

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 30 May 2018

ITEM NO.14

Ward: Redlands

App No.: 180144/FUL

Address: 25 Redlands Road, Reading

Proposal: Demolition of a single-storey rear projection, followed by the construction of a single-storey rear extension, internal modifications and refurbishment to facilitate change of use from a single dwelling house with detached garage (C3a) to 5no. self-contained flats (C3a) with associated car parking, bin and cycle storage.

Applicant: Mr Paul Kilshaw

Minor Application 8 week target decision date: 21 March 2018. Extended to 8 June 2018

RECOMMENDATION

Delegate to the Head of Planning, Development & Regulatory Services to **GRANT** Full Planning Permission, subject to conditions and informatives and subject to the satisfactory completion of a S.106 legal agreement, or **REFUSE** permission should the legal agreement not be completed by 8th June 2018 unless a later date is agreed by the Head of Planning, Development & Regulatory Services.

The Section 106 Legal Agreement to secure the following:

£13,000 - towards the provision by the Council of Affordable Housing in the Borough. Payable prior to first occupation and index-linked from the date of permission.

CONDITIONS TO INCLUDE:

1. TL1 - Full - time limit - three years.
2. Approved Drawings.
3. Materials
4. Provision of bin stores in accordance with approved drawings, prior to occupation.
5. Prior to occupation the submission and approval of a plan to show a bin collection point.
6. DC1 - Vehicle parking spaces to be provided in accordance with approved plans
7. The covered bicycle storage spaces shown on the approved drawings shall be provided and equipped with secure Sheffield cycle stands prior to occupation of the dwellings to which they relate.
8. Pre-commencement submission and approval of hard and soft landscaping details.
9. Hard and soft landscaping to be implemented in accordance with the approved plans and documents.
10. Maintenance of planted materials for 5 years with replacement if required.
11. Pre-commencement submission of Arboricultural Method and Tree Protection Plan.
12. Prior to occupation a management agreement to be submitted to and approved by the Local Planning Authority, which covers the details of use of the car parking
13. Prior to occupation a management agreement to be submitted to and approved by the Local Planning Authority, which covers the details of the maintenance of the landscaping.
14. The layout, number and size of units to be retained as shown on the approved plans.
15. The residential flats hereby approved shall not be occupied until the Council has been notified in writing of the full postal address of the units.

16. Prior to any agreement being entered into for a new occupation of, or transfer of any interest in, the residential flats hereby approved the prospective occupier/transferee shall be informed of the prohibition on entitlement to a car parking permit for any existing residential parking permit schemes and future schemes on adjacent and surrounding streets. All material utilised for advertising or marketing the residential flats for letting or sale shall make it clear to prospective tenants and occupiers that there is no automatic right to a parking permit.
17. Hours of working - construction and demolition phase.
18. No bonfires on site during demolition or construction.

INFORMATIVES TO INCLUDE:

1. Terms and conditions.
2. Building regulations.
3. Pre-Commencement conditions
4. Encroachment
5. Sound Insulation to meet Building Regulations requirements
6. Damage to the highway
7. No parking permits for occupiers
8. Works affecting the highway
9. Environmental protection information regarding the control of nuisance during construction and demolition.
10. Housing Act requirements
11. Insulation requirements to achieve those set out in Building Regs Part E
12. CIL
13. Positive and proactive.

1. INTRODUCTION

- 1.1 The existing property is a large detached early 20th Century house with on-site parking at the front, accessed off Redlands Road with garden wrapped round the east side of the house alongside Elmhurst Road and extending to the rear. The site lies in the Redlands Conservation Area but the house is not Listed.



Site location plan



View of 25 Redlands Road

- 1.2 The property was last used as and is laid out as a family home. The plan above shows the relationship of the property to adjacent houses and streets and the closeness to the traffic light controlled junction. Redlands Road and Christchurch

Roads are bus routes. On the far side of Elmhurst Road is the University of Reading campus.

2. PROPOSAL

2.1 Permission is sought to convert the house to 1 x 2 bed and 3 x 1 bed flats and to convert the garage to a 1 bed studio. The filling in of an undercroft area and a single storey extension to the rear is also proposed (amended plans show the size of the single storey extension proposed reduced and the existing front elevation of the garage retained). This minor category planning application was called in to be determined by Planning Applications Committee by Councillors Gavin and Josh Williams in response to concerns raised by neighbours.

2.2 The floorspace would be as follows:

Ground floor -

- Flat 1 - 1 bed - 30 sqm
- Flat 2 - 2 bed - 62.5 sqm
- Garage - 1 bed studio - 27.5 sqm

First Floor -

- Flat 3 - 1 bed - 39 sqm
- Flat 4 - 1 bed - 43.5 sqm

2.3 3 no. car parking spaces are proposed using the existing vehicular access.

2.4 An area of communal amenity space as well private space for the garage studio and 2 bed flat. Additional planting proposed.

2.5 Cycle store and bin area proposed.

Plans.

Drawing 17009-PL-1 Location / Proposed Block Plans

Drawing 17009-PL-2 Existing Site Plan

Drawing 17009-PL-3 Existing Floor Plans

Drawing 17009-PL-4 Existing Elevations

Drawing 17009-PL-5 Rev B Proposed Site Plan

Drawing 17009-PL-6 Rev A Proposed Floor Plans

Drawing 17009-PL-7 Rev A Proposed SW & SE Elevations

Drawing 17009-PL-8 Rev A Proposed NW, NE & Garage Elevations

Statements:

Heritage Statement

Design & Access (DAS) statement (updated on 16/5/18).

2.6 The DAS explains; *"The existing dwelling on the site has a floor area of 189.5 sq.m (G.I.A.) with an additional 31.1sq.m. (G.I.A.) provided by the detached garage. The total floor area of the proposed residential development is 230.2 sq.m (G.I.A.). The additional 9.6 sqm within the proposal will be provided by the single-storey rear extension and enclosed loggia, however there is only a 5.3 sqm enlargement to the building footprint. The proposed development provides 154.0 sq.m of shared amenity space, 37.0 sq.m of private terrace area to Unit 2 and 21.8sq.m of private terrace area to Unit 5. Secure and covered storage for 4no. bicycles and appropriate bin storage area are also proposed with access at the front of the property, as suggested on pre-application advice report."*

3. PLANNING HISTORY

- 3.1 None apart from pre-app enquiries last year exploring the options of converting the property to a large HMO or self-contained flats.

4. CONSULTATIONS

Statutory:

None required

Non-statutory:

RBC Natural Environment (Trees/Landscape):

As advised at pre-app, the proposal is acceptable in principle subject to landscaping/mitigation for tree loss being acceptable. I note that 3 new trees are indicated, one being to the rear of the garage as a direct replacement for one to be felled and another two in the shared garden directly adjacent to the north-east elevation.

The proposed tree to the rear of the garage will be in a terraced area, as opposed to a grass area, so the tree pit design will need careful consideration. Given the proximity of the other two trees in the shared lawn area to the building, the species choice will be limited to small species, hence any public amenity gained from these in the future will be negligible.

It was suggested at pre-app that consideration be given to tree planting in a more prominent location, which in this case would be on the Redlands Road frontage. However, the proposed parking and access (although the access point is not clear) would preclude this.

I assume the existing boundary treatment on the Redlands Road frontage will be remaining? It is not clear from the proposed plans.

In relation to retained trees, the cycle store is proposed between two trees and most likely within their RPAs. Consideration will therefore need to be given to the construction of this to avoid root disturbance. The applicant should also confirm whether any pruning is required, e.g. crown lifting, to provide clearance from the cycle store - without this being included in the planning application, a separate Section 211 (for tree works in a conservation area) will need to be submitted. Retained trees will need to be protected during construction so a tree protection plan will be required, to accompany a brief Arb Method Statement to deal with the cycle store, railings and any other ground works within RPAs.

It would be preferable to get a response to the cycle store queries prior to a decision. However if you are minded to approve the application on current information conditions will be required.

(Officer note: The applicant has provided the following response which has been confirmed as an acceptable approach: *The cycle store structure will only be lightweight as it appears to be a covered arbour type structure. Whether there are post holes dug, or pads used to support proprietary feet, the impact will be minimal providing they are installed sympathetically. No-dig surfacing is commonplace and there are a variety of methods available. Alternatively a*

prefabricated shed structure may be used, these can simply be located upon paving slabs to minimise excavation.

Whichever option chosen the method statement will reflect this and include procedures for looking after roots accordingly.

The pruning is a valid point and cannot be taken for granted, and once the structure has been finalised, the pruning can be specified and incorporated within the submission to meet the condition below).

Ecology:

The application site comprises a detached dwelling where it is proposed to convert the property into 5 flats, involving the demolition and replacement of a single-storey rear extension. Considering the extent of the works and structures to be affected, it is unlikely that bats or other protected species will be adversely affected by the proposals. As such, there are no objections to this application on ecological grounds.

RBC Transport Strategy:

This application proposal is for construction of a larger single-storey rear extension, internal modifications and refurbishment to facilitate change of use from a single dwelling house with detached garage (C3a) to 5no. self-contained flats.

The site is located in Zone 2, Primary Core Area, of the Revised Parking Standards and Design SPD. This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. A frequent service of public transport is available along Christchurch Road which provides a good frequency of services to and from the town centre. The site is within cycling distance of Reading town centre, and walking distance of local services.

In accordance with the adopted Parking Standards and Design SPD, the development would be required to provide a parking provision of 1 space per 1-2 bedroom flat equating to 5 parking spaces.

The plans illustrate that the development would utilise the existing access from Redlands Road and parking for 3 vehicles can be accommodated on-site which is below the Council's adopted parking standards.

The development site is located in an area designated as a Residents Parking Permit Area; Zone 15R and the property is not included within the scheme as it has on-site parking. The applicant has stated that;

"It is requested that the additional 2no. car spaces be provided by entitlement to 2no. on-street car parking permits allocated to the remaining two flats not served by onsite car parking."

Under the Borough's current parking standards, this proposal would generate additional pressure for parking in the area which is not acceptable. Therefore, there should be an assumption that any future occupants of the proposed flats will not be issued with resident parking or visitor permits which would be covered by condition and an informative applied. This will ensure that the development does not harm the existing amenities of the neighbouring residential properties by adding to the already high level of on street car parking in the area.

In accordance with the Borough's Parking Standards and Design SPD, a minimum provision of 0.5 cycle storage spaces should be provided per unit. Cycle storage has been proposed and at the front of the property within a covered store and equipped with Sheffield type stands which is acceptable.

Bin storage should comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings to avoid the stationing of service vehicles on the carriageway for excessive periods. The bin store is conveniently located at the front of the site which will provide easy access for refuse collection.

There are no transport objections subject to recommended conditions being used.

Environmental Health

No objections subject to the garage door windows to the studio flat 5 (in the converted garage) being capable of being opened to provide ventilation there are no objections to the proposal. The developer should be advised that they would need to meet Building Regs. for thermal insulation and means of escape for all of the new flats.

CAAC

"This property is located within the Redlands Conservation Area (CA) but the documentation provided with the application does not include a heritage statement or deal adequately with the impact of this change on the CA. We object to this application for the following reasons:

1. HERITAGE

1.1 A heritage statement should be provided dealing with heritage matters in detail.

1.2 Maps of the area indicate that house was built at the end of the nineteenth century and the garage was added at a later date probably added in the 1920s.

1.3 The CA appraisal mentions that one of the negative features of the area is 'loss of original brick walls and/or railings e.g. replacement of railings with brick walls and/or timber fencing'. This is what has happened in relation to this property. The opportunity should be taken in any refurbishment of the property to replace fencing with railings and/or hedges.

2. EXTERNAL FEATURES

2.1 The design and access statement (para 8) suggests that windows facing the garage will be filled in. This will affect the appearance of the property visible from the street and is not appropriate in the CA.

2.2 The proposed conversion of the garage is problematic in relation to the impact it will have on the character and appearance of the conservation area.

2.3 All materials and external features replaced should not only 'match existing' but be specified by condition to be appropriate to the age and setting of the property. This may mean the upgrading of some existing features in order to enhance the character of the conservation area.

3. PARKING AND TRAFFIC

3.1 The property is situated on a three-way corner plot with Elmhurst Road a few yards away from a busy junction, which makes the property difficult and potentially dangerous for vehicles parking on the drive to go in and out.

3.2 There are traffic lights immediately in front of the property.

3.3 Although it is not in use, there is a bus stop on Elmhurst Road at the side of the property.

3.4 The proposal is to park three cars on the site and for two parking permits to be allocated. In practice there is likely to be more than car per flat. The fact that residents have guests also puts more parking needs on the local streets. How visitor parking is to be accommodated needs to be addressed.

3.5 Because of the location of the property at this dangerous road intersection it is suggested that consideration is given to moving the vehicular access to the property to Elmhurst Road.

4. AMENITY FOR OCCUPIERS

4.1 This substantial home is situated on what is today a very noisy street corner. A creative solution should be found to protect all occupiers from external noise from passing traffic and pedestrians on this busy route to and from the University.

4.2 The planned five unit conversion and extension of the house and garage is an overdevelopment on this cramped site. The total area proposed is 257.3 sqm and although the dimensions of the flats and rooms within are not shown in the plans this equates to 21.4 sqm per person for 12 people. The area of existing house is 189.5 sqm, which if occupied by a family of 6 would have been 31.6 sqm per Person.

4.3 The occupants of the proposed converted garage would bear the brunt of noise from vehicles coming and going and parking in front of their bedroom windows. Neither does this unit have any screening from noise in the form of a fence or hedges.

4.4 The provision for bins on the front drive adds to the crowding and cramped space for parking and manoeuvring of vehicles (see below).

4.5 A landscaping plan should be required by condition to enhance the grounds of the property and protect it from traffic noise and pollution.

5. IMPACT ON THE NEIGHBOURHOOD

5.1 Because of its proximity to the University, the property is within the area covered by an article 4 direction which requires planning permission for all HMO conversions.

5.2 The conversion proposed has six bedrooms which could result in up to 12 adults living in a large family house. Whilst this is a flat conversion and not an HMO the principle of over intensification of use and the detrimental impact that this could have on the mix of properties in the neighbourhood is the same.

6. CONCLUSION

6.1 Whilst understanding that this property might be problematic as a single family dwelling because of the current location, the solution proposed is not the right one. It fails to preserve or enhance the conservation area in which it is situated.

6.2 The attempt to squeeze 5 units into the available space cannot be supported because of the detrimental impact it will have on the neighbourhood in terms of parking and density of occupation. The area is covered by an Article 4 in relation to HMOs because of its proximity to the University.

6.3 The conversion of the garage, which requires the blocking up of windows on that side of the house and by virtue of its location at the vehicular and pedestrian entrance to the plot, is a step too far."

Neighbour Notification:

Nos. 2 & 4 Marlborough Avenue; 84 Elmhurst Road; 1 Shinfield Road & 72 Redlands Road were consulted and a site notice displayed.

There have been 16 objections to the original proposal and 13 further objections following consultation on the amended scheme. The main areas of concern are:

- Impact on the character and appearance of the conservation area through the change of use and the use of the garage for residential accommodation.
- Parking problems in the area - this scheme will make matters worse.
- Impact on the traffic using the busy junction and the hazard of turning into and out of the site.
- Loss of family dwelling to flats.

5. RELEVANT POLICY AND GUIDANCE

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy Framework (NPPF) published in March 2012 - among them the 'presumption in favour of sustainable development'. However the NPPF (and the draft NPPF 2018) does not change the statutory status of the development plan as the starting point for decision making.
- 5.2 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority in the exercise of its functions to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.
- 5.3 Accordingly, the National Planning Policy Framework and the following development plan policies and supplementary planning guidance are relevant:

Reading Borough LDF Core Strategy 2008 (Altered 2015)

- CS1 Sustainable Construction and Design
- CS2 Waste Minimisation
- CS4 Accessibility and the intensity of development
- CS5 Inclusive Access
- CS7 Design and the Public Realm
- CS18 Residential Conversions
- CS20 Implementation of the Reading Transport Strategy
- CS24 Car/Cycle Parking
- CS33 Protection and Enhancement of the Historic Environment
- CS34 Pollution and Water Resources
- CS36 Biodiversity and Geology
- CS38 Trees, Hedges and Woodland

Sites and Detailed Policies Document 2012 (Altered 2015)

- SD1 Presumption In Favour Of Sustainable Development
- DM1 Adaptation to Climate Change
- DM4 Safeguarding Amenity
- DM8 Residential Conversions
- DM10 Private and Communal Outdoor Space
- DM12 Access, Traffic and Highway-Related Matters
- DM18 Tree Planting
- DM19 Air Quality

Supplementary Planning Guidance

- Revised Parking Standards and Design SPD (2011)
- Revised SPD Planning Obligations under Section 106 (2015)

Residential Conversions (2013)

6. APPRAISAL

6.1 The main issues to be considered are:

- a) Principle of conversion
- b) Impact of physical changes on conservation area
- c) Parking and transport issues
- d) Impact on amenities of adjoining occupiers and future occupiers
- e) Impact on trees and landscaping
- f) Future management of the site
- g) Affordable housing and CIL

a) Principle of conversion

6.2 Policies CS18 & DM8 seek to manage the conversion of houses to flats or HMO use in order to protect the existing housing stock as well as the amenity and character of the surrounding area, particularly in terms of intensification of activity. For future residents they also, with the adopted SPD, seek to ensure that there is adequate privacy, external amenity space, on-site car/cycle parking and bin storage areas.

6.3 The starting point is to check that the original house meets the basic policy size threshold to be considered for conversion. The SPD states that "The property to be converted to a flat or large HMO should have four or more bedrooms or measure more than 120 square metres gross. When calculating the floor area of the property the measurement should be based on the external dimensions as at 1st July 1948 or when built (whichever is the later)". The existing house at 25 Redlands Road meets the minimum size criteria. The other criteria relate to residential amenity of new occupiers and neighbours, impacts on parking and traffic, impacts on landscaping and future management of amenities. As the property is in a conservation area the merits of the site and whether the proposed alterations would harm that character and appearance of the conservation area also needs to be considered.

b) Impact on character of the conservation area

6.4 The house is an attractive feature on the junction and contributes positively to the character and appearance of the Redlands Conservation Area. Recent legal cases have established that within the terms of the Planning (Listed Buildings and Conservation Areas) Act 1990 the general power to grant planning permission is expressly subject to Section 72(1), which provides that the local authority has a statutory duty: 'with respect of any building or other land in a conservation area... special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'. In the case of developments in conservation areas 'preserving' is taken to mean 'doing no harm'.

6.5 The proposed conversion would require only modest changes to the external appearance of the house by replacing an existing single storey rear extension with a new, slightly larger one, enclosing an open sided area at the rear and making alterations to the garage to make it acceptable for residential use but amended to keep the existing traditional style garage doors to retain its existing appearance when seen from the street.

- 6.6 Many objectors are particularly aggrieved by the principle of converting the garage to habitable use in this conservation area. However, dwellings in conservation areas benefit from having mostly the same permitted development rights as dwellings in other parts of the Borough including being able to convert outbuildings or garages to habitable use. In this case the applicant wants to make the garage an independent unit and, bearing the above extract from the Act on development in a conservation areas in mind, officers are satisfied that the proposed conversion of the garage or the main house would not detract from the appearance of the existing building or harm the character or appearance of the conservation area. The proposed conversion is therefore in accordance with policies CS7 and CS33.
- c) Parking and transport issues
- 6.7 The comments from transport officers are provided above. In essence the usual concerns that inadequate on-site parking facilities will lead to on street parking are addressed by the parking permit scheme in force in the area. Overspill parking will be strongly regulated against and the recommended conditions will ensure that occupiers of the flats are made aware of this when considering purchasing a flat.
- 6.8 Objectors have raised concerns about lack of parking and the problems that might occur when traffic queuing at the traffic lights block to access. However, in full use this family home could easily have been served by 3 cars so it is not reasonable to claim that the proposed development would make access to the site significantly worse than it is now. Transport officers have confirmed that there is no change to the existing access arrangements and its proximity to the junction remains the same. There is already a large area of hardstanding which could accommodate 3 vehicles, manoeuvring in and out of the access. To ensure that vehicles can enter and leave the site in forward gear, a small enlargement to the driveway is proposed. In view of this, the parking layout is deemed acceptable.
- 6.9 The applicant had originally stated that 'It is requested that the additional 2no. car spaces be provided by entitlement to 2no. on-street car parking permits allocated to the remaining two flats not served by onsite car parking.'
- 6.10 Transport colleagues have clarified that there should be an assumption that any future occupants of the proposed flats will not be issued with resident parking or visitor permits. The applicant has responded in the amended DAS to confirm 'It is proposed for 3no. car parking spaces to be provided on site at the front of the property accommodated by a small enlargement to the driveway. Given the sustainable location of the site with good access to amenities, employment opportunities, public transport and secure and sheltered cycle storage, we suggest that the shortfall of 2no. car spaces from the council's standards should present no major issues for potential residents of these 2no. one-bedroom flats who would be informed that there would be no entitlement for car parking'.
- 6.11 Officers are therefore satisfied that the proposed level of car and cycle parking is acceptable and that the proposed conversion is unlikely to have a significant impact on the functioning of the adjacent traffic junction in accordance with policies CS24 and DM12. Conditions are recommended and a construction method statement will be required to demonstrate how traffic associated with the construction stage will be managed to minimise nuisance caused to users of the road and residents close by.

d) Impact on amenities of adjoining occupiers and future occupiers

- 6.12 Policy DM4 (Safeguarding Amenity) states that development should not cause a significant detrimental impact to the living environment of existing or new residential properties in terms of privacy and overlooking, access to sunlight and daylight, visual dominance and overbearing, noise and disturbance, artificial lighting, crime and safety etc. The single storey rear extension has been amended to reduce the size and officers are satisfied that the amenities of neighbours will not be harmed by these works. The internal room sizes are adequate and the indicated stacking of rooms above rooms also is acceptable and there is good access to natural light for all occupiers.
- 6.13 At least one of the units (flat 2) is suitable for family occupation with two bedrooms. It is located on the ground floor with access to an area of private outdoor space.
- 6.14 It is accepted that the property will be occupied by more people than previously but as this is a large 5 bedroom house it is possible that at least 6 people could have easily lived here. There is no evidence to suggest that occupiers of 5 self-contained flats would be any noisier than a large family would be.
- 6.15 The neighbours at 2 Marlborough Avenue have raised a concern about the converted garage on their shared boundary and whether the structure is capable of being converted. They also have concerns about noise and disturbance arising from the residential use of the garage. Officers can advise that the structural soundness of the garage is a matter for the developer to be satisfied about. Regarding concerns about noise and disturbance these need to be seen in the context that as there are no planning restrictions on the residential use of the garage or activities in the garden were the property to remain as a single family home it is unlikely that the proposed conversion would lead to more disturbance for neighbours.
- 6.16 The conclusion reached is that the proposed conversion is unlikely to harm the residential amenity of neighbours and overall policy DM4 is complied with.



e) Affordable Housing & CIL

6.17 An acceptable level of contribution has been offered which meets the criteria set out in the Affordable Housing SPD in accordance with Policy DM6 (Affordable Housing) of the Reading Borough Council Sites and Detailed Policies Document 2012 (Altered 2015). A CIL payment is also required for the small amount of additional floorspace proposed to enable the residential conversion to proceed.

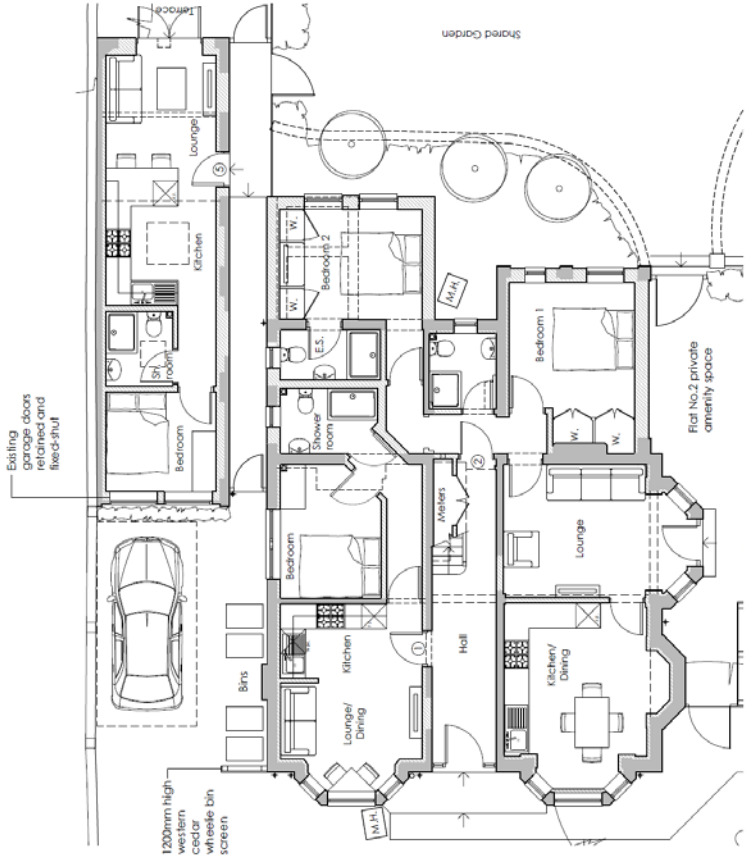
7. CONCLUSION

7.1 Notwithstanding the objections received from neighbours the application has been assessed for compliance with adopted planning policies and guidance and has been found to be acceptable in all respects. The proposed conversion and minor physical alterations will not harm the appearance of the building nor the contribution that it makes to the character and appearance of the conservation area. The parking provision is accepted as workable given the parking restrictions in place and the impact on the functioning of the junction unlikely to be worse than were the house in full occupation by a family.

7.2 The recommendation is to grant planning permission subject to a S106 agreement being completed and conditions applied.

Case Officer: Julie Williams

Rev.	Date	Notes	Author	Checked
A	04/03/18	Revised to address REC comments	AS	CTW

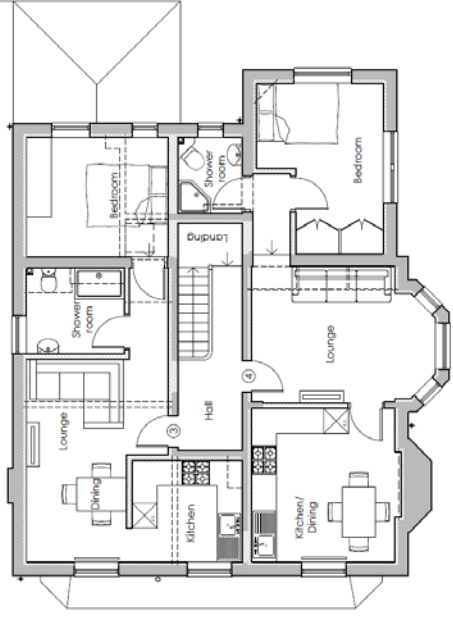


PROPOSED GROUND FLOOR PLAN

- KEY
- Proposed walls / partitions for demolition
 - ===== Existing walls / partitions retained
 - ===== Proposed new walls / partitions



© Weston & Co. Architects Ltd.



PROPOSED FIRST FLOOR PLAN

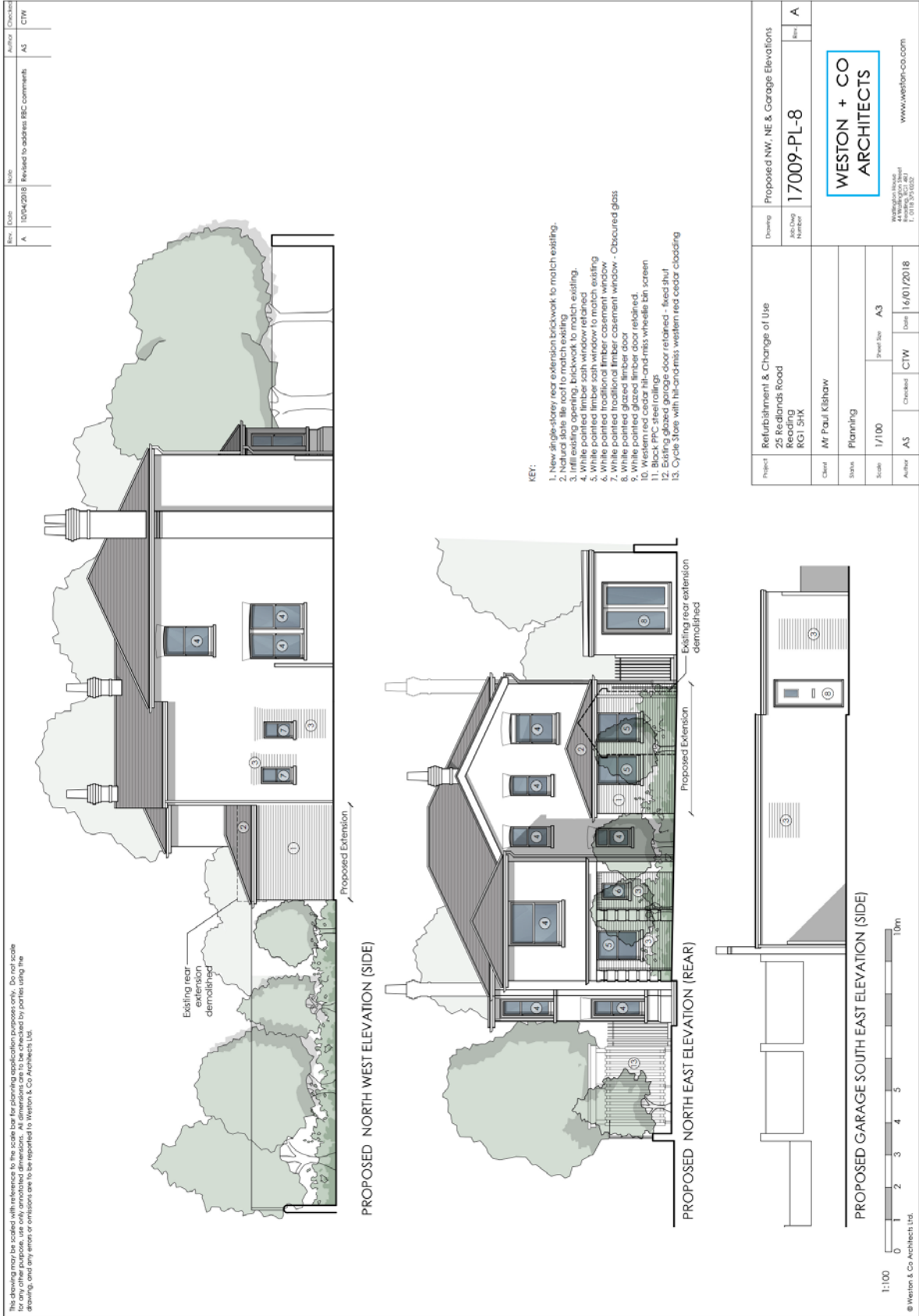
Project	Refurbishment & Change of Use 25 Redlands Road Reading RG1 5HX	Drawing	Proposed Floor Plans	Rev.	A
Client	Mr Paul Kilkrow	Job-Tag Number	17009-PL-6		
Status	Planning	Scale	1/100	Sheet Size	A3
Author	AS	Checked	CTW	Date	16/01/2018



WESTON + CO
ARCHITECTS

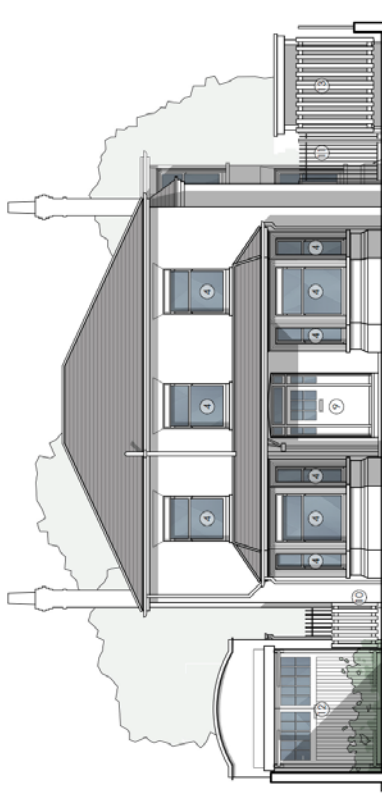
Weston & Co. Architects
44 Wellington Street
Reading RG1 2JG
T: 0118 975 0252
www.weston-co.com

Proposed floor plans



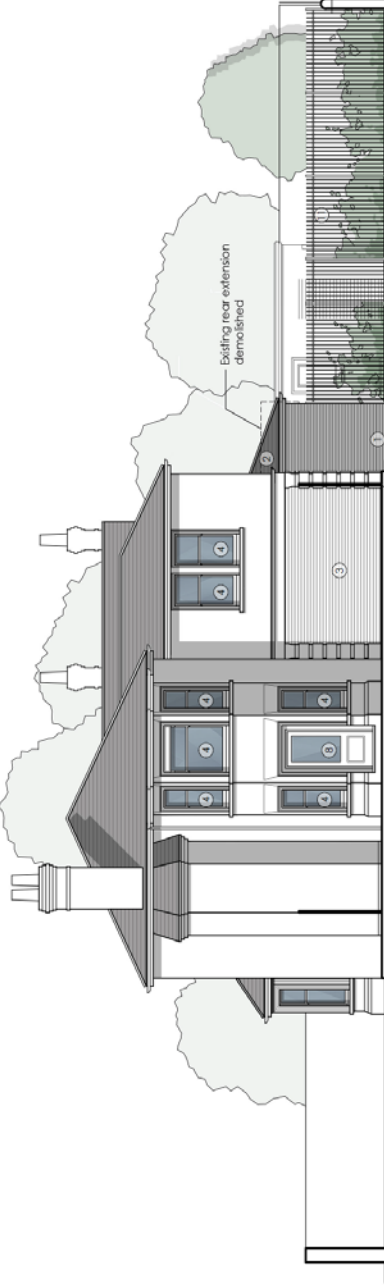
Proposed side and rear elevations

Rev: A	Date: 10/01/2018	Note: Revised to address RBC comments	Author: AS	Checked: CTW
--------	------------------	---------------------------------------	------------	--------------



PROPOSED SOUTH WEST ELEVATION(FRONT)

Note: Building timbers underlined



PROPOSED SOUTH EAST ELEVATION (SIDE)

KEY:

1. New single-storey rear extension brickwork to match existing.
2. Natural slate tile roof to match existing.
3. White painted garage door to match existing.
4. White painted garage door to match existing.
5. White painted timber sash window to match existing.
6. White painted traditional timber casement window - Obscured glass.
7. White painted traditional timber casement window - Obscured glass.
8. White painted glazed timber door.
9. White painted glazed timber door.
10. White painted glazed timber door.
11. Black PPRC steel railings.
12. Existing glazed garage door retained - fixed shut.
13. Cycle store with fill-and-miss western red cedar cladding.



© Weston & Co Architects Ltd.

Project	Refurbishment & Change of Use 25 Reclanads Road Reading RG1 3HX	Drawing	Proposed SW & SE Elevations
Client	Mr Paul Kilshaw	Job/Draw Number	17009-PL-7
Status	Planning	Rev	A
Scale	1/100	Sheet Size	A3
Author	AS	Checked	CTW
Date	16/01/2018	www.weston-co.com	



Weston + Co
Architects
Wokingham House
100 High Street
Reading, RG1 1AB
T: 0118 9316207

Proposed front and rear elevations