

## Design and Access Statement



**PROPOSED SUB-DIVISION OF A SINGLE DWELLING HOUSE TO TWO  
SELF –CONTAINED HOUSES AT 192 SILVERDALE ROAD, EARLEY**

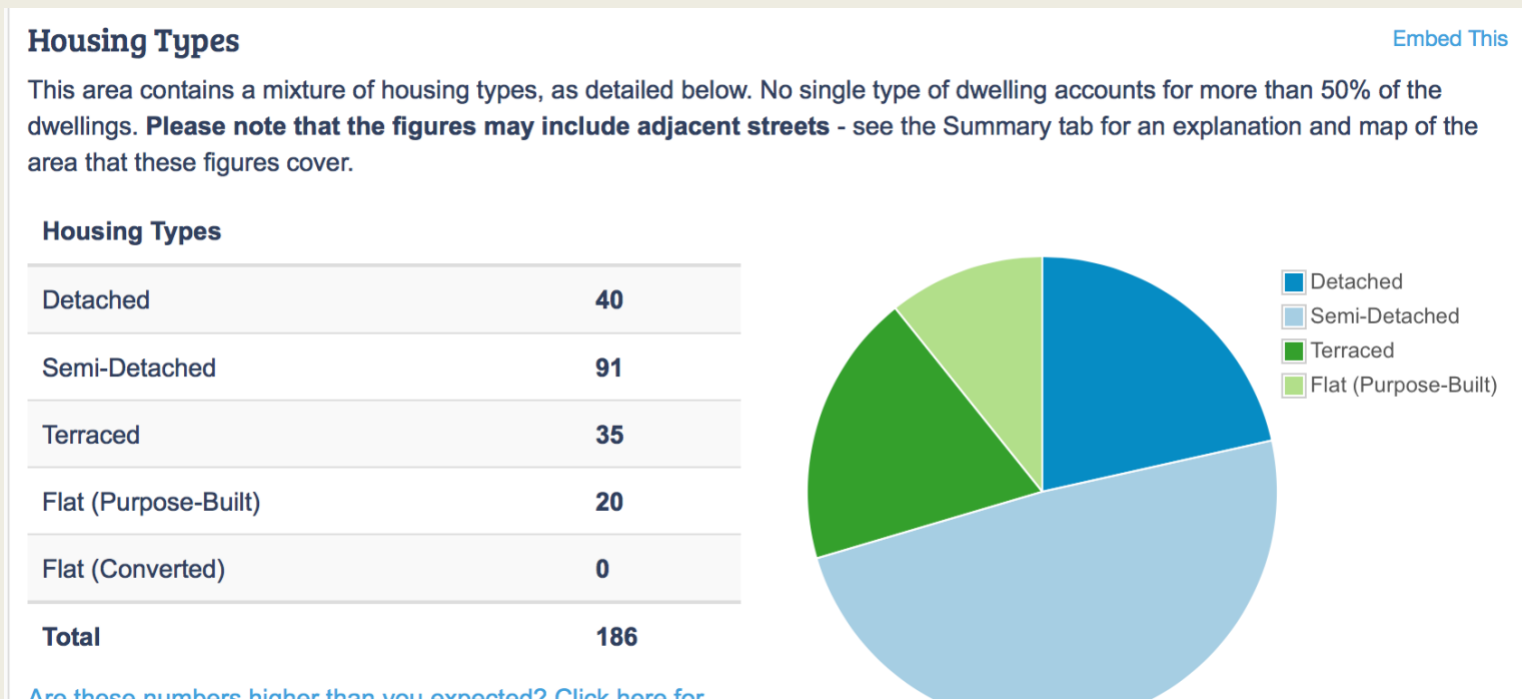
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### Introduction

- This Design and Access Statement accompanies this planning application for sub-division of a single six-bedroom detached dwelling at 192 Silverdale Road to 2 houses. There would be one 3-bed house facing Silverdale Road and one 1-bed house facing Lakeside. There is no change to the number of bedrooms and external mass/volume of the existing dwelling house.
- This statement is informed by a Pre-App advice consultation with the planning officers at Wokingham Borough Council. The advice received was -" the subdivision of the current semi-detached dwelling at 192 Silverdale Road to create an additional dwellinghouse and the insertion of an additional entrance door on the side elevation facing Lakeside is considered to accord with national and local policy and therefore is likely to be acceptable."
- No. 192 Silverdale Road is a semi-detached six-bedroom dwelling house which has been extended in the past as per Planning Applications 980239 and 171045.
- The plot size is approximately 450 sq. metres, larger than the average size of plots situated in the vicinity on this road. This site has a corner, dual aspect location, is within the urban settlement and the local area contains a reasonably homogenous range of late twentieth century housing typical of a planned estate.
- This stretch of Silverdale Road comprises of houses which are mostly semi-detached and terraced. Apart from this, there are flats and apartments within quarter of a mile of the property, the nearest one being on Wokingham Road. A quick search on property sites like Rightmove and Zoopla indicates a demand for 1 bedroom and three bedroom houses in the area.
- The car park spaces and cycle storage facilities comply with the WBC SPD for car parking standards.
- Thus, this proposal is considered to be of a form and scale appropriate to the context of this area and as a dwelling unit containing two houses, would provide an appropriate addition to the mix of dwelling types and sizes in the area. The proposal is considered to comply with the relevant policies and would make a positive contribution to the area.

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Data showing mixed use housing types and occupancy in the application site area

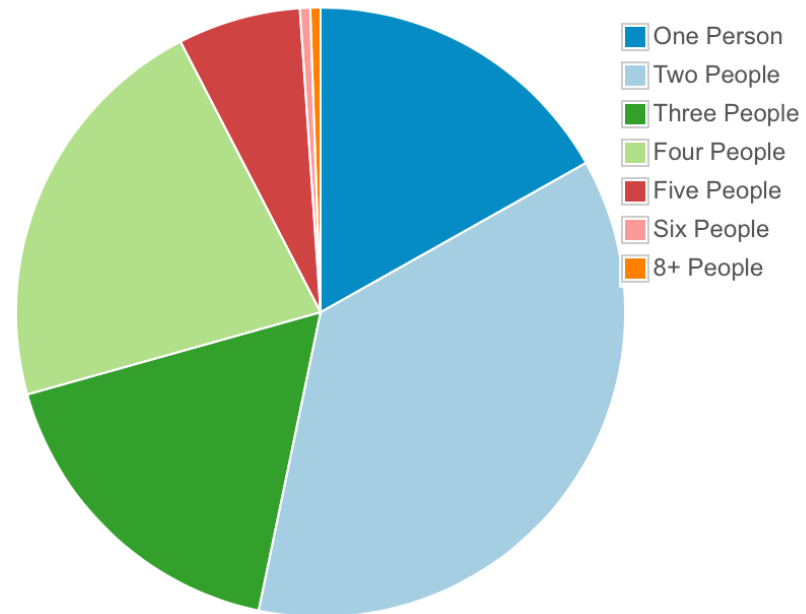
## Housing Occupancy

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This data lists the total number of residents normally resident within each household. The figures do not record under- or over-occupancy.

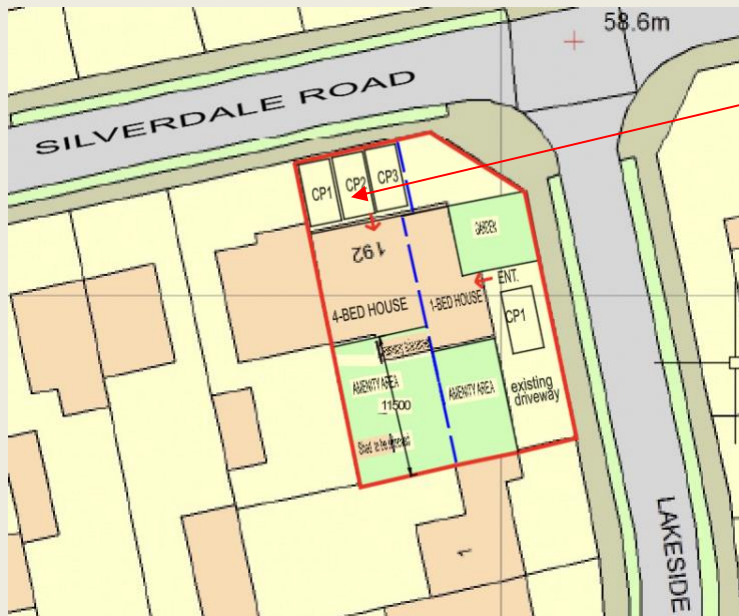
### Housing Occupancy

|              |            |
|--------------|------------|
| One Person   | 31         |
| Two People   | 67         |
| Three People | 32         |
| Four People  | 40         |
| Five People  | 12         |
| Six People   | 1          |
| Seven People | 0          |
| 8+ People    | 1          |
| <b>Total</b> | <b>184</b> |



Source : checkmystreet.com

## Site and Development Context



Parking is currently available off-road capable of providing up to 5Nos. approved parking spaces with existing. Dropped kerb on both Silverdale Road and Lakeside.

No on street parking is required with both the current use and of that proposed.

The new dwelling will conform to the latest requirements of part M of the building regulations to provide an accessible building.

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The application site, identified on Location Plan (drawing ref: SR-01), lies within the urban area of Earley within approximately 1 mile of Earley train station. Silverdale Road is a local spinal road which joins Wokingham Road(A329) via Wilderness Road to the North and Gipsy Road to the South, leading on to Rushey Way and local supermarket with community facilities.

Silverdale Road is characterised by residential development on either side, with a 30mph speed limit, footpaths, street lighting and on-street parking. There are regular bus services into the town centre which is also accessible on foot or cycle, enabling access to a wide range of employment opportunities and services and facilities by modes of transport other than the private car. A recreation ground is located to the north of this road, again within walking distance of the application site.

The site lies within a predominantly residential area and is bounded by existing residential property on all sides.

The street scene is of semi-detached and terraced houses in plots with gables, dormers and pitched roof forms. The dominant building material is described as red/orange bricks and/or with light render. There has been a planning history of redevelopment of individual plots in the vicinity.

## Planning History

The property has been extended as per Planning Application numbers 980239 and 171045 to a six -bedroom house, without compromising on the amenity space.

## Development Plan

The development plan for Wokingham Borough Council includes the following:

- Borough Design Guide Supplementary Planning Document  
CIL Guidance + 123 List
- Affordable Housing Supplementary Planning Document
- Sustainable Design and Construction Supplementary Planning Document

- PLANNING POLICY  
National Policy

National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)

## Core Strategy (CS)

- CP1 – Sustainable Development
- CP3 – General Principles for Development
- CP4 – Infrastructure Requirements

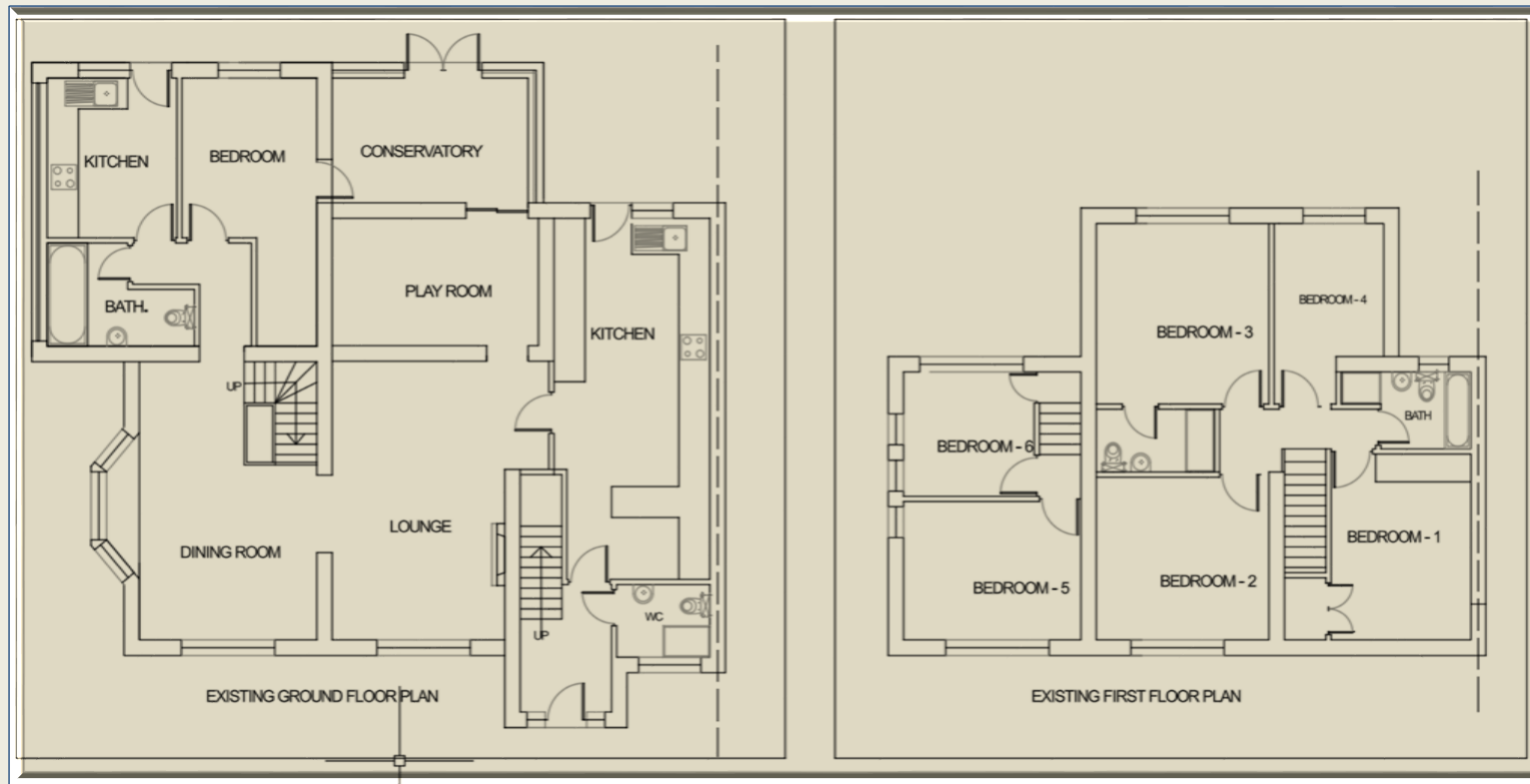
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- CP5 – Housing Mix, Density and Affordability
- CP6 – Managing Travel Demand
- CP7 – Biodiversity
- CP8 – Thames Basin Heaths Special Protection Area
- CP9 – Scale and Location of Development Proposals
- CP17 – Housing Delivery

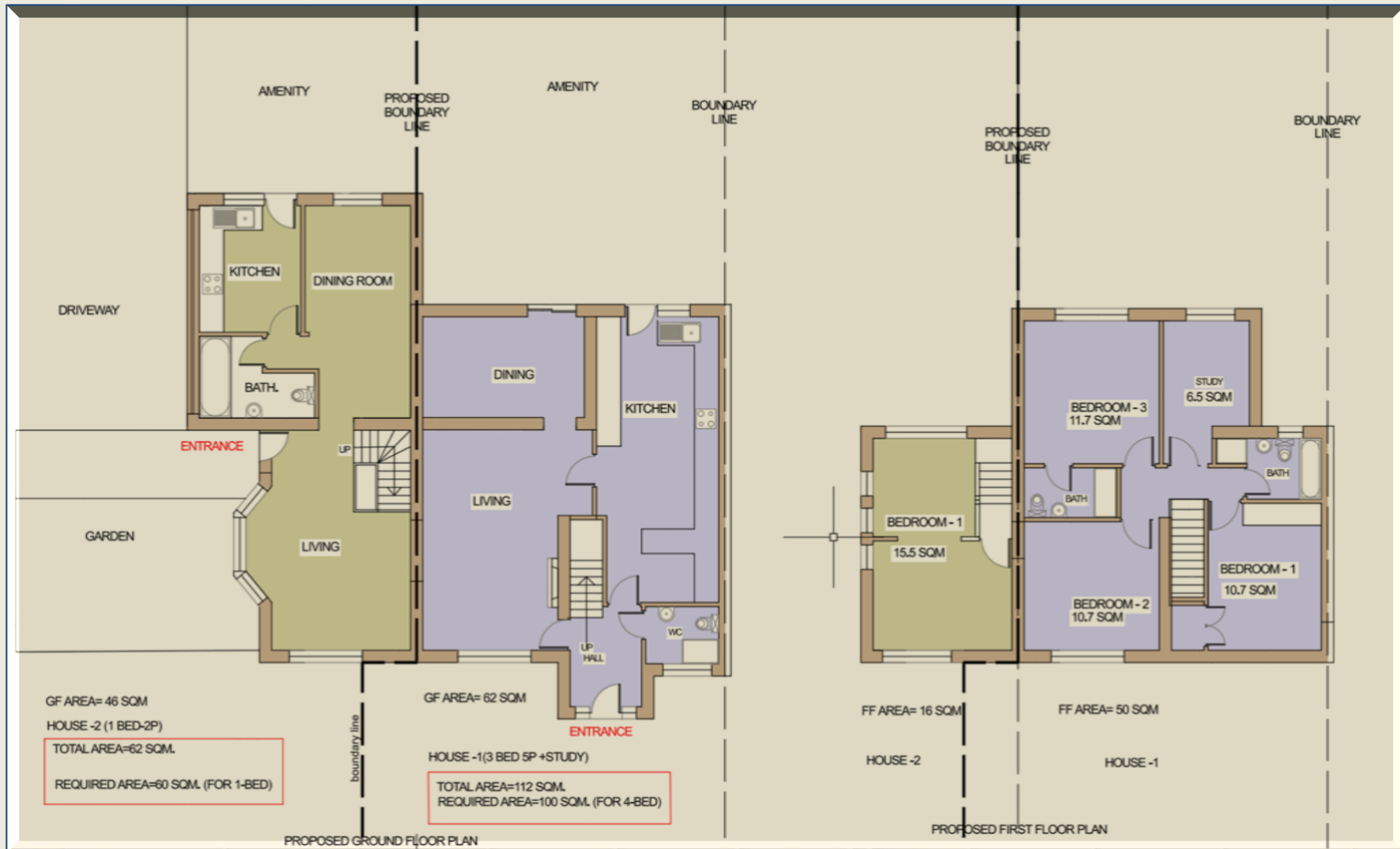
### MDD Local Plan (MDD)

- CC01 – Presumption in Favour of Sustainable Development
- CC02 – Development Limits
- CC03 – Green Infrastructure, Trees and Landscaping
- CC04 – Sustainable Design and Construction
- CC05 – Renewable Energy and Decentralised Energy Networks
- CC06 – Noise
- CC07 – Parking
- CC09 – Development and Flood Risk
- CC10 – Sustainable Drainage
- TB05 – Housing Mix
- TB07 – Internal Space Standards

## Design



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## Planning Considerations

### i. Principle of development:

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). Policy CP1 of the Site Allocations Local Plan sets out that a positive approach should be taken to considering development proposals and planning applications that accord with the development plan for Wokingham Council should be approved without delay, unless material considerations indicate otherwise.

Core Strategy Policies CS1 (Sustainable Development) and CS2 (Locational Principles) are relevant and consistent with the objectives of the NPPF. In particular, Policy CS2 permits development within defined settlements. The application site is located within a defined settlement as designated by the WBC Policies Map. Therefore, the principle of development on this site should be considered acceptable. Due to its location and nature, the proposal is considered to be in accordance with SALP Policy CP1, CSDPD Policies CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF.

### ii. Impact on the Character of the Area:

Policy CP5 states that development will be permitted which builds upon the local character of the area, provides safe communities and enhances the local landscape where possible.

It states that development should be in sympathy with the appearance and character of the local area. It further states that the design of the development should promote local character and a

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sense of local identity.

These policies are consistent with the objectives set out within the NPPF, and as such can be given due weightage. Para. 56 the NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people to live.

Furthermore para. 64 of the NPPF states that the design of developments should take the opportunities where available to improve the character and quality of an area and the way it functions.

The proposal does not seek to make any external changes to the approved elevations or the built form apart from the addition of a front door to the Lakeside elevation of the property and replace the false white garage door with ash grey fibre cement cladding.

The existing conservatory is to be demolished to meet the garden depth of 11.5m for House -1 (3-bed) The existing garden shed is to be removed and a new cycle store built for House-2.

In view of the extent of these alterations, and no change to the external materials, it should not be considered to be of detriment to the character of the area.

## Boundary Treatment

There is no change to the boundary treatment towards Lakeside or towards Silverdale Road on the driveways.

This is in keeping with the street scene, where no fence has been erected to separate boundary lines between properties. The rear gardens would be separated by standard 1.8-metre-high fencing to match the existing fencing. The location of the proposed garden fencing has been shown in the Block Plan.

## **Flooding and Drainage**

The Drainage Officer had requested for impermeable, permeable and total area for proposed development in the Pre-App response. Please see Dwg.No. SR-06.

There is no proposed development involving new construction, nor are any new connections proposed to the existing surface water drainage system. The works are limited to the demolition of the existing conservatory and garden shed, together with the reconfiguration of the patio areas. As a result, the site will benefit from an increase in permeable area of approximately 20 m<sup>2</sup> and a corresponding reduction in impermeable surfaces of approximately 20 m<sup>2</sup>. Consequently, the proposals are expected to have no adverse impact on surface water runoff and will provide a modest improvement in on-site drainage characteristics.

## **Trees and Landscape**

There's no change to existing plantation. No trees are being removed.

While the development involves the sub-division of a dwelling house into two houses, this in itself should be considered to have a limited impact on the character of the area, particularly as the area is defined by its built- up residential form, which is already approved. It is therefore considered that the development does not result in an adverse impact on the character and appearance of the area or the host property, in accordance with CSDPD Policy CS7 and the NPPF.

### **iii. Impact on the amenity of residents**

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Council requires high quality design for all development and to not adversely affect the amenity of the surrounding properties and adjoining areas, through ensuring that development would not result in an adverse impact on neighbouring properties through loss of light, loss of privacy or overbearing impacts. This is considered to be consistent with the core design principle set out in paragraph 17 of the NPPF, which states that LPAs should seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

In association with the assessment of potential loss of light and overshadowing, guidance within the Building Research Establishment (BRE) Report "Site layout planning for daylight and sunlight: a guide to good practice" (2011) is used as a standard for assessing acceptable levels of light.

### iv. Neighbouring properties

It is considered that the sub-division changes would not have a material impact on the amenity of neighbouring properties. A front parking court and area of amenity land to the rear of the property remains unchanged from the previous approved applications. There are no external additions/alterations proposed.

### v. Occupants of the development

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The submitted plans indicate that all the bedrooms of the ground floor and first floor for both the houses would have ample light and ventilation.

Individual amenity space has been provided to the rear. Existing side access to the garden has been kept for the occupants of House-2. In addition, there is a recreation ground close by to the south of the property.

It is therefore considered that the development would not result in any adverse impact on the living conditions and amenities of any current and potential future occupiers of the flats. The development is therefore considered to be in accordance the NPPF.

### vi. Transport implications

CSDPD CS23 states that the Local Planning Authority will seek to increase the safety of travel. Policy CC-07 states that development will not be permitted unless satisfactory parking provision is made for vehicles. To supplement the above policies the adopted Parking Standards Supplementary Planning Document (SPD) sets out the advised levels and size of parking spaces for residential dwellings.

These policies are considered to be consistent with the NPPF, which states that transport policies should contribute in facilitating sustainable development, and take into account local car ownership levels, and as such these policies have been given full weightage in the proposed design.

In accordance with the guidance contained within the Parking Standards SPD, 1no. one-

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bedroom house, 1.no three bedroom plus study -house should make provision for a total of 3 numbers acceptable off-street parking spaces, with the parking for each of the houses being individually accessible. The Block Plan shows 3 car park spaces, within the extent of the property outlined in red, as shown on Drawing Number SR-01.

Existing and Proposed car parking and dropped kerb has been shown on Dwg.No. SR-06. Each car park has independent access.

The development has made provision for cycle storage in the rear garden with independent access from the side of the property for the 1-Bedroom house. EV charging point has also been provided. 2nos cycle storage has been provided to the front of the 3-Bed House.

It is therefore considered that the development would not result in an adverse impact on highway safety and is in accordance with Policy CC-07, Parking Standards SPD and the NPPF.

In addition, the site has excellent public transport links.

### vii. SPA Implications

The Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath Special Protection Area (SPA) is likely to have a significant effect on the integrity of the SPA, either alone or in-combination with other plans or projects. This site is located approximately 3.5 km from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

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On commencement of the development, a contribution (calculated on a per-bedroom basis) is to be paid to the Council towards the cost of measures to avoid and mitigate against the effect upon the Thames Basin Heaths SPA, as set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (SPD) and the Planning Obligations SPD. The strategy is for relevant developments to make financial contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) in perpetuity as an alternative recreational location to the SPA and financial contributions towards Strategic Access Management and Monitoring (SAMM) measures which Natural England will spend upon the SPA land. The Council will also make a contribution towards SANG enhancement works through Community Infrastructure Levy (CIL) payments whether or not this development is liable to CIL.

In this instance, the development would not result in a net increase of bedrooms. The applicant is willing to contribute towards SANG, if applicable.

The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) which will also be calculated on a per bedroom basis. The applicant is willing to contribute towards SAAM, if applicable.

The total SPA related financial contribution for this proposal can be worked out. The applicant is willing to enter into a S 106 agreement to secure this contribution and a restriction on the occupation of each dwelling until the Council has confirmed that open space enhancement works to a SANG is completed. Subject to the completion of the S106 agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with SEP Saved Policy NRM6, Saved policy EN3 of the BFBLP and CS14 of CSDPD, the Thames Basin Heaths Special Protection Area Avoidance and Mitigation SPD, the Planning Obligations SPD and the NPPF.

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As the applicant is prepared to make a financial contribution towards the costs of SPA avoidance and mitigation measures, the application will be in accordance with the SPA mitigation requirements as set out in the relevant policies above.

### CONCLUSION

The development provides adequate living conditions for future occupiers due to appropriate floor areas of individual houses and sufficient natural lighting to all the bedrooms of the ground floor and first floor. The development would not result in a shortfall of off-street parking provision or a lack of cycle storage. Considering the excellent public transport links and sufficient parking provision, it is considered that the development would not result in an adverse impact on highway safety. The amenity areas are adequate as per the Council's guidelines.

Furthermore, should the application be approved, the applicant is willing to a Section 106 agreement to mitigate against the impact of the development on the SPA.

The proposed development would therefore be in accordance to South East Plan Policy NRM6, CSDPD Policies, CS14 and CS23, MDD Policies, CC-07 and the Parking Standards SPD, the SPA SPD, and the NPPF.

The Council is therefore requested to support the application.