avoid constant light pollution, but to act as a deterrent for undesirable activities.

The windows will be lockable and there will be a new key fob motorised gate at the entrance to the drive, all provide sufficient security for the homeowners.

4.6 Refuse and Recycling

Refuse and recycling will be collected from Thames Drive. The strategy would be to keep the bins by the main house and on collection days the homeowners will carry the bins to the roadside entrance for collection (as per the agreed council protocol), returning them after.

4.7 Cycling Storage

Secure cycle storage will be provided in the ground floor of the proposed annex, adjacent to the carport.

4.8 Landscape

There are multiple references to parts of the proposal that refer to landscape in this document, all covered above. In addition to this the owners want to re-assure the local authority and neighbours that it is their intention (as is abundantly clear with all the components of the proposal) to improve the landscape from its current state. In addition to all the previous points raised, the following is to be included:

- Removal of existing long 'crazy paving' impermeable driveway, this will be replaced with a permeable surface for the new driveway and hardstanding.
- There will be little to no 'hard standing' areas outside of the house itself (and driveway mentioned above), and existing slipway into the river.
- The current landscape is primarily lawn, other than the driveways and a few planting beds. A specialist landscape designer will be employed to ensure proposals maintain a soft landscape, that can cater for the chance of regular flooding. Materials will be appropriately sourced and specified to also deal with this.
- Lighting in the landscape and on the house – as noted in the section regarding bats there will be a limit on any external lighting installed to ensure it does not interfere with bat 'commuting' routes. In addition, the owners have no intention on lighting the property up as a beacon for all to see from the surrounding environs. Proposed lighting will all be installed in line with guidelines taken from localities that enjoy 'dark skies' designation. This will be focused on ensuring:
 - No upward facing lighting
 - Reduced wattage ratings on lights
 - Baffles on lights to avoid excessive light bleed

- Lighting what is necessary (walkways, steps, entrances etc) rather than blanket lighting large areas

This will ensure the new house does not impact neighbouring properties or the surrounding area after sunset.

5.0 Conclusion:

The existing house on the site is of little to no merit in the long term, it is aged and would be incredibly costly to modernise and to provide adequate protection from future flood events.

The argument of a replacement dwelling is based on providing a long-term solution for a family home on what is an outstanding site for a private dwelling.

The proposals are for a new build home that satisfies the brief to reflect the site, a large family dwelling with home working facilities and integrated spaces to reflect the nature of recreational activities on the river, something the site benefits from. It also raises the ground floor level higher than existing ensuring sufficient protection from flood risk.

The proposed house has been carefully located to provide a better gap than as existing to its adjoining neighbour and to focus its main views to the front or rear of the property, and to avoid overlooking of the one neighbour.

In terms of design the contemporary aesthetic is designed with natural materials to respect the green and leafy location. There is no clear prevailing aesthetic of houses on Thames Drive, all are individual, including post war built properties, a large Huf house, and other large contemporary houses.

We want to emphasize that this document, along with the meticulously crafted drawings and supporting materials, demonstrate the applicant's dedication to creating a suitable and respectful design for their new family home.

We encourage that permission for the proposed house is granted on the basis of this well designed new family home respecting the site, the neighbours, the river, sustainable design and long term energy usage.

We believe the proposal will contribute positively to the area and should be supported.

SCHEDULE OF APPENDICES

Appendix A Photos of Existing Site

APPENDIX A

PHOTOGRAPHS OF EXISTING SITE



View of entrance to the site.



View of front of house.



View of rear of house.

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View of rear of garage.



View of rear of garage.

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View between garage and main house.



View of garage at the front of the house.

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View down to the river.



View to house from the river.

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View along the north edge of site.