

## COMMITTEE REPORT

BY THE EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES  
READING BOROUGH COUNCIL  
PLANNING APPLICATIONS COMMITTEE: 28<sup>th</sup> April 2021

**Ward:** Minster

**Application No.:** 210258/REG3

**Address:** Land to the rear of 51 to 65 Wensley Road, Reading, RG1 6DQ

**Proposal:** Development of 8 garages and 4 parking bays, and the resurfacing of roadway and footpaths, and landscaping.

**Applicant:** Reading Borough Council

**Date Valid:** 25/02/2021

**Application target decision date:** Originally 22/04/2021, with an extension of time subsequently agreed until 05/05/2021

**26 week date:** 26/08/2021

### RECOMMENDATION

GRANT planning permission subject to conditions, including:

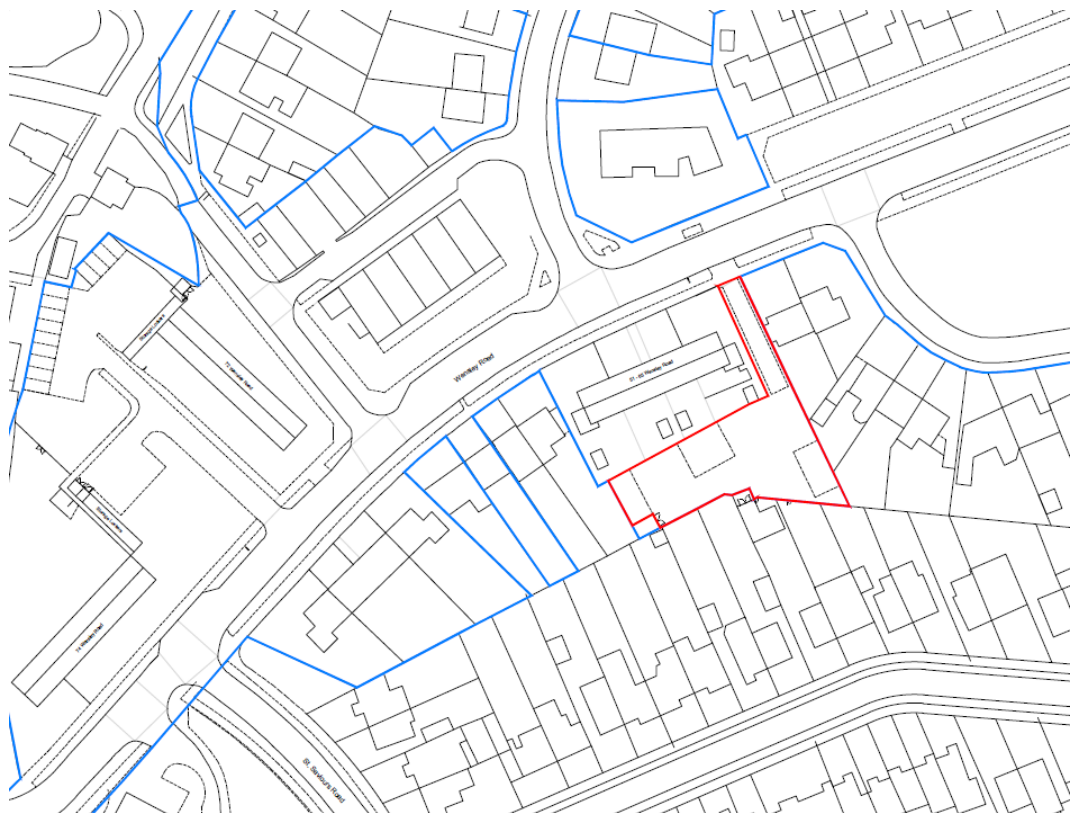
1. Time Limit - 3 years
2. Approved plans
3. Materials as specified (compliance condition)
4. Garages shall only be used for ancillary residential uses (e.g. parking and/or storage) and not as individual or combined self-contained dwellinghouses or trade/business uses ancillary to the residential use (compliance condition)
5. Vehicle parking spaces provided prior to first occupation of any garage (compliance condition)
6. Construction Method Statement as specified (compliance condition)
7. Unidentified contaminated land (only applies should contamination be found during works)
8. Hours of construction (compliance condition)
9. No bonfires during construction (compliance condition)
10. Pre-occupation hard and soft landscaping details
11. Pre-occupation details of boundary treatments
12. Arboricultural Method Statement as specified (compliance condition)
13. Pre-occupation biodiversity enhancement details
14. Pre-occupation lighting and CCTV details

Informatives:

1. Positive and Proactive Statement
2. Works affecting highways
3. Clarification regarding electricity routes for lighting needing to have due regard to root protection areas and proposed trees (and this to be detailed in the relevant approval of details applications).
4. Terms
5. Building Control
6. Encroachment
7. Community Infrastructure Levy

## 1. INTRODUCTION

- 1.1 The application site comprises land to the rear of No's 51-65 Wensley Road, on the southern side of Wensley Road. The site, as existing, comprises a vehicular access off Wensley Road, leading to an irregularly shaped parcel of land which is partly overgrown (with evidence of fly-tipping at the time of the officer unaccompanied site visit on 02/03/2021), partly grassed and partly used for informal vehicular parking. The site is largely flat and is bound by existing fences and other boundary treatments associated with the surrounding residential properties which front onto Wensley Road (to the north, east and west) and Tintern Crescent (to the south). One rear garden serving a Tintern Crescent property comprises a garage, which relies on the application site for access. Other properties include gates on the site boundary, again providing access. There are five individual trees and two groups of trees growing on or adjacent to the site. Most significantly a Walnut tree is to the south-east of the site (off-site).
- 1.2 The surrounding area is predominantly residential, with both terraced and semi-detached two-storey properties, although the Wensley Road parade of shops are also close-by to the north-west. A bus stop on the northern side of Wensley Road is close to the entrance to the site. Historically the application site included vehicular storage garage buildings, with a 1967 map detailing 15 garages at the site. These have since been demolished, although the slabs showing the footprint of these are still visible. A designated 'green link' (Policy EN12) runs through part of the site (it follows the line of Wensley Road); there are no other site designations. Wensley Road is part of the classified highway network and includes a cycle route.
- 1.3 The site in relation to the wider urban area is shown below, together with a site photograph and an aerial view.



Site Location Plan (not to scale)



Site photograph from within the site looking south-west

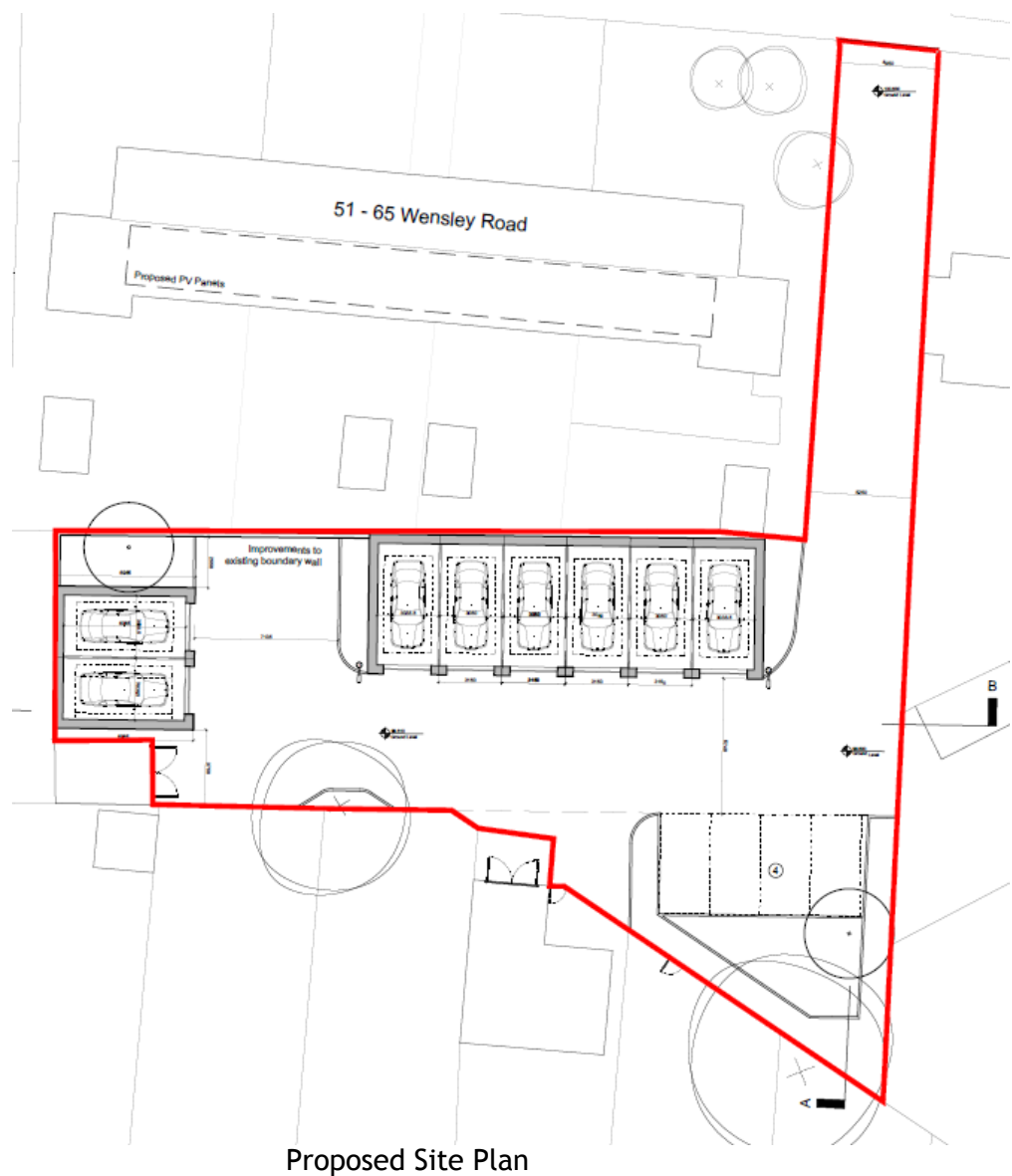


Aerial view looking north

- 1.4 The application is referred to committee owing to it being a Council's own (regulation 3) development.

## 2. PROPOSALS

- 2.1 Full planning permission is sought for the development of 8 garages and 4 parking bays, together with the resurfacing of roadway and footpaths, and landscaping. More specifically, six of the proposed garages will be located close to the northern boundary of the site (backing onto the rear of 51-65 Wensley Road). Two further garages are proposed close to the western boundary. The garages will be single storey in height with gently sloping dual pitched roofs. In terms of materials, a light red multi brick stock will be the primary material, complemented by dark grey aluminium roofs, garage doors and rainwater goods. Four parking bays are proposed in the south-east corner of the site, in order to formalise the presently informal arrangements at the site and therefore reduce the likelihood of roadside parking which could be a danger to other road users. The applicant has confirmed that the parking bays will be freely available for general use, with no restrictions, fee or criteria for use.



- 2.2 In terms of landscaping and public realm matters, two new silver birch trees are proposed, together with areas of planting adjacent to the garages and parking bays. Permeable block paving is proposed in most of the remaining area, with this

designed to an adoptable standard and including a contrasting material for crossings/thresholds.

- 2.3 The applicant has specified that the use class of the garages are ancillary to Use Class C3 (residential).
- 2.4 The proposed garages seek to partly fulfil the requirements of a nearby planning permission granted in 2020, further to the west on Wensley Road (see relevant history below - application 200122). The approved nearby development involved the demolition of 29 garages, with a unilateral undertaking planning obligation requiring the applicant (Reading Borough Council) to offer each person affected by the loss of a garage or garages an alternative 1 garage/storage per garage given up within the Coley area. The applicant has detailed that 24 of the garages are in use and are affected by the demolition. This application (8 garages), together with separate application 210257 at 72 Wensley Road (see relevant history section - 17 garages) would meet the requirements of permission 200122. The site is within the zone included within the planning obligation where the replacement garages could be provided.
- 2.5 During the course of the application the applicant has submitted a Construction Method Statement and further information in respect of transport and landscaping matters.
- 2.6 In terms of the Community Infrastructure Levy (CIL), the applicant duly completed a CIL liability form as part of the submission of this application. Based on the information provided the 151.4sqm floorspace of the proposed garages would be CIL liable, with this equating to £23,725.89 (based on 2021 CIL residential rate of £156.71 per square metre).
- 2.7 Plans and documents considered:

HTA-A\_DR\_0001 Rev B Location Plan, as received 16/02/2021  
HTA-A\_DR\_0003 Rev B Existing Site Plan, as received 16/02/2021  
HTA-A\_DR\_0102 Rev A Proposed Site Plan, as received 16/02/2021  
HTA-A\_DR\_0210 Rev B Proposed Plan, as received 16/02/2021  
HTA-A\_DR\_0220 Rev A Proposed Site Sections, as received 16/02/2021  
HTA-A\_DR\_0910 Rev A Proposed Landscape Plan, as received 16/02/2021

B026501-TTE-00-00-SK-O-0002 Rev P01 Swept Path Analysis, as received 16/02/2021  
Planning Statement by HTA Design LLP dated January 2021 Ref RBC-CGR, as received 16/02/2021

Design and Access Statement by HTA Design LLP dated February 2021 Ref RBC-CGR\_HTA\_A, as received 16/02/2021

Ground Investigation Report Ref 20-03-24 Issue 2, dated January 2021 by Geo-Integrity, as received 16/02/2021

HTA-A\_00\_DR\_0211 - Proposed Roof Plan, as received 25/02/2021  
HTA-A\_00\_DR\_0300 - Garage Types - 1 of 2, as received 25/02/2021  
HTA-A\_00\_DR\_0301 Rev C - Garage Types - 2 of 2, as received 25/02/2021  
HTA-A\_00\_DR\_0800 - CIL Areas, as received 25/02/2021  
Reading Borough Council Transport Asset Management Plan Specification for Streetlighting Installations, as received 25/02/2021

Construction Phase Plan 51-65 Wensley Road Garages by Glenman Corporation, Ref 2951, Number: FRSD019, dated: 15/01/21, Revision No: 02, as received 27/03/2021.

Draft Ground Investigation Report Ref 20-03-24 Issue 1, dated May 2020 by Geo-Integrity, as received 27/03/2021

Email from HTA Design LLP RE: Garages To The Rear Of 51 To 65, Wensley Road (210258) dated and received 30/03/2021

Arboricultural Survey by Duckworths Arboriculture dated February 2021 Ref SCD 05516 / 2021 R2, as received 07/04/2021

PHASE 1 TPP 05516/2021 R2 Tree Protection Plan, as received 07/04/2021

PHASE 2 TPP 05516/2021 R2 Tree Protection Plan, as received 07/04/2021

Demolition and Construction/Environmental Method Statement 51 - 65 Wensley Road by Glenman Corporation, Issue: 002, dated 07/04/2021, as received 07/04/2021.

### **3. PLANNING HISTORY**

Application site

- 3.1 190702/REG3 - Erection of two 2 bedroom dwellings (Class C3). Withdrawn 30/11/2020 (Considered at the Planning Applications Committee meeting on 13/11/2019).

- 3.2 Pre-application advice was sought and provided prior to submission of this application (Reference 201591/PREAPP).

Nearby sites

Wensley Road

- 3.3 200122/REG3 - Demolition of 29 garages and development of 46 new dwelling units, including the provision of affordable homes, provided in a mixture of houses and apartments (1 bed / 2 bed / 3 bed / 4 bed) in blocks of between 2.5 to 4 storeys, and the provision of bicycle parking spaces, car parking spaces and public realm works. Granted following completion of unilateral undertaking legal agreement 16/12/2020.

Land at 72 Wensley Road

- 3.4 210257/REG3 - Demolition of 13 vacant garages, removal of 10 parking bays, development of 17 garages and 11 parking bays, and the resurfacing of roadway and footpaths, and landscaping. Current application under consideration.

### **4. CONSULTATIONS**

#### **i) RBC Transport Officer**

- 4.1 The Transport Development Control section advises that 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.

- 4.2 As detailed in the Design and Access Statement, rented garages, owned by RBC are to be removed as part of the regeneration works elsewhere on Wensley Road (permission 200122). RBC intends to offer a new garage to each of the households living within Coley Park that currently rents a garage on the Wensley Road

development site. It should be noted that the proposed replacement garages are associated with Application 200122, parking spaces in front of the garages have already been replaced as part of that permitted development.

- 4.3 A total of 8 garages are proposed at the rear of the 51-65 Wensley Road site and 17 are proposed at 72 Wensley Road. This application is for the 8 proposed garages and 4 parking bays to the rear of 51 to 65 Wensley Road.
- 4.4 The site is accessible via a single lane accessed from Wensley Road, which runs between the property boundaries of numbers 49 and 51 Wensley Road. This lane also provides access to the rear gardens and garages of properties fronting Tintern Crescent. The Design and Access Statement confirms that access to the garden areas and garage parking for residents on Tintern Crescent will be retained. The width of the single access lane is deemed acceptable as the movements of vehicles in and out of the site would be comparable to the original use.
- 4.5 The length of the proposed garages illustrated in Drawing No HTA-A\_DR\_0300 (garage elevations) do not conform to the Council's current standard, where it is stated that the internal dimensions for a single garage are 3m wide and 7m long (width is acceptable).

**Officer note: *Justification for the reduced size of the garages was requested. The applicant provided the following justification on 30/03/2021:***

*The RBC guidance says that the 3m x 7m dimensions are recommended rather than required. A dimension of 3m x 6m is still sufficient to accommodate the largest of cars (a large car in Autotrack is 5.079m long) and also to have room to spare for e.g. bike storage.*

*Manual for Streets states in Paragraph 8.3.41 that "larger garages can be used for both storage and car parking, and many authorities now recommend a minimum size of 6 m by 3 m" implying that 6m x 3m is considered to be a "larger garage".*

*Increasing the length of the garages to 7m would compromise the ability for vehicles to manoeuvre within the site, which is constrained by the existing boundaries and access points. It is therefore not practicable to have larger garages on this site.*

*The dimensions of the proposed garages represent a significant improvement on the existing garages being replaced (approx. 2.5 x 5m), which are largely used by residents for storage, so there is a net benefit overall.*

- 4.6 RBC Transport confirms that the reduced dimensions of the garages are deemed acceptable in this instance, based on the additional justification provided by the applicant.
- 4.7 Forecourt depths of 6m have been illustrated as have tracking diagrams illustrating vehicles entering and exiting spaces. The dimensions of the proposed 4 parking bays conform to the Council's current standards.
- 4.8 The Construction Method Statement, submitted during the application, has been assessed and is considered to be satisfactory in respect of all transport-based matters.

4.9 From a Transport perspective, there are no Transport objections to this application.

**ii) RBC Environmental Health - Environmental Protection Officer**

4.10 In terms of contaminated land, the site investigation report submitted with the application concludes that no remediation is required for this part of the site. Although it is noted that the report relates to the former residential proposals on site (see relevant history section) the same conclusion is reached in respect of these garage proposals.

4.11 It is noted that there is a typographical error in the executive summary table under 'gas protection measures' where it states that: "it is currently considered that ground gas protection is required with regard to methane or carbon dioxide gas." Based on a review of the main report this should state that ground gas protection is NOT required. Accordingly, it is considered appropriate to include a single contaminated land condition relating to unforeseen contamination. This will ensure that future users of the site are not put at undue risk from contamination.

4.12 Turning to the construction phase, the construction method statement is satisfactory regarding noise and dust controls and pest control. A compliance-based condition (construction method statement to be adhered to as specified) is recommended, together with standard conditions relating to the hours of construction and precluding bonfires.

**iii) RBC Planning Natural Environment Officer**

4.13 There are no objections to the proposed garages.

4.14 Tree matters have been addressed within the Arboricultural Survey document. Some refinements were requested in relation to some specific matters, such as clarifications concerning the no-dig areas and the intentions regarding the existing concrete slab within the RPA of T1 (off-site Walnut). All queries were satisfactorily addressed with the submission of revised information on 7<sup>th</sup> April.

4.15 In terms of landscaping, the plan submitted is indicative only, but is sufficient to demonstrate an appropriate level of landscaping on site, including two new trees. It is disappointing to see that green roofs, as advised at pre-app, have not been included. In terms of the proposed lighting, details of the electricity routes for this should be provided via condition, to ensure due regard is given to RPAs and proposed trees.

4.16 The Construction Phase plan includes a Site Logistics plan which appears compatible with tree protection requirements (the off-site Walnut tree being acknowledged) and trees are mentioned in 5.3 of the Demolition and Construction/Environmental Method Statement.

4.17 In conclusion, there are no objections subject to conditions relating to full landscaping and boundary treatment details (pre-occupation) and a compliance-based condition relating to the arboricultural method statement.



**iv) RBC Ecology Consultant - GS Ecology**

4.18 As per the plans submitted, the trees in the boundaries will be retained. Considering the location and the habitats on site to be affected, it is unlikely that the proposals will affect protected species or priority habitats.

4.19 However, in accordance with paragraph 175 of the NPPF, which states that “opportunities to incorporate biodiversity in and around developments should be encouraged” a condition should be set to ensure that enhancements for wildlife are provided within the new development. This shall include bird and bat boxes, tiles or bricks on and around the new buildings and native and wildlife friendly landscaping (including gaps at the bases of fences to allow hedgehogs to traverse through the gardens). The applicant initially questioned whether bird and bat boxes would be appropriate on single storey buildings, with the Ecology consultant confirming that they would and suggesting precise locations for four sparrow terraces and one bat brick. As such, subject to the condition, there are no objections to this application on ecology grounds.

**v) Crime Prevention Design Advisor (CPDA) at Thames Valley Police**

4.20 In relation to community safety and crime prevention, the CPDA welcomes the proposal which includes lighting and CCTV within the parking area. The CPDA therefore has no objections to the proposed development.

**vi) Public consultation**

4.21 Notification letters were produced to be sent to adjacent occupiers on 02/03/2021, with the statutory 21-day consultation period expiring on 23/03/2021. A site notice was erected on 02/03/2021, with an extended date specified (to align with the consultation period for nearby application 210257) to state that comments should be received by 01/04/2021. Two observations have been received from nearby occupiers, one from a Wensley Road address and the other from Tintern Crescent. A summary of the issues raised in these observations are:

- a) Question whether the garages will be a viable replacement for those demolished elsewhere on Wensley Road. So, are these garages intended solely for this use, or potentially available for use for others?
- b) Are the parking spaces for users of the garages, or available for others? If so, is there a rental fee and what would be the criteria for use?
- c) Question as to whether access will be restricted (e.g. locked bollard entrance)
- d) Concern that under occupation will result in the area becoming derelict and open to abuse.
- e) Clarity sought regarding the proposed lighting, both in the approach to the area and the actual garages themselves. A separate response seeks for lighting not to be too intrusive.
- f) Concern that a rear access gate (used daily) will be obstructed by parked cars, as we use this on a daily basis. Suggestion for the parking spaces to be relocated to prevent obstruction.
- g) Adequate draining should be provided, as the properties on Tintern Crescent run downhill.

4.22 Officer responses:

- a) The proposed garages seek to fulfil the requirements of planning permission 200122 and meet the terms secured within the obligation. The applicant has

confirmed that these garages are intended for use in connection with permission 200122; however, once the obligation has been fulfilled any surplus garages will then be offered for rent to Reading residents.

- b) The applicant has confirmed that the parking bays will be freely available for general use, with no restrictions, fee or criteria for use.
- c) It is not proposed to restrict access to the site.
- d) The proposed lighting and CCTV seeks to ensure the site is secure; full details will be secured via condition;
- e) Lighting locations are shown on the plan; exact details to be secured via condition;
- f) The area in question comprises a footway and planting in-between the gate and parking spaces, downplaying this concern;
- g) Permeable paving is proposed to the carriageway and parking bays which, together with the proposed trees and soft landscaping, will assist with managing surface water drainage on the site.

## **5. LEGAL AND PLANNING POLICY CONTEXT**

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) - among them the 'presumption in favour of sustainable development'.

5.2 For this Local Planning Authority the development plan is now in one document - the Reading Borough Local Plan (November 2019), which fully replaces the Core Strategy, the Sites and Detailed Policies Document and the Reading Central Area Action Plan. The application has been assessed against the following policies:

### **5.3 National**

National Planning Policy Framework (2019)  
National Planning Policy Guidance (2014 onwards)

### **5.4 Local**

The relevant Reading Borough Local Plan (November 2019) policies are:

CC1: Presumption in Favour of Sustainable Development  
CC2: Sustainable Design and Construction  
CC3: Adaptation to Climate Change  
CC6: Accessibility and the Intensity of Development  
CC7: Design and the Public Realm  
CC8: Safeguarding Amenity  
EN12: Biodiversity and the Green Network  
EN14: Trees, Hedges and Woodland  
EN15: Air Quality  
EN16: Pollution and Water Resources  
H14: Suburban Renewal and Regeneration  
TR1: Achieving the Transport Strategy  
TR3: Access, Traffic and Highway-Related Matters  
TR5: Car and Cycle Parking and Electric Vehicle Charging

5.5 **Reading Borough Council Supplementary Planning Documents**  
Revised Parking Standards and Design (2011)

### **5.6 Other relevant documentation**

Reading Borough Council Tree Strategy (March 2021)

## 6. APPRAISAL

### 6.1 The main issues are considered to be:

- i) Principle of development and land use considerations
- ii) Scale, appearance and design
- iii) Amenity
- iv) Transport
- v) Trees, landscaping and ecology
- vi) Sustainability
- vii) Other matters

#### i) **Principle of development and land use considerations**

6.2 This application seeks to make use of a previously developed site (historically garages occupied parts of the site), which is presently used for informal parking and is prone to flytipping. Paragraph 118 of the NPPF states that planning policies and decisions should “give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs...”. This proposal aligns with that clear objective. Furthermore, it is also pertinent that the proposals will assist in partly fulfilling an obligation associated with a nearby development elsewhere on Wensley Road, namely by providing replacement garage facilities for those to be demolished as part of a separate development for 46 dwellings (see relevant history above). Therefore, the proposals accord with Policy H14. Set within this context, the principle of development is considered to be established.

6.3 It is acknowledged from the planning history section of this report that there was a recent application for 2 residential dwellings at the site. Although permission was resolved to be granted at Planning Applications Committee for this proposal, the application was withdrawn prior to a decision being issued. The applicant has explained that the need for this site to assist in the delivery of the 46 dwellings elsewhere on Wensley Road was of higher priority than the delivery of 2 dwellings. Given there is no live application or permission in place for residential units at the application site, there is no policy conflict with the provision of garages rather than dwellings at the site, set within the above context.

6.4 The applicant has specified that the use class of the garages are ancillary to Use Class C3 (residential). With this in mind, it is considered reasonable and necessary to include a planning condition specifying that the garages shall only be used for ancillary residential uses (e.g. parking and/or storage) and not as individual or combined self-contained dwellinghouses or trade/business uses ancillary to a residential use. This is for the avoidance of doubt bearing in mind the use class and the nature of the proposals.

#### ii) **Scale, appearance and design**

6.5 The layout of the garages and parking bays have been suitably considered, in terms of function, accessibility and maintaining the amenity of existing nearby occupiers.

6.6 The proposed garages are intentionally modest and simple in form and design, in order to assimilate successfully into the surrounding area. The use of red brick

aligns with the predominant character of the area, with gently sloping roofs minimising the overall height of the structures, bearing in mind the relative closeness to existing nearby properties. The choice of materials is consistent on all four elevations, meaning there is no reduction in design quality on elevations not readily visible. The level of information submitted at application stage means a 'materials as specified' condition is recommended, rather than requiring further details or samples. With this condition secured, the proposed development accords with Policy CC7.

iii) **Amenity**

- 6.7 For nearby occupiers on Wensley Road and Tintern Crescent, who share boundaries with the application site, the proposals have been sensitively designed in order to ensure the development does not cause a detrimental impact on their living environment. For example, the height of the garages have been minimised, to ensure they are not visually dominant or harm outlook. It has intentionally been proposed to include pitched roofs, rather than flat roofs, to minimise the potential for anti-social behavior. No windows are proposed in any elevation, to prevent possible opportunities for overlooking. In addition, the proposals have considered an existing (off-site) garage, with access to it maintained (and improved with the hard landscaping proposed), and access to existing gates around the perimeter of the site are also maintained. The submission states that in some areas the boundary treatments are to be improved (e.g. the northern boundary with 51-65 Wensley Road), but no details are specified within the submission. Accordingly, details will be secured via pre-occupation condition.
- 6.8 It is also acknowledged that crime and safety could be of concern with any proposal of this nature, given the site is not readily visible from the public domain and the garage / parking uses means people movement to/from the site could be infrequent. The Crime Prevention Design Advisor (CPDA) at Thames Valley Police provided input at pre-application stage, together with formal comments at application stage (see section 4v above). The CPDA welcomes the proposal, including lighting and CCTV, and has no objections. At pre-application stage the potential for gates at the Wensley Road entrance was discussed but with the combination of lighting and CCTV now being proposed this was not pursued at application stage. Officers note that exact details of the extent and nature of the CCTV operation and precise details about the lighting proposals are not provided in full, so a pre-occupation condition is recommended to ensure nearby residential amenity is maintained.
- 6.9 Environmental Protection (EP) officers have also considered the proposals (see section 4ii above) and confirmed that the contaminated land report submitted with the application is appropriate. The recommended unidentified contaminated land condition, together with hours of construction and the prevention of bonfires during construction conditions, all seek to maintain amenity. EP officers, together with Transport officers, are also satisfied with the construction method statement (CMS) submitted during the application. Accordingly, the CMS is recommended as a compliance condition on this basis.
- 6.10 For future users of the proposed garages (set within the context of permission 200122), these facilities mark a significant upgrade in terms of size/quality of provision, in comparison with existing off-site garages. Whilst acknowledging that the garages are not as conveniently located in comparison with existing, they fulfil the locational requirements of the planning obligation secured as part of permission 200122. In terms of the parking bays, the four freely available to use

spaces offer an improvement in comparison with the informal current arrangements at the site. The provision of lighting and CCTV will also represent a marked safety improvement in comparison with existing, for all future users of the site.

- 6.10 With the above in mind, subject to the conditions noted, the proposals are considered to comply with Policy CC8.

iv) **Transport**

- 6.11 As per section 4i) above, Transport officers are satisfied with the proposals. In addition to the CMS condition referenced in the amenity section above, a further transport related condition concerns the four parking bays being provided prior to first occupation of any garage, to ensure that this component on the scheme is implemented.

v) **Trees, landscaping and ecology**

- 6.12 As per sections 4iii) and 4iv) above, the Natural Environment and Ecology officers are satisfied with the proposals subject to several conditions. The Natural Environment Officer notes disappointment that green roofs have not been incorporated, but the decision to include a gently sloping pitched roof is considered advantageous from a design and security perspective, which in this instance is considered to outweigh the benefits of providing green roofs.

vi) **Sustainability**

- 6.13 The proposed development includes features to demonstrate sustainability measures have been incorporated, showing adaptation to climate change as per Policy CC3. These include the retention of existing trees and the planting of new trees, the use of permeable paving and solar power being used to charge the proposed lighting. The applicant's submission has also referred to PV panels being installed on the south-east roofspace of 51-65 Wensley Road (also owned by the applicant). However, this specific measure does not form part of the proposed development and is outside of the red line boundary of the application site and thus, does not form part of the proposals. Accordingly, it would need to be pursued separately. Nevertheless, the measures which are proposed are sufficient to demonstrate compliance with Policy CC3.

vii) **Other matters**

- 6.14 Equalities Impact - In determining this application, the Council is required to have regard to its obligations under the Equality Act 2010. There is no indication or evidence (including from consultation on the application) that the protected groups have or will have different needs, experiences, issues and priorities in relation to the 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.

## **7. CONCLUSION**

- 7.1 The proposals are considered to be acceptable within the context of national and local planning policies, as detailed in the appraisal above. As such, planning permission is recommended for approval, subject to the conditions summarised at the outset of the report.

Case Officer: Jonathan Markwell



Looking south at the Tintern Road boundary, properties and existing garage



Looking south-east (above) / Looking south-west (below)





Looking north towards the 51-65 Wensley Road boundary and properties



Looking north-west (above) / Looking north-west from south-west corner (below)





Boundary with Tintern Crescent properties



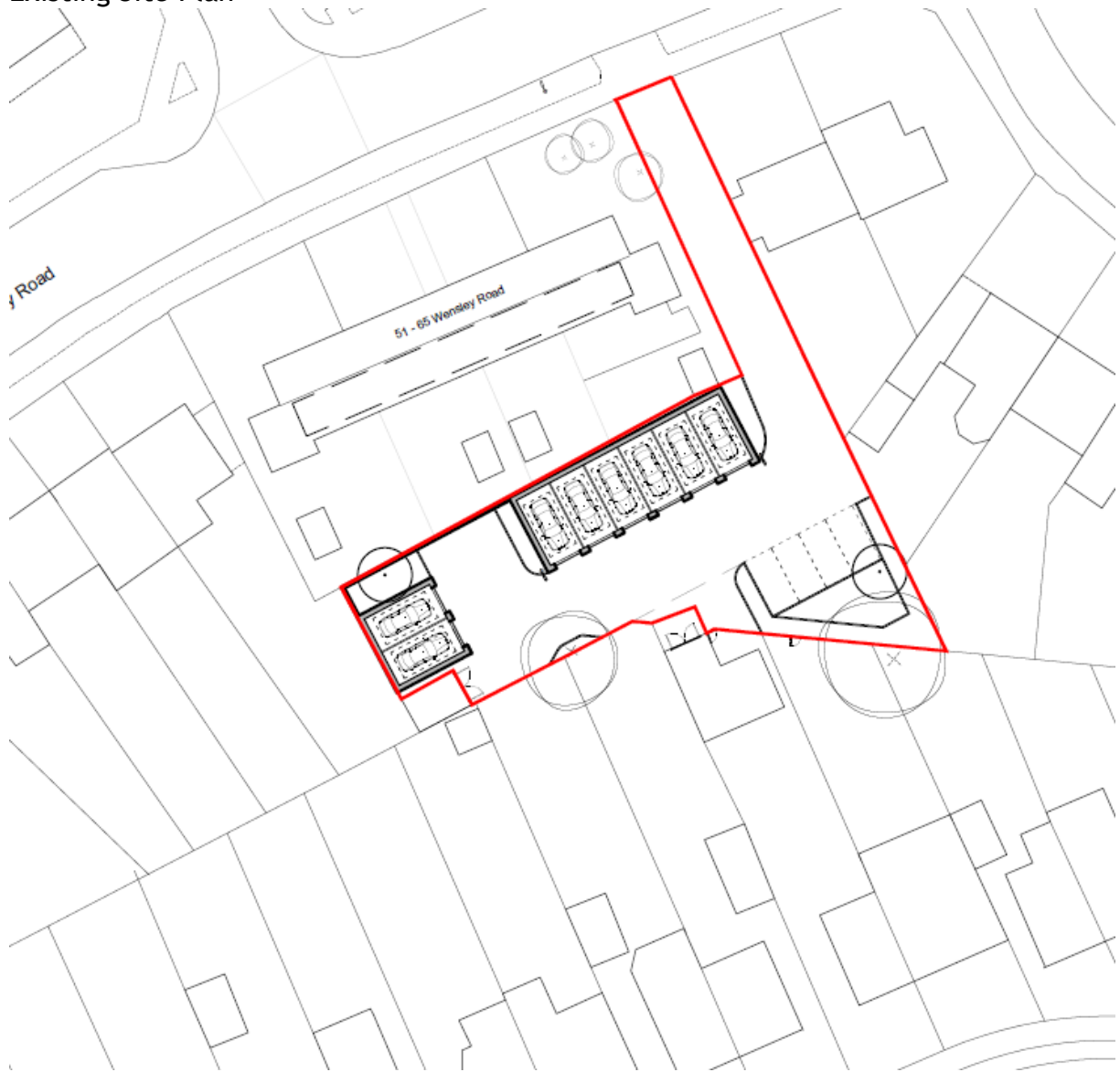
Access from Wensley Road (above) and from within the site looking out (below)







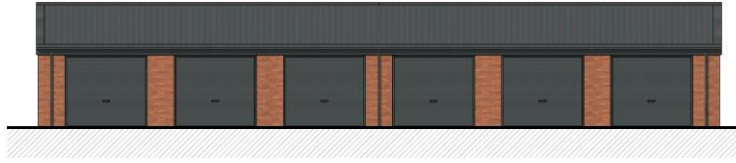
Existing Site Plan



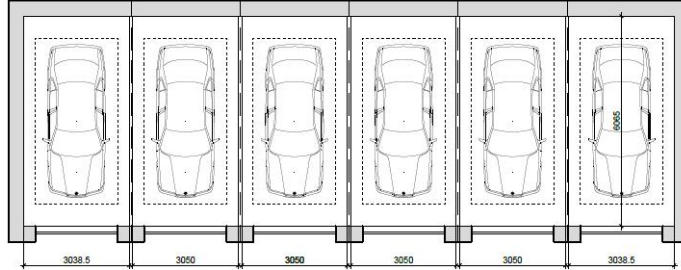
Proposed Site Plan



Gable Elevation 1



Six Bay Garage - Elevation



Six Bay Garage  
113.9m<sup>2</sup>



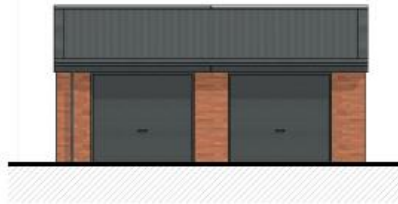
Gable Elevation 2



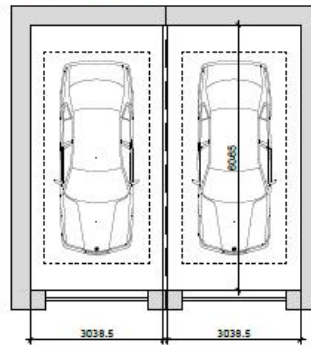
Six Bay Garage - Rear Elevation



Gable Elevation 1



Two Bay Garage - Elevation



Two Bay Garage - Plan  
37.5m<sup>2</sup>



Gable Elevation 2



Two Bay Garage - Rear Elevation

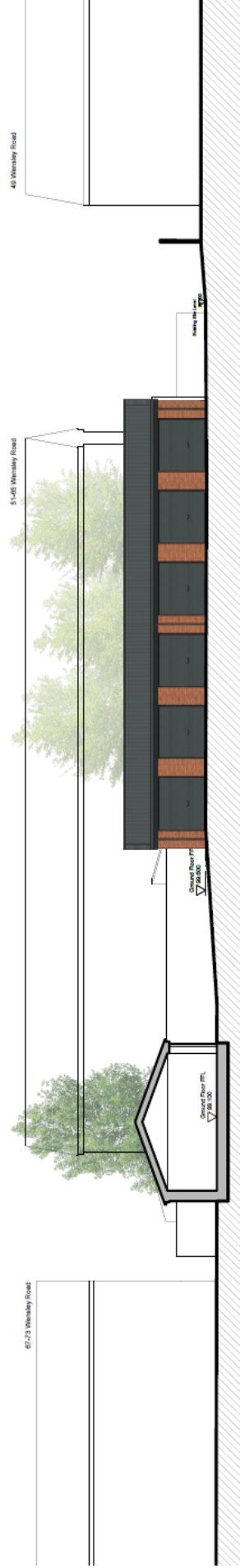
## Proposed Elevations

Next page: Proposed Sections

**Proposed Site Section AA**  
51-65 Wensley Road









**Proposed Site Section BB**  
51-65 Wensley Road





LEGEND:

- |   |   |   |                                      |
|---|---|---|--------------------------------------|
|  | Footways & Parking Bay Headers - Tegula concrete block paving (Slate) |  | Understorey/ Ground Cover Planting   |
|  | Crossings/ Thresholds - Tegula permeable block paving (Brindle)       |  | Lawn (Existing Retained & Made good) |
|  | Parking Bays & Carriageway - Tegula permeable block paving (Charcoal) |  | Existing Tree (Retained)             |
|   |   |  | Proposed Tree                        |

Proposed Landscape Plan