

SECTION 73 APPLICATION TO AMEND THE APPROVED PLANS TO PERMISION 151942 (RETROSPECTIVE)

PLANNING STATEMENT

70 SWAINSTONE ROAD READING RG2 0DX

ON BEHALF OF PARMOD SHARMA

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

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APPENDICES:

1.0 FORD FOCUS DIMENSIONS

1.0 Introduction

1.1 This statement is submitted in support of a s73 application to amend the approved plans of application 151942. This is in response to correspondence from the council of 19th November 2019 outlining inconsistencies between the development implemented on site, and the approved plans.

1.2 In addition to this statement, the application is accompanied by the appropriate application forms, duly signed and completed, a planning application fee and the following plans and documents:

- Materials schedule
- D1234-04b site plan/ block plan
- D1234-05b proposed floor plans
- D1234-06b proposed elevations

2.0 Site location and planning history

- 2.1 The site lies at the end of a Victorian terrace of residential properties, on Swainstone Road. The site adjoins 68 Swainstone Road, fronting Swainstone Road to the north and taking vehicular access from it. Immediately to the west of the site is a public footpath, and beyond this is a recreation ground. Swainstone Road lies within walking distance to the town centre, and has excellent access to public transport and therefore benefits from a very sustainable location.
- 2.2 Swainstone Road is made up of a row of Victoria terraced houses which feature bay windows and brick patterning although many have been painted. The property opposite the site gained planning permission for erection of two storey side extension and rear first floor extension to dwelling under application 010344.
- 2.3 The site in question, now referred to as 70 Swainstone Road gained planning permission for a two storey extension to form a 1 bedroom dwelling under application 151942 and was subject to subsequent discharge of conditions. The applicant has advised that due to difficulty finding reliable builders and achieving continuity through the construction process, unfortunately the development was not built in accordance with the approved plans. The current application seeks to resolve these inconsistencies by gaining permission for amended plans. The amendments proposed address the planning policy requirements and consider the comments of the council planning officers to date.

3.0 Proposals

3.1 The proposals seek planning permission for the following amendments:

- Approval of a minor increase in the width of the dwellinghouse as approved (4.1m as built opposed to 3.6m as approved)
- Approval of a modest projection as built to the front elevation of the dwellinghouse, which would have a comparable scale to that opposite at 69 Swainstone Road
- Approval of a revised material schedule as submitted
- Replacement of the first floor front facing window of the extension to match that approved
- Request for permission for the proposed arrangement of fenestration on the west elevation which provide surveillance of the adjacent pathway, removing some of the windows installed without permission
- Requesting permission for the proposed garage size which is suitable for garaging a vehicle, and separate external storage

3.2 A later section will assess these proposals against relevant planning policies and set out why the proposed solutions are appropriate, in respective order of the proposals outlined above.

4.0 National planning policy context

- 4.1 Paragraph 58 comments on enforcement action and states:
- 4.2 *Effective enforcement is important to maintain public confidence in the planning system. Enforcement action is discretionary, and local planning authorities should act proportionately in responding to suspected breaches of planning control. They should consider publishing a local enforcement plan to manage enforcement proactively, in a way that is appropriate to their area. This should set out how they will monitor the implementation of planning permissions, investigate alleged cases of unauthorised development and take action where appropriate.*
- 4.3 This application aims to respond to requests for an application to be submitted to resolve the outstanding inconsistencies with the approved planning permission to ensure the public record is updated. This will allow members of the public to appreciate what is the proposed development, and allow officers the opportunity to impose conditions they consider to be appropriate to the revised proposals to control it for the future. This is compliant with the principles of paragraph 58, and it is hoped that it can be agreed the amended proposal are acceptable and no further action would be necessary or proportionate.
- 4.4 In the spirit of responding to the request for an application, the applicant would welcome the opportunity to discuss the proposals as part of this application should officers require further amendments.

5.0 Assessment of the proposals against local policy and guidance

Approval of a minor increase in the width of the dwellinghouse as approved (4.1m as opposed to 3.6m as approved)

- 5.1 It is acknowledged that the proposed extension features a minor increase in width on that approved, albeit this is very modest at only 0.5 metres beyond the approved dimension. This is considered to be just over what could be considered *De-Minimis* and therefore it is agreed an application is needed to resolve this. However it should be clear that this minor increase does not cause the extension to appear out of character. The extension is very similar in size, scale and design to that opposite and no.69 Swainstone Road. However 70 Swainstone Road features a greater set off from the adjacent recreation ground than number 69 because of the intervening footpath. This makes it very difficult to appreciate that there is any visual difference at all between the width of the proposed extension, and that opposite.
- 5.2 The site also lies at the end of a long terrace and is set back from it in terms of height, and in the most, part building line. The proposed extension is therefore only readily visible from immediately outside the property and does not detract from the scale or nature of the terrace. By the nature of the terrace, its form is defined as being a long running linear development which fronts the road, and the extension's width at 0.5m wider than approved simply re-enforces this rhythm rather than serving to detract from the overall scale of the terrace in any way. Furthermore the extension still maintains a set off from the boundary of the site which is marked by a fence as it always was, and a further set off from the recreation ground to the west which provides sufficient spacing, and avoids a cramped appearance. For these reasons it is considered the proposals would have an acceptable appearance when considered against policy CC7, and any impact over and above the approved extension would be negligible.

Approval of a modest projection to the front elevation of the

dwellinghouse, which would have a comparable scale to that opposite at 69 Swainstone Road

- 5.3 The proposed forwards projection is of a similar size, proportion and position to the extension opposite at 69 Swainstone Road and therefore helps to assimilate with the existing character of extensions in the area. It features a simple lean-to slate tiled roof which matches the main dwelling, and no. 69 opposite. Contrasting and feature brickwork is a key element of the character of the terrace, but importantly this is not uniform throughout. The contrasting buff coloured brick used for the garage surround matches the window surrounds of the adjacent dwelling and is therefore considered to be an appropriate design feature for the varied pallet of materials in the area.
- 5.4 The modest dimensions mean that the extension it is not visually prominent in the streetscene and again will only really be visible when stood directly opposite the plot, so will not detract from the overall appearance of the terrace. NB the extension is also required to achieve the car parking space within the garage, as will be commented on in a later section so its retention is necessary.

Approval of a revised material schedule as submitted

- 5.5 As discussed previously, the front facing window is proposed to be changed which will increase the visual coherency of the development with the rest of the terrace. The slate roof tiles used are similar in appearance to that of the existing terrace. The red brick type used is similar to the extension opposite at number 69, and the lighter surrounding brick used for the garage projection matches the window surrounds of the adjacent dwelling.
- 5.6 The extensions at number 70, and 69 were approved to be of different appearance to the rest of the terrace in their design, and the use of materials proposed does not significantly detract from the overall character of the area. The proposed materials as set out in the schedule submitted would be acceptable in the context of the streetscene and complaint with policy CC7.

Replacement of the first floor front facing window of the extension to match that approved

- 5.7 It is appreciated that the existing front facing window does not match the approved plans and therefore appears as a variation on the existing terrace and on the extension opposite at no. 69. To assist integrate the extension into the terrace and with the extension opposite it is proposed to return the window back to the approved form. This will assist the extension's contribution to the rhythm of the terrace, and address concerns about incongruity when assessed against policy CC7.

Request for permission for the proposed arrangement of fenestration on the west elevation

- 5.8 The applicant proposes an alternative arrangement of fenestration to that approved which involves removing the second floor windows. This will leave 1 first floor window, and 3 additional glazed window/door openings on the ground floor beyond that already approved, as shown on the proposed plans.
- 5.9 The additional windows beyond those already approved provide more natural daylight to the space they serve including the garage to improve usability. They also improve surveillance, and the perception of surveillance over a pedestrian footpath to the side of the dwelling without alternative surveillance. The additional windows have a negligible impact on the appearance of the flank elevation of the house, but improve surveillance which is supported by the NPPF which aims to create safe and healthy communities.

Requesting permission for the proposed garage size which is suitable for garaging a vehicle, and proposed external storage

- 5.10 It is acknowledged that the garage has been built below the required size standard. The dimensions of the garage are marked on the plans and are 4.86m long by 3.85m wide. The opening for the garage is over 3m wide.

Therefore there is a useable parking space of 4.9m x 3m, with additional width available for the opening of doors. It is acknowledged that this is below the council's standards of 7m x 3m in terms of depth, but that the width is sufficient and exceeds the requirement in fact.

- 5.11 It is important to note that the 'Revised Parking Standards and Design' SPD which sets out the standards for a garages make it clear that the required dimension of 7x 3m allows for storage. Therefore it follows that if this storage is accommodated elsewhere then the garage could be smaller. As such external cycle store is provided in the rear garden to ensure the garage is available for parking. Furthermore it is relevant to note that a Ford Focus as a standard family vehicle measures 4.4 metres long by 2m. When compared to the size of the proposed garage, it is clear that it will be possible to park such a car within the garage. As such it is considered that whilst below the council's normal parking standard for garages, the garage would be usable as a car parking space for most family sized cars, and storage of cycles could be conveniently accommodated in the rear gardens.
- 5.12 Whilst it is considered that the garage is capable of providing an acceptable car parking space, the site's location means that it is quite possible that the occupants would not need to own a private car. The site is within a 2km walking distance of centre of Reading, and benefits from a sustainable location. Furthermore Swainstone Road features controlled on street parking and the original decision makes it clear that the residents will not be eligible for a permit. This will incentivise use of the garage if the occupant does own a car, and prevent any additional pressure on street parking.
- 5.13 With the above in mind, whilst the garage space does not strictly conform to the council's normal standards, with the measures in place to provide additional storage, and prevent on street parking, it is considered the garage would provide a usable car parking space. On this basis it is considered to comply with the requirements of policy TR5 of providing car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

6.0 Conclusion

- 6.1 This submission aims to resolve existing inconsistencies with the previously approved decision and therefore regularise an existing breach of planning control. This statement has set out the measures that will be undertaken to address the breaches where this is considered necessary, and explained why it is considered some of them should be granted permission as they are in accordance with local policies, and further enforcement action would not be required or proportionate.
- 6.2 It is therefore respectfully requested that permission be granted.

1.0 FORD FOCUS DIMENSIONS

 Engine & Performance

Engine

Engine Specification

Power (kW) :	114 kW
Horsepower :	155 hp
Horsepower :	153 bhp

Configuration Combustion

Internal Combustion Engine :	✓
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Drivetrain

Drive Type :	Two Wheel Drive
Transmission :	Manual
Number of Gears :	6

Fuel

General

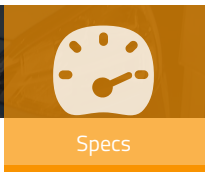
Fuel :	Petrol
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Exterior

Length :	4378
Width :	1852
Width, with Mirrors :	1979
Height :	1454
Track, Front :	1572
Track, Rear :	1553
Wheel Base :	2700 mm
Overhang, Front :	909
Overhang, Rear :	769
Turning Circle :	11
Ground Clearance :	112

Interior

Shoulder Room, Front :	1421 mm
Shoulder Room, Rear :	1395 mm



Chassis

Chassis :	Hatchback
Pillars :	A-D
Chassis Construction :	Unibody

Number of Doors :	5
Front Doors Type :	Conventional
Second Row :	✓
Second Row Door Type :	Conventional

Side Mirrors

Side Mirrors: Mirror Type :	Conventional
Adjustments :	Electrical
Turning Signal :	✓
House Colour :	Same as Car

Rear Wipers : ▼

Window Lifts :	Window Lifts, Powered
Driver :	✓
Passenger :	✓
Heat-Insulating Windows :	✓
Front :	✓
First Row :	✓
Second Row :	✓
Rear :	✓

Sunroof :	+
Sunroof Type :	Inbuilt*

Rear Lights :	Halogen
Daytime Running Light :	Halogen
Special Features :	Headlight Leveling

Finish :	Metallic* Solid						
Colour :	Black	Blue	Grey	Orange	Purple	Red	Silver

Tightening Torque :	135
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Equipment

Instrument Cluster

Trip Computer :	✓
Display :	✓

Other Equipment

Clock :	✓
Digital :	✓

Seats

General

Number of Seats :	5
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Front Seats

Adjustments, Driver :	Seat Depth	Seat Height	Backrest Angle	Headrest, Up/Down
Adjustments, Passenger :	Seat Depth	Backrest Angle	Headrest, Up/Down	

Back Seat

Second Seat Row :	✓
Third Seat Row :	✗

Trunk

Total Trunk Volume :	375 l
Rear Trunk :	✓
Volume :	375 l
Volume, Collapsed seats :	1354 l
Front Trunk :	✗
Features :	Light Flat Surface

Ford Focus EcoBoost Hybrid Manual, 155hp, 2020

6-speed

6

Specs

Airbags

Frontal Airbag :	✓
Driver :	✓
Passenger :	✓
Rear :	✗
Side Head Airbag :	✓
Driver :	✓
Passenger :	✓
Rear :	✓
Side Chest :	✓
Driver :	✓
Passenger :	✓
Rear :	✗
Side Pelvis Airbag :	✓
Driver :	✓
Passenger :	✓
Rear :	✗
Knee :	✗
Curtain Airbag :	✓
Driver :	✓
Passenger :	✓
Rear :	✓
Airbag cut-off Switch :	✓
Passenger :	✓

Seat Belt

Belt Pretensioner :	✓
Driver :	✓
Passenger :	✓
Rear :	✓
Belt Load Limiter :	✓
Driver :	✓
Passenger :	✓
Rear :	✓
Seat Belt Reminder :	✓
Driver :	✓
Passenger :	✓
Rear :	✓
Type of Belt :	Three-Point-Belt
Rear Centre Seat Belt :	✓
Three-point-belt :	✓
Seat Belt Colour :	Black

Assist Systems

Electronic Stability Control :	✓
Lane Assist System :	✓
Speed Assist :	✓

Brake Systems

AEB System :	✓
Inter-urban :	✓
City :	✓
Cyclist :	✓
Pedestrian :	✓

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