

# PLANNING, DESIGN AND ACCESS STATEMENT

Orchard End  
Sill Bridge Lane, Waltham, St Lawrence

Prepared for Mr & Mrs Wilson

October 2023



Site Location - Aerial Context

**COOKHAM DESIGN PARTNERSHIP**

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# 1 Introduction

## Purpose of Document

This Design and Access Statement (DAS) has been prepared by Cookham Design Partnership on behalf of Paul Spencer, to support a Full Planning Application to the Royal Borough of Windsor and Maidenhead Council (RBWM) for the replacement of an existing residential dwelling and detached annex with a two storey dwelling with detached annex on Spring Lane, Cookham Dean, Berkshire.

This statement has been prepared to be compliant with the Development Management Procedure (England) Order 2015, and the Planning Practice Guidance 2014 (NPPG) and illustrates the design principles and concepts that support the proposals and addresses the requirements set out in the NPPG 'Making an Application'.

It specifically, responds to the NPPG requirements 'What should be included in a DAS', and explains:

- The design principles and concepts;
- The steps taken to appraise the context of the proposed development and how the design has taken them into account; and
- The Applicant's approach to access.

The proposals have been developed in accordance with the policies of the RBWM Borough Local Plan (2013 - 2033) Adopted Feb 2022 and the Borough Wide Design Guide supplementary planning document (SPD) June 2020, together with the National Planning Policy Framework (NPPF) revised July 2021.

This statement should be read alongside the following supporting documents which also accompanies this application :-

- Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment by GS Ecology.
- Ecology Survey Report & Bat Activity Survey Reports by accon UK ENVIRONMENTAL CONSULTANTS.
- Calculations Report by SApeasy.
- Flood Risk Assessment and drainage strategy prepared by Vector Structures.
- Planning Energy Statement.



# 2 Site Description

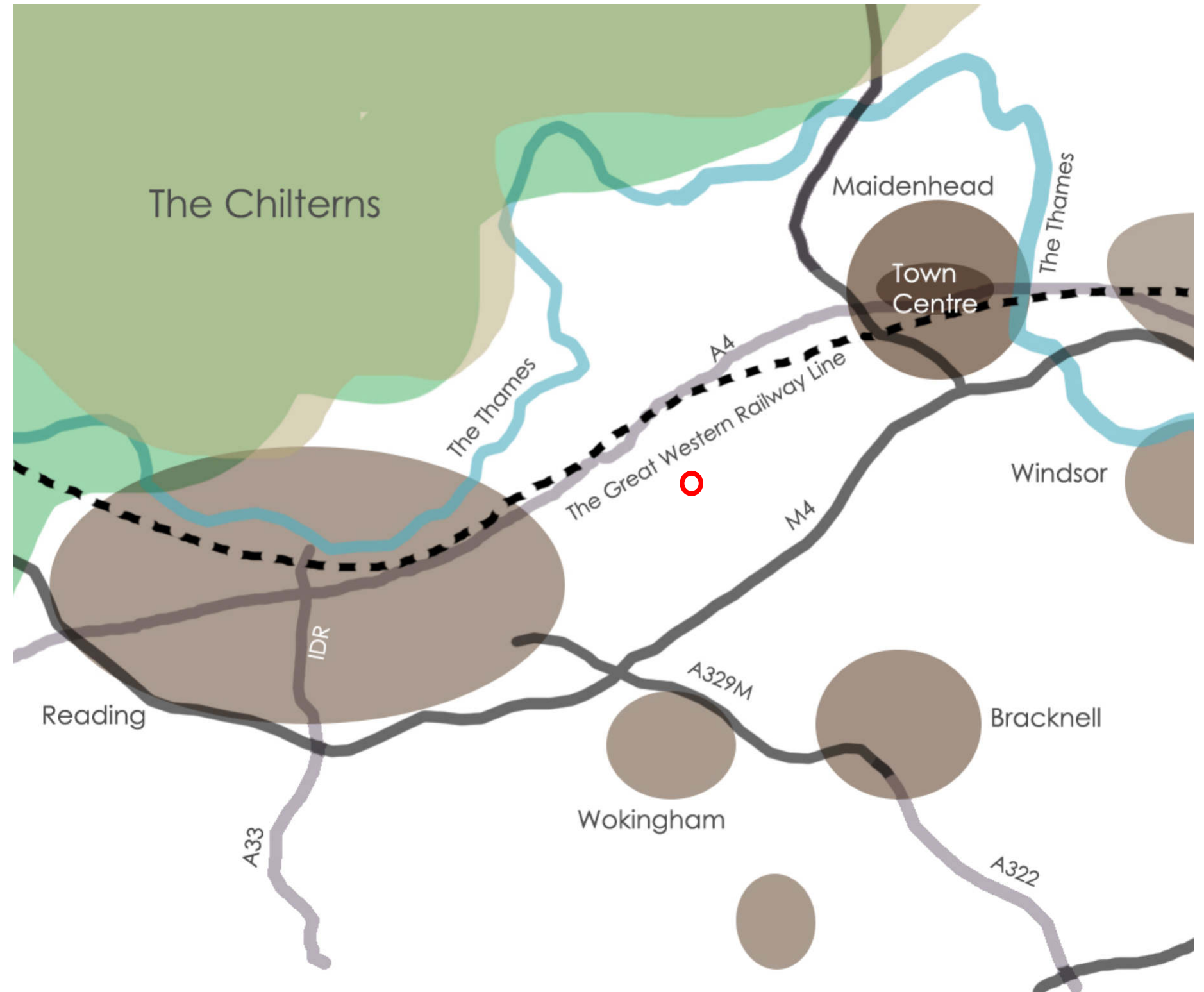
## Site Location

The Site is located in Sill Bridge Lane in Waltham St. Lawrence, a village and civil parish in the English county of Berkshire.

Waltham St Lawrence is located in a rural setting in East Berkshire, south of the A4 trunk road and north of the M4 motorway, between Maidenhead and Reading. The parish is bordered by those of Twyford and Hurst to the west and White Waltham and Maidenhead to the east.

## Local Context

The proposed site is situated on the western side of Sill Bridge Lane. Sill Bridge Lane in Waltham St. Lawrence is in the South East region of England. The site falls within the Waltham St Lawrence Parish, East Berkshire, south of the A4 trunk road and north of the M4 motorway, between Maidenhead and Reading. The site is encompassed by residential curtilage and expansive green spaces on all sides. Sill Bridge Lane primarily consists of detached residential dwellings on large plots with outbuildings. It is worth noting that there are no heritage assets in the immediate vicinity of the site. Additionally, the site is located beyond the defined settlement boundary, meaning it falls within the Green Belt. The site is categorized under Flood Zone 3.



Site Location - Wider Context

# Site Context

## Site Context

The Site area is approximately 0.14ha in size, over 38.37m in length and is bounded by mature shrubs, trees and hedges. The site is accessed through a gated entrance off Sill Bridge Lane, leading to a car parking forecourt in front of an existing single garage located to the south of the site.

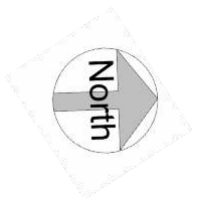
The current Orchard End can be reached through two pathways: one leading from the existing garage and another from the pedestrian access gate located at the northern corner of the property. Orchard End is a two-story house featuring three bedrooms.

The house is surrounded by a landscaped garden, with pathways that encircle the property. Additionally, there is a greenhouse and an oil tank present at the rear. The remaining sections of the garden consist of soft landscaping, incorporating various types of trees, shrubs, and hedges. Towards the rear of the property, there is a timber garden store /shed.

Both the dwelling and the garage are constructed using red bricks and have pitched roofs adorned with brown tiles. The windows are made of white uPVC material.

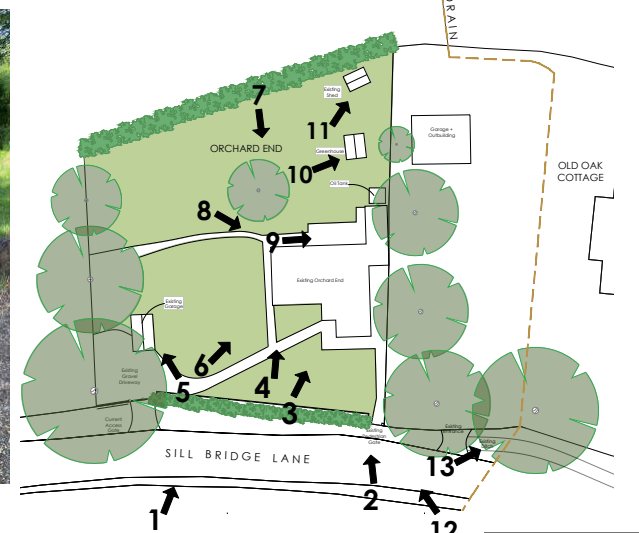
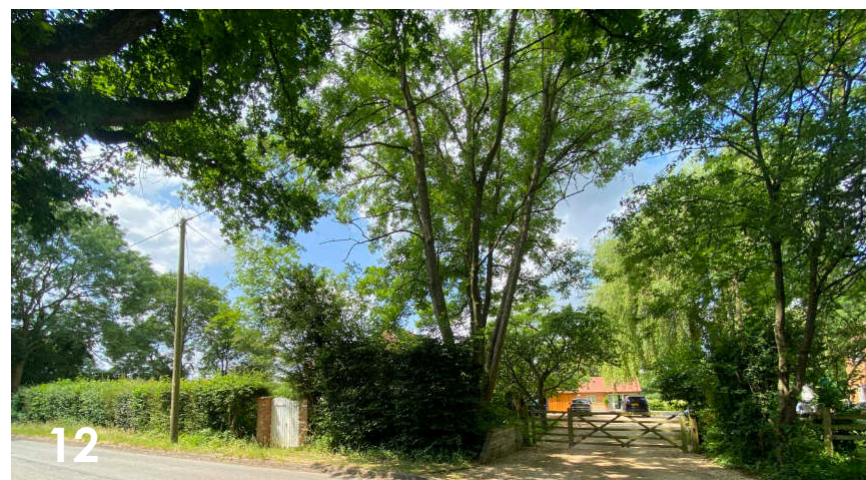
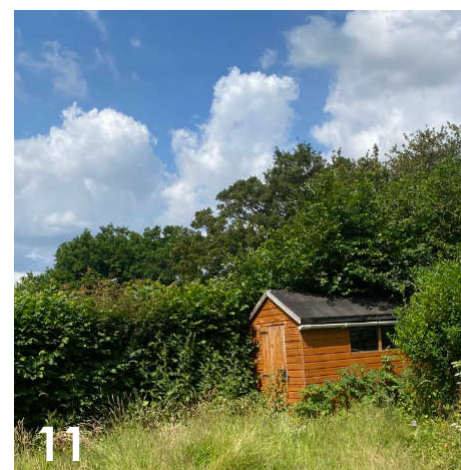
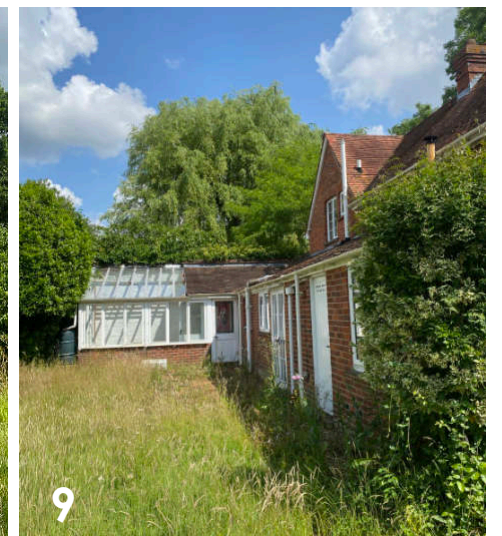
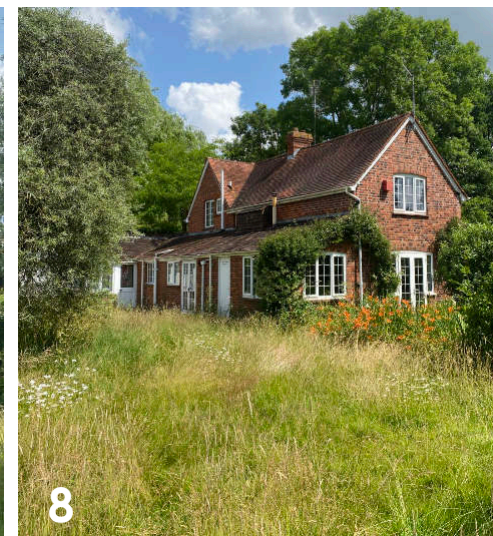
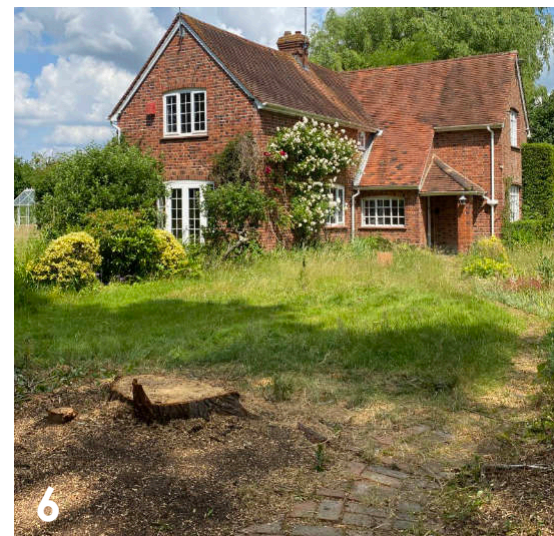


Existing Site





# Site Photographs





# 3 Planning Context

## Addressing the Planning Policies

### **National Planning Policy Framework (NPPF) revised July 2021**

The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development should be produced and applications determined. Planning law requires that applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise.

NPPF Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development and that Council's should either approve development proposals that accord with an up-to-date development plan or where the relevant policies are currently being updated, as is the case in Windsor and Maidenhead, approve development proposals unless:-

(i) the application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed;  
or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

In terms of the Site's setting within the Green Belt, NPPF Paragraphs 137 to 151 covers Green Belt policy and the government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Paragraph 149 states that the local planning authority should regard the construction of new buildings as appropriate in the Green Belt, provided the new building is in the same use and not materially larger than the one it replaces; and would not have a greater impact on the openness of the Green Belt than the existing development.

The proposals closely follow the existing built footprint and massing to ensure that it does not harm the openness of the Green Belt as per policy.

The NPPF has been taken into account in the Royal Borough of Windsor & Maidenhead Borough Local Plan (BLP) 2013 – 2033 and is a material consideration in planning decisions. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. For the purposes of this application, the relevant Development Plan includes:

- Saved policies of the Royal Borough of Windsor & Maidenhead Borough Local Plan (BLP) 2013 – 2033
- Borough Wide design Guide supporting the BLP.

### **RBWM Borough Local Plan 2013 – 2033**

The BLP sets out the Council's policies for delivering development, of which, the following are most relevant to determining this application (not necessarily exhaustive):

- Policy QP3- Character and Design of New Development.

In addition, the BLP under Policy QP3 (b) Respects and enhances the local, natural or historic character of the environment, paying particular regard to urban grain, layouts, rhythm, density, height, skylines, scale, bulk, massing, proportions, trees, biodiversity, water features, enclosure and materials; (l) Provides sufficient levels of high quality private and public amenity space; and

(m) Has no unacceptable effect on the amenities enjoyed by the occupants of adjoining properties in terms of privacy, light, disturbance, vibration, pollution, dust, smell and access to sunlight and daylight....

### **Borough Wide Design Guide**





Guide 5 Character Responding to character by creating a design that blends in seamlessly with the existing character and using cues from the local area to create a design that is sympathetic to the character, while providing a contemporary interpretation. Guide 5.1.3 states that all new development will be expected to integrate existing features such as:

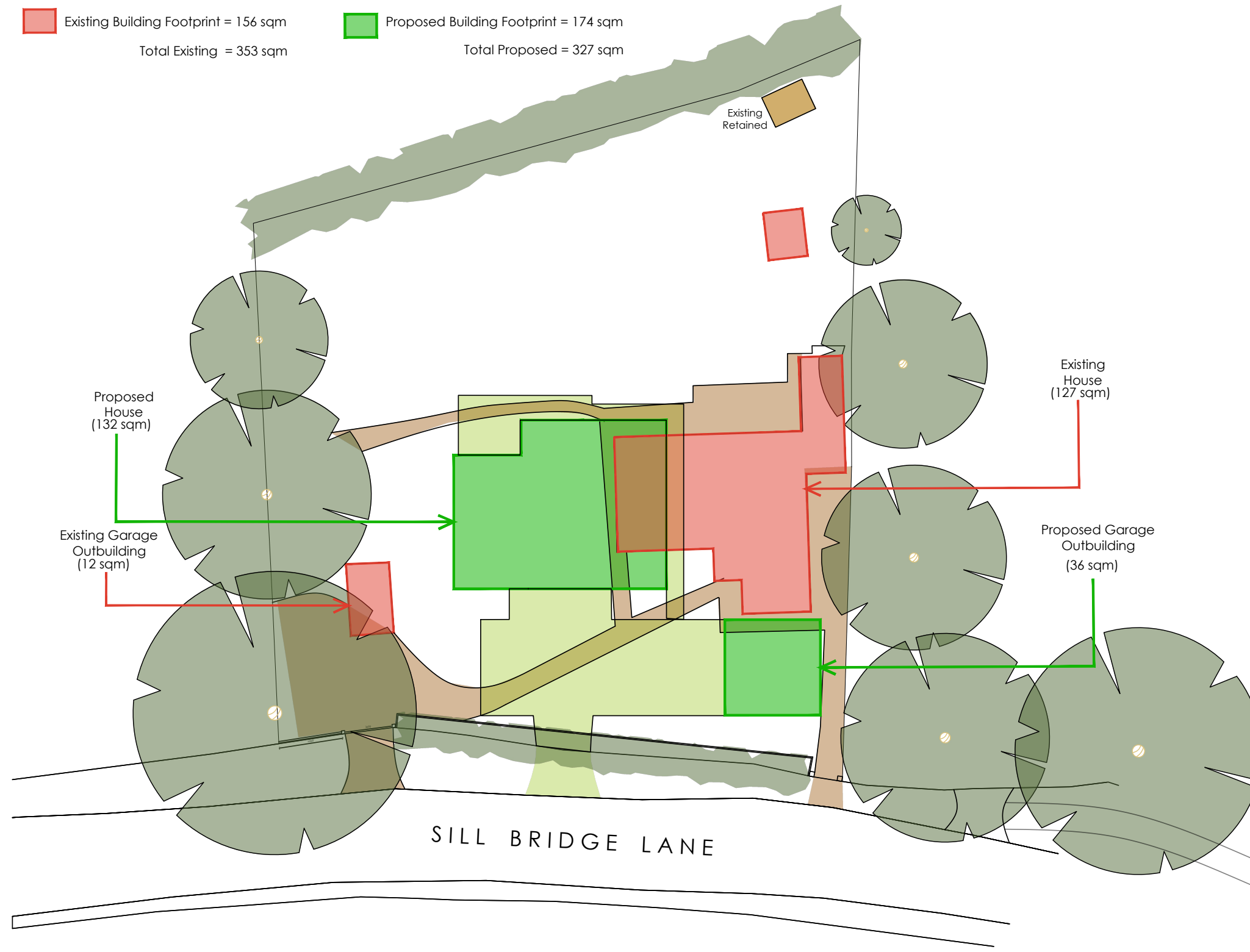
- Topography

- Water-bodies (including the River Thames, streams and ponds)
- Mature trees, forests, hedgerows, plantings and other ecological features
- Views to and from the site to important features
- Listed buildings, archaeology, historic parks and gardens and buildings and features of cultural, historic heritage and/or townscape merit.

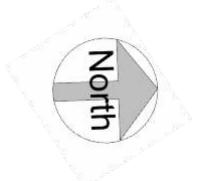


# Site Footprint Analysis

 Existing Hard-standing = 197 sqm	 Proposed Hard-standing = 153 sqm
 Existing Building Footprint = 156 sqm	 Proposed Building Footprint = 174 sqm
Total Existing = 353 sqm	
Total Proposed = 327 sqm	

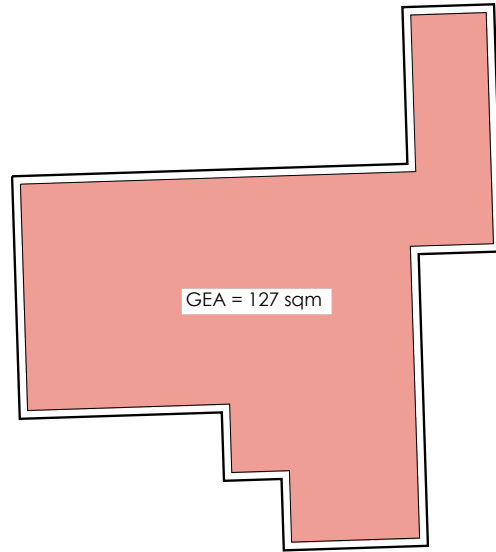


Block Site Plan showing existing hard standing and built footprint against proposed

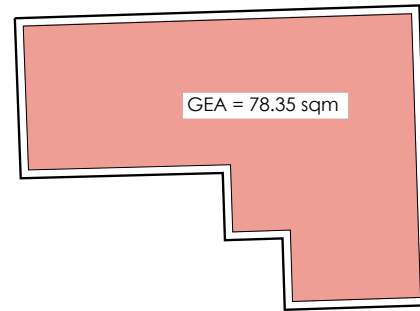


# Built Form Analysis

Existing

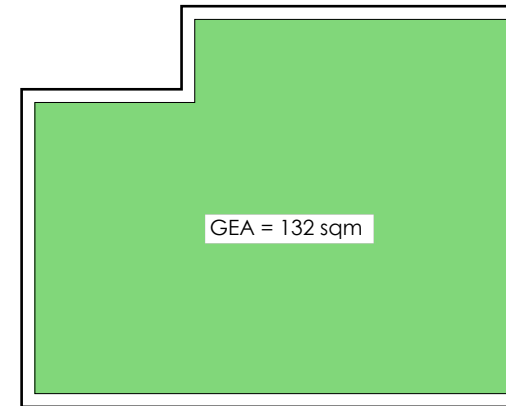


Existing Ground Floor Plan

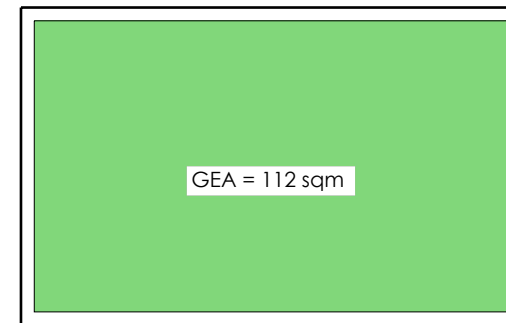


Existing First Floor Plan

Proposed



Proposed Ground Floor Plan



Proposed First Floor Plan

Gross External Area Calculation:	
Existing Ground Floor	127 sqm
Existing First Floor	078 sqm
<b>Total Existing Area</b>	<b>205 sqm</b>
Proposed Ground Floor	132 sqm
Proposed First Floor	112 sqm
<b>Total Proposed Area</b>	<b>244 sqm</b>
Percentage increase from existing	19%

Block Building Plans showing existing and proposed floor areas (m2)



# 5 Design Proposals

## Layout

The current entry point to the residence is located on the southern side of the property, accessible through the carport. From there, a narrow pathway connects the carport to the main house.

The original structure of the dwelling remains unchanged since its construction. It features a sprawling and irregular layout.

Since the entrance to the property is situated at the southernmost end, it is not particularly convenient as it is distant from the main dwelling. Furthermore, the pedestrian pathways are narrow and do not adequately facilitate direct access to the main door.

The proposals are to replace the existing dwelling and garage allowing a new access with forecourt between the two buildings. This will provide a direct and visible connection to the main dwelling.

The proposed dwelling has a consolidated built footprint, occupies less site area and enables the creation of a formal front garden; giving the residence much needed presence within its site curtilage.

The proposals seek to address the issue of narrow, scattered hard standing pathways throughout the property by implementing a standardized approach to the main entrance. This will allow for the creation of additional soft landscape spaces, harmonizing the house with its surrounding elements through a more organized layout.

## Use and Amount

The application presents a proposal to replace an existing detached 3-bedroom dwelling with a new 4-bedroom detached dwelling that will maintain a nearly identical footprint.

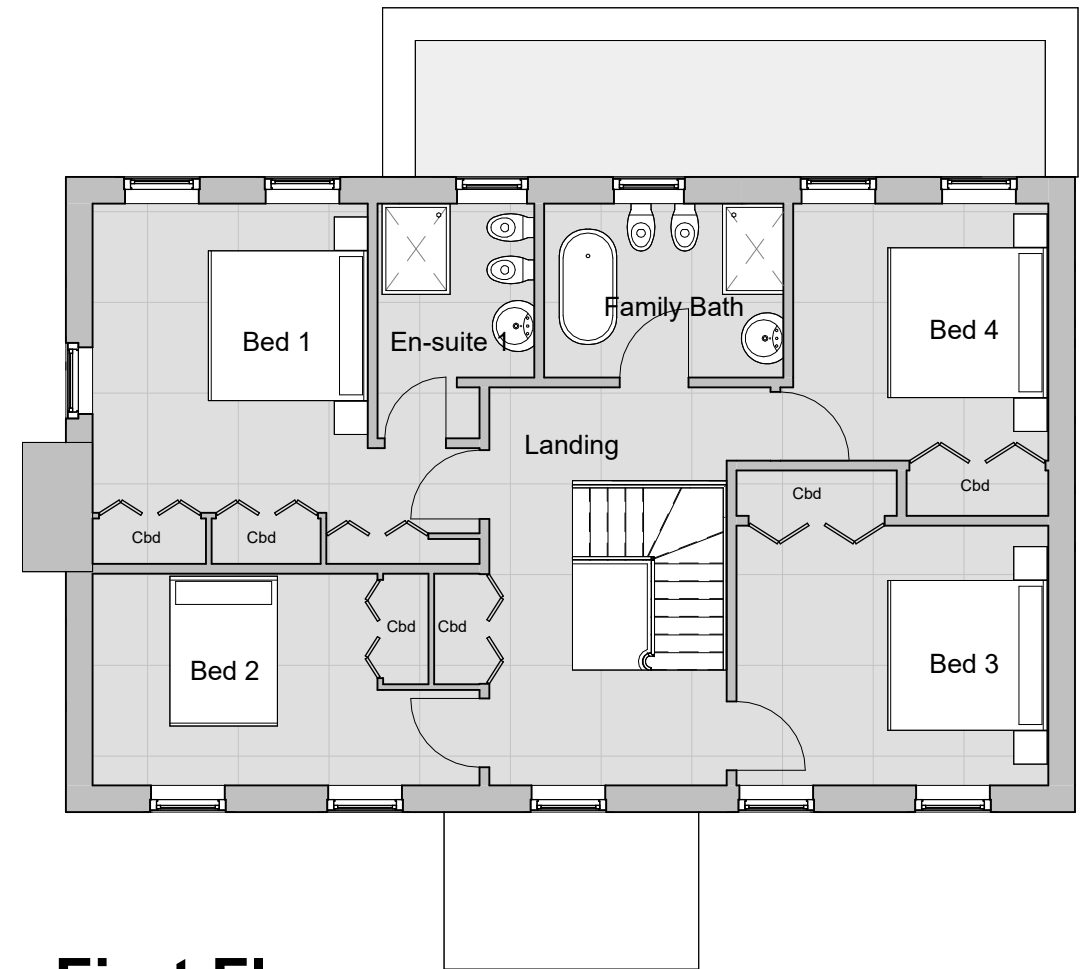
As part of the proposed changes, the existing single garage and greenhouse will be demolished. In their place, a new single garage will be constructed on the northern side of the site, combining their footprints.



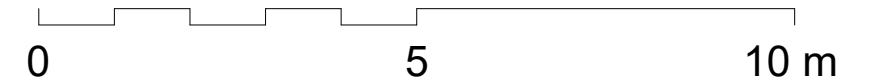
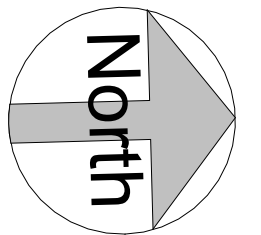
# Floor Plans



**Ground FFL**  
1 : 100



**First Floor**  
1 : 100



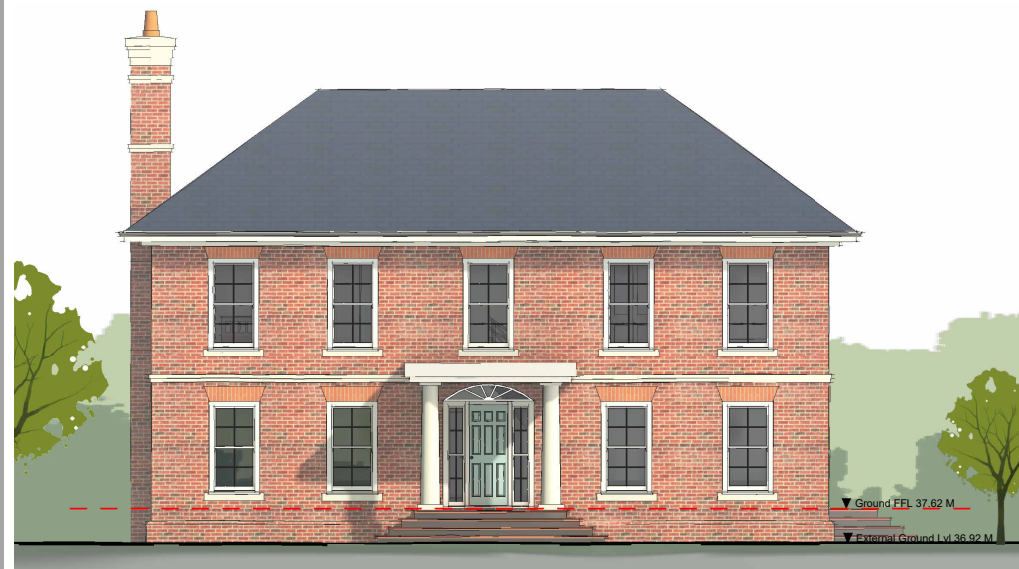


# Elevations

## Scale

Currently, the existing dwelling has a ridge height of 6.7m from the ground level, while the replacement dwelling will have a slightly higher ridge height of 8.6m. This adjustment is essential because the finished floor level (FFL) will be elevated by 0.7 meters to accommodate the flood risk zone, as outlined in the FRA report.

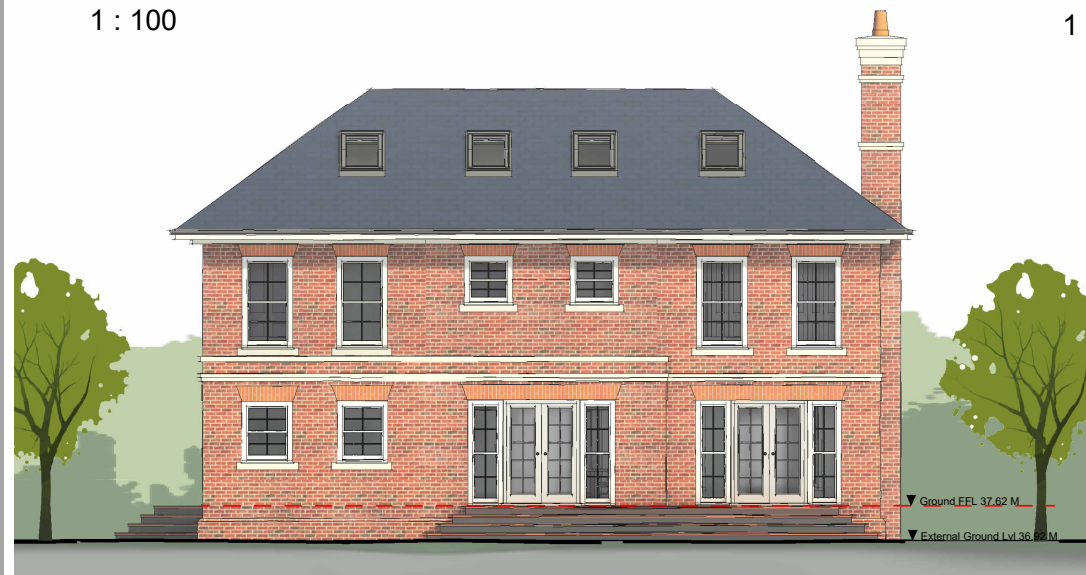
In terms of design, the proposed roof detailing will be in harmony with the surrounding neighborhood, capturing the same scale and overall architectural character.



**Front-East**  
1 : 100



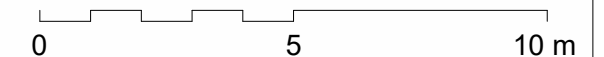
**Side-North**  
1 : 100



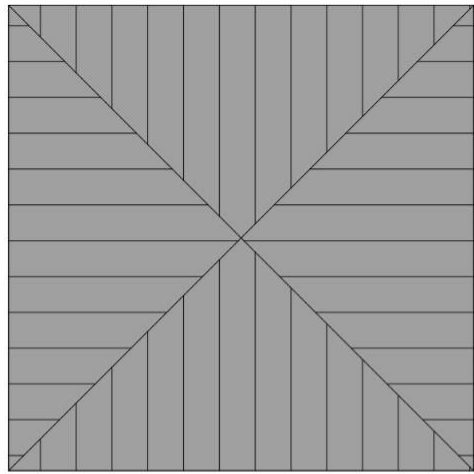
**Rear-West**  
1 : 100



**Side-South**  
1 : 100



Proposed Elevations



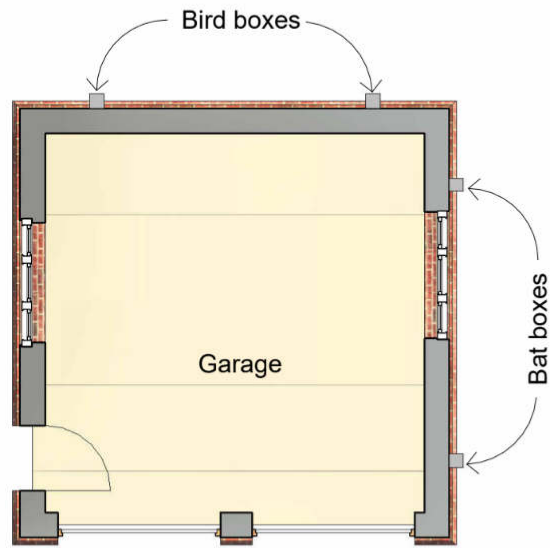
Proposed Roof Plan



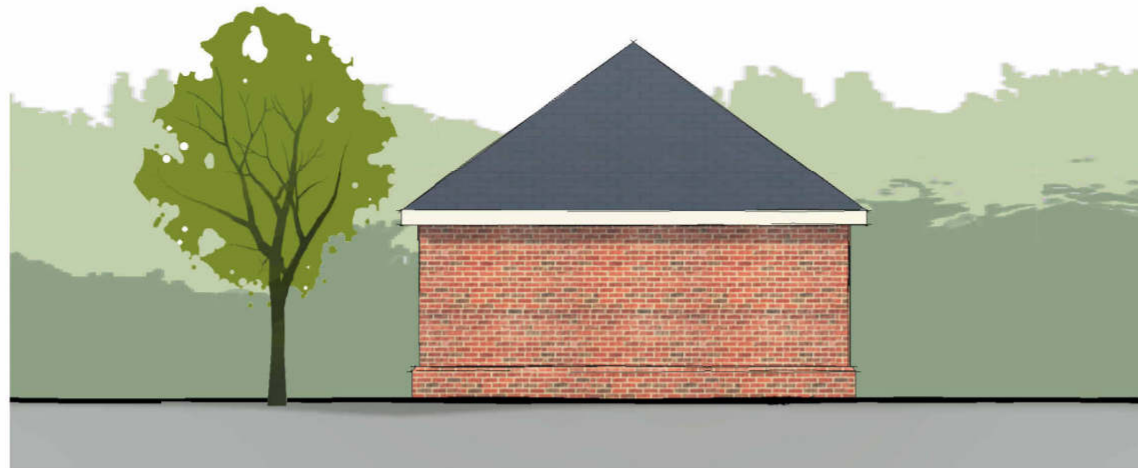
Proposed Front Elevation



Proposed Side Elevation (South)



Proposed Floor Plan

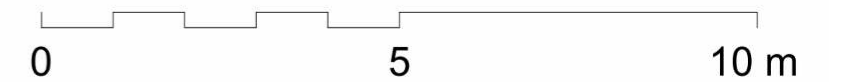
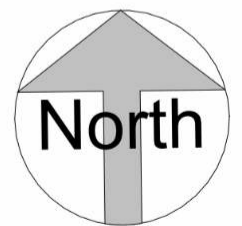


Proposed Rear Elevation



Proposed Side Elevation (North)

Proposed Garage Outbuilding





# Materials

## Appearance

The application proposals have been designed with regard to the site's location, its existing on-site constraints and the relationship with the vernacular architecture of the surrounding area.

The proposed building reflects the architectural style, in form, detailing, palette of materials; and to the character of the wider context. The proposed dwelling will be a Georgian style residential house with flat roof front porch.

Walls are to be finished with red multi brick. Ground floor openings are to be finished with projecting brick courses; and the feature chimney and entrance lobby are to be finished with the same to tie elements visually together.

The roof finish is flat grey clay tile which is also present locally in the area. The Front porch will have a flat roof supported on top of stone columns to enhance the architectural character of the proposed dwelling. The chimneys also match the style and character of many of the buildings within the locality.

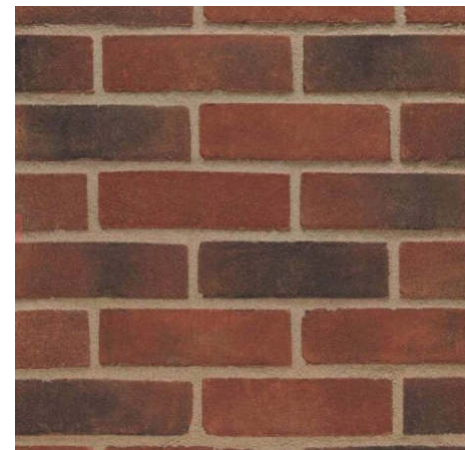
The doors and windows will be made of white UPVC, offering a cohesive appearance with the rest of the structure.

The use of these materials aims to seamlessly integrate the building into the semi-rural landscape while reflecting the area's architectural character.

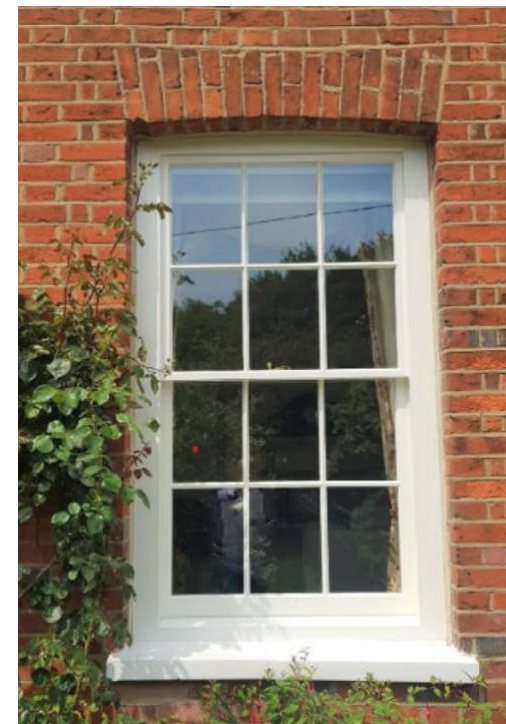
Wherever feasible, local sourcing of materials will be prioritized, ensuring coherence with the region and promoting sustainability.



Grey Slate Roof Tile



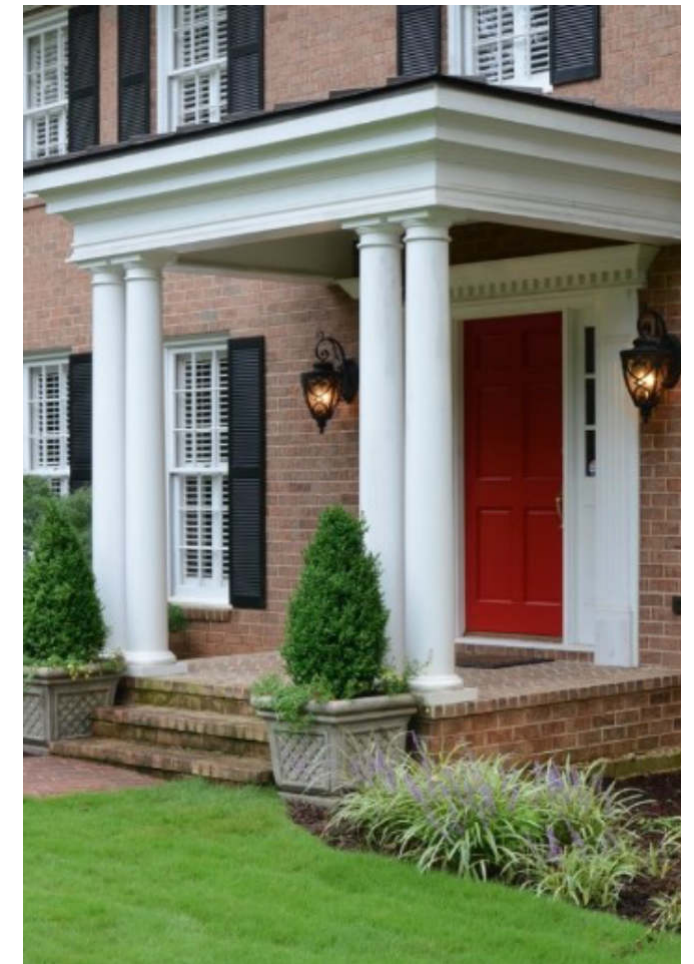
Multi Red Brick



White uPVC windows



Glazed French Doors



Flat roof porch with stone columns.

# 6 Access

## Site Access

Currently, the site is accessed through a gated entrance off Sill Bridge Lane, leading to a car parking forecourt in front of an existing single garage located to the south of the site.

As part of the proposals, the existing site access will be eliminated. Instead, a new site access point will be created slightly further down the access lane. This new access will provide a direct route to a new parking forecourt situated between the replacement dwelling and the proposed garage building. A landscaped area will be developed to facilitate the parking needs. This landscaped area will be designed to accommodate a total of three car parking spaces, with two of them provided within the garage structure.

The new site access and parking forecourt will be strategically positioned to ensure convenient and direct access to the main entrance of the house.

## Public Transport

The site is situated in an area that does not have a designated bus route. However, the nearest bus route, located approximately 10 minutes away by foot, is the Paradise House and Waltham St Lawrence, The Bell on The Street Lane.

This route is serviced by Thames Valley Buses, specifically Bus number 243, which operates on an hourly basis. The bus route connects Bracknell Bus Station to Wexham Park Hospital and neighboring areas, including a stop at Maidenhead Railway Station, which serves GWR and the Elizabeth Line; and runs trains between London Paddington and the south west.

## Inclusive Design

The aim for inclusive design is to remove barriers which create undue effort, separation or special treatment, and enable everyone to participate equally in mainstream activities independently with choice and dignity. Although the principles of inclusive design have emerged from the disability movement, inclusive design is relevant to all members of society, such as older people. From the outset the design of the development has included the fundamental principles of inclusive design. The design approach has been as follows:

- Provide level access from the car parking forecourt to the front door and into the dwelling.
- Provide level access throughout the ground floor
- Provide level access from inside to outside rear terrace space
- Provide suitable external ground finishes to not cause a trip hazard.