

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P0429.20

WARD : Hylands Date Received: 24th March 2020

ADDRESS: 51A CANDOVER ROAD
HORNCHURCH

PROPOSAL: Conversion of existing integral garage to habitable use involving changes to front elevation

DRAWING NO(S): 51A-CR-10
51A-CR-11 (Elevations)
51A-CR-12
51A-CR-15
51A-CR-11 (revision - plan showing two car parking spaces and unobstructed access/path to main entrance door)

RECOMMENDATION : It is recommended that planning permission be GRANTED subject to the condition(s) given at the end of the report

SITE DESCRIPTION

The site includes a detached two storey dwelling with a brick face and render finish and a hipped roof.

There is parking for two vehicles, one on the driveway and one in the in-built garage to the front of the property. The site is not in a conservation area, nor is it a listed building.

NOTE: Due to the current Covid-19 crisis, the Officer was unable to do a site visit. Site photos were provided by the agent on 27 May 2020 via email. Other mapping services such as Google Maps, Bing Maps, and Earthlight were also used for images and aerials views of the property and surrounding area.

DESCRIPTION OF PROPOSAL

Planning permission is sought for the conversion of the existing integral garage into a music room / study. To replace the garage door with a wall and window to match the existing materials of the host dwelling. Two car parking spaces are proposed to be allocated on the driveway in front.

RELEVANT HISTORY

- P0478.20 - Single storey rear extension
Awaiting Decision
- D0115.20 - Certificate of lawfulness for single storey front extension to create porch
Awaiting Decision
- Y0092.20 - Single storey rear extension with an overall depth of 7.57m, a maximum height of 2.95m and an eaves height of 2.95m (PRIOR APPROVAL)
Withdrawn - Invalid 31-03-2020
- Q0019.09 - Discharge of Conditions 4 & 9 of P1608.04
DOC Dischge 14-10-2009
Complete

- P2083.07 - Demolition of existing detached bungalow and build one three bed detached bungalow and one four bed detached house
Apprv with cons 14-12-2007
- P1608.04 - Demolition of existing detached bungalow and building a detached 3 bed bungalow and a 4 bed detached house
Apprv with cons 29-10-2004
- P1968.03 - Demolition of existing bungalow and building 2no. 4 bed roomed detached houses
Refuse 16-02-2004
- P1480.90 - Chalet bungalow with garage. Revised plans received 25/02/91
Apprv with cons 14-05-1991
- P0024.90 - A. 2 three bedroom chalet bungalows with integral garages, garages for Nos.51 & 53 (Revised plans received 02/04/90)
Refuse 07-08-1990

CONSULTATIONS/REPRESENTATIONS

No consultation responses have been received from the public.

Internal consultation responses:

Environmental Health: No objections for air quality grounds.

RELEVANT POLICIES

LDF

DC32 - The Road Network

DC33 - Car Parking

DC61 - Urban Design

SPD04 - Residential Extensions & Alterations SPD

OTHER

LONDON PLAN - 7.4 - Local character

LONDON PLAN - 7.6 - Architecture

NPPF - National Planning Policy Framework

MAYORAL CIL IMPLICATIONS

None.

STAFF COMMENTS

The site was previously subdivided to create two new dwellings, including the subject dwelling at no. 51A Candover Road. The planning approval (P2083.07) included a condition to restrict the use of the garage, as follows:

Condition 2: SC08 (Garage) - restriction of use

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 the garage(s)/carport(s) hereby permitted shall be made permanently available for the parking of private motor vehicles and not for any other purpose including living accommodation or any trade or business.

Reason:-

To provide satisfactory off-street parking at the site, and that the development accords with the Core Strategy and Development Control Submission Development Plan Document Policy DC61.

As the proposal is for the conversion of the garage to habitable space, it would need to be demonstrated that sufficient off-street parking could still be accommodated at the site.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The change of use of the garage to a habitable room would involve the removal of the garage door and replacing it with a face brick wall and window, to match materials of the host dwelling.

There would be no adverse impact upon the street scene or rear garden from these changes and it is considered the alterations would relate acceptably to the existing property.

IMPACT ON AMENITY

The proposal to convert the garage to a habitable space would not have any adverse amenity impacts to neighbouring properties.

HIGHWAY/PARKING

The proposal includes identifying two spaces on the existing driveway to comfortably accommodate two vehicles on site, while retaining a 1m unobstructed pathway to the front door for pedestrians, including those with a disability.

There are no public highway issues resulting from this proposed development as the loss of the garage is being compensated by two additional parking spaces.

KEY ISSUES/CONCLUSIONS

The proposal is considered to be acceptable, as it doesn't impact the amenities enjoyed by neighbours, would not be harmful to the character of the streetscape and would not negatively impact the highway or result in parking issues, and is therefore recommended for an APPROVAL.

RECOMMENDATION

It is recommended that planning permission be GRANTED subject to the following conditions:

1. SC4 (Time limit) 3yrs

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:-

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. SC05A (Number of parking spaces)

Before the garage is converted to a habitable space, provision shall be made within the site for two car parking spaces as shown on the approved drawing 51A-CR-11 (revision - plan showing two car parking spaces and unobstructed access/path to main entrance door), which shall be constructed using porous material or provision shall be made to direct run-off water from the hard surface to a permeable or porous areas or surface within the curtilage of the property. Thereafter this provision shall be made

permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason:-

To ensure that adequate car parking provision is made off street in the interests of highway safety.

3. SC10 (Matching materials)

All new external finishes shall be carried out in materials to match those of the existing building(s) to the satisfaction of the Local Planning Authority.

Reason:-

To safeguard the appearance of the premises and the character of the immediate area, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

4. SC32 (Accordance with plans)

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

Reason:-

The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

INFORMATIVES

1 Approval following revision

Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: In accordance with paragraph 38 of the National Planning Policy Framework 2018, improvements required to make the proposal acceptable were negotiated with Michael Holmes. The revisions involved showing where two cars could fit on the site with an unobstructed pathway to the front entrance. The amendments were subsequently submitted on 19 June 2020.

Authorising Officer: Raphael Adenegan

24-06-2020
