

DELEGATED APPLICATION REPORT**Target Date:** 20/12/2016 (extension of time

agreed with the agent on behalf of the applicant; original expiry date 05/12/16)

Application No: 161907**Address:** 22 & 24 Crown St, Reading**Proposal:** Construction of a new double garage to rear of the gardens of 22 and 24 Crown Street**Case officer:** Jonathan Markwell**Site Description and Surrounding Area:**

The application site relates to two mid terrace properties located on the north side of Crown St, between the junctions of London St (to the east) and Southampton St (to the west). The part of the site where works are proposed is to the rear, which fronts onto St Giles Close. Both 22 & 24 are in residential use. The application site is not located within a conservation area (although Market Place / London St Conservation Area is close by to the east, north-west and west of the site). The site is within the Reading Central Area Action Plan area and an archaeological priority area.

Proposal:

Planning permission is sought for the erection of a single storey double garage to rear of the gardens of 22 and 24 Crown Street. A side door is proposed in each instance, together with a single window serving each garage on the rear (south) elevation facing the rear of the existing properties.

During the course of the application the applicant has withdrawn the separate application for No. 22 and subsumed both applications into a single application (after officer advice). Some inaccuracies and clarifications relating to the submitted plans have also been corrected/made.

Plans Considered:**Relevant Planning History:**

161906 - New double garage at rear of property (sharing with no. 24 Crown Street, Reading). Withdrawn 23/11/16.

080914 - Certificate of lawfulness (proposed use) for loft conversion with dormer extension. Permitted 20/1/09.

161144 - Rear extension measuring 6m in depth, with a maximum height of 3.95m, and 2.5m in height to eaves level. Notification of the construction of an extension under class A Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015. Permitted 27/7/16.

Consultation Responses:**Transport**

There are no transport objections to the proposal. The dimensions of the garages are slightly below the recommended standard but are still large enough to accommodate a family sized vehicle. A second parking space is available to the front of the garage accessed via St Giles Close.

Suggested conditions on any consent***Garage(s) retained for vehicle parking***

Notwithstanding the provisions of the current Town and Country Planning General Development Order, the garage accommodation on the site shall be kept available for the parking of vehicles at all times, unless permission has been granted by the Local Planning Authority on an application made for any other purpose.

Reason: To ensure the Local Planning Authority's vehicle parking standards are met in accordance with Core Strategy Policy CS24.

Neighbour consultation

22&26 Crown Street consulted on 11/10/16; 20&24 consulted on 16/10/16. Notice served by applicant on owners on 28/11/16.

No responses received.

Equality Act 2010:

In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. However, there is no indication or evidence (including from consultation on the application) that the protected groups identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application. Therefore in terms of the key equalities protected characteristics it is considered there would be no significant adverse impacts as a result of the development.

Relevant Planning Policy and Guidance

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. The Development Plan for Reading relevant to the application site comprises the Reading Local Development Framework 'Core Strategy' 2008 (Altered 2015) and 'Sites and Detailed Policies Document' 2012 (Altered 2015).

The 'National Planning Policy framework' ('NPPF') 2012 states clearly that its content is to be a material consideration in the determination of applications. The 'NPPF' states that due weight should be given to the adopted policies of the Local Development Framework (LDF) (Core Strategy and Sites and Detailed Policies Document) according to their degree of consistency with the 'NPPF' (the closer the policies in the plan to the policies in the 'NPPF', the greater the weight that may be given). Accordingly, the 'NPPF' and the following development plan policies and supplementary planning guidance are relevant:

The application has been assessed against the following policies:

National

National Planning Policy Framework;
National Planning Policy Guidance;

Reading Borough Local Development Framework Core Strategy (2008) (Altered 2015)
CS7: Design and the Public Realm
CS24: Car/cycle parking
CS33: Protection and enhancement of the historic environment

Sites and Detailed Policies Document (October 2012) (Altered 2015)
SD1: Presumption in Favour of Sustainable Development
DM1: Adaption to Climate Change
DM4: Safeguarding Amenity
DM9: House Extensions and Ancillary Accommodation
DM12: Access, Traffic and Highway-Related Matters

Reading Central Area Action Plan 2009
RC5: Design in the centre

Market Place / London St Conservation Area Appraisal 2007

Appraisal

As noted in the transport observations above, there are no concerns with the principle of providing garages at this point, rather than the somewhat informal parking arrangements at present.

The applicant has advised that the use will be solely for garages, as proposed. However, it is not impossible for this structure to be converted to residential use in the future, or as a standalone business unit (or potentially any other use). As such, it is considered necessary to include conditions specifying that the garage accommodation shall be kept available for the parking of vehicles at all times, and shall be used for purposes incidental to the residential uses at the site and shall not be used as a separate independent Class C3 dwelling(s) or Class B1 business unit(s). This is considered necessary to ensure that the future occupation of the garages does not adversely affect the amenity of adjoining residential premises/immediate area by reason of noise, traffic congestion and excessive on-street parking and is not used for unauthorised purposes.

There is no specific building line on various buildings which in effect comprise the south side of St Giles Close. There are examples of garages elsewhere in the rear of the Crown St terrace, in addition to standalone buildings (such as No. 43). Without a specific defined form, it is considered that the principle of a double garage at this point can be established. In terms of the design of the garage, although fairly utilitarian in nature, the applicant has incorporated some lintels over the garage doors / windows and a circular window in the centre of the pitched roof. The applicant has also outlined that the proposed materials (brickwork, slate roof and UPVC windows/doors) will match the existing materials at the host site. Within this context the proposals are considered to comply with policies CS7 and RC5. Although not within a conservation area, the site is near to the boundary with Market Place / London St Conservation Area. However, it is not considered that this proposal would be harmful to the setting of any building within the conservation area, nor impinge on the character and appearance of the conservation area as a whole.

The provision of a double garage at this point is not anticipated to result in any significantly harmful amenity impacts, providing the aforementioned conditions regarding the use and nature of the garages are secured.

Conclusion: Having regard to the material considerations and all matters raised, the Local Planning Authority considers that the balance of considerations therefore weigh in favour of granting planning permission subject to conditions.

RECOMMENDATION:

Grant Planning Permission subject to conditions.

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission was granted.

Reason: To prevent an accumulation of unimplemented planning permissions, and in accordance with section 91 of the Town & Country Planning Act as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out other than in accordance with the following drawings/documents;

JL.30 - Site Block Plan, submitted 13/11/16

JL.11 Rev A - Existing / Proposed Layout, dated 22/11/16

JL.13 - Garage - Proposed Elevations, as received 07/10/16

Reason: To clarify which plans have been approved and in the interests of proper planning.

3. The materials to be used in the construction of the external surfaces of this development shall match those of the existing buildings, as stated on the application form dated 28th November 2016 and plans hereby approved.

Reason: In the interests of ensuring that the new development appears in keeping with the character of the existing building and wider area, in accordance with Policy CS7 of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policy DM9 of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015).

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), the garage accommodation on the site shall be kept available for the parking of vehicles at all times, unless permission has been granted by the Local Planning Authority on an application made for any other purpose.

Reason: To ensure the Local Planning Authority's vehicle parking standards are met in accordance with Policy CS24 of the Reading Borough LDF Core Strategy 2008 (Altered 2015)

5. The garages hereby approved shall only be used for purposes incidental to the residential uses at the site and shall not be used as a separate independent Class C3 dwelling(s) or Class B1 business unit(s).

Reason: To ensure that the future occupation of the garages does not adversely affect the amenity of adjoining residential premises/immediate area by reason of noise, traffic congestion and excessive on-street parking and is not used for unauthorised purposes, in accordance with Policies CS10 and CS24 of the Reading Borough LDF Core Strategy 2008 (Altered 2015) and Policies DM4 and DM12 of the Reading Borough LDF Sites and Detailed Policies Document 2012 (Altered 2015).

Informatives:

1. These works are likely to require separate approval under the Building Regulations. Please contact the Council's Building Control service for further advice on (0118) 937 2449.

2. Your attention is drawn to the terms and conditions of this permission. Any development which is carried out but differs materially from the approved plans and details, or does not comply with any condition (s) or planning obligation (s) attached to the permission may result in the Council taking action to remedy the breach of planning control. If you are in any doubt please contact the council.

3. The determination of this planning application required some points of clarification and details to be resolved, so officers have worked positively and proactively to enable a recommendation for approval to be made following the submission of revised/additional information by the applicant, and for the decision to be issued within the agreed timeframes.

4. Complaints are commonly received about noise and dust caused by construction and demolition works, particularly working outside reasonable hours and smoke from bonfires associated with the burning of waste on site. The developer is reminded that construction and demolition associated with the approved development will be subject to environmental health law.

5. The attention of the applicant is drawn to Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses due to damage caused by extraordinary traffic.