



PLANNING STATEMENT

CONVERSION OF INTEGRAL GARAGE TO HABITABLE ROOM, INCLUDING ALTERATIONS TO FRONT FENESTRATION

**4 VICTORIA TERRACE, HIGHLAND WAY,
HORNCHURCH, RM11 1DY**

26 September 2024

Our Ref: TPP037

The Town Planning Practice
12 The Courtyard
Buntsford Drive
Bromsgrove
B60 3DJ

Tel: 07880 366576
Email: gemma@thetpp.co.uk
Web: www.thetpp.co.uk

QUALITY MANAGEMENT

Prepared and Authorised by:	DJW/GJ
Date:	26/09/24
Project Number/Doc Reference:	TPP037

COPYRIGHT © THE TOWN PLANNING PRACTICE LTD (THE TPP)

The material presented in this report is confidential. This report has been prepared for the exclusive use of our client and shall not be distributed or made available to any other company or person without the knowledge and written consent of The Town Planning Practice Ltd.

CONTENTS

1	INTRODUCTION	4
2	APPLICATION SITE AND PLANNING HISTORY	5
3	NATIONAL PLANNING POLICY	9
4	DEVELOPMENT PLAN.....	11
5	DEVELOPMENT PROPOSAL	13
6	PLANNING ASSESSMENT	14
7	CONCLUSIONS	18

1 INTRODUCTION

1.1 Background

1.1.1 TPP Ltd have been instructed to prepare a planning statement in support of a proposal for 'Conversion of integral garage to habitable room, including alterations to front fenestration' at 4 Victoria Terrace, Hyland Way, Hornchurch (RM11 1DY).

1.1.2 This Planning Statement should be read in conjunction with the following documents and drawings:

- 23-050/01 Location Plan (1:1250 & 500 @ A3)
- 23-050/01/2 Site Layout (1:100 @ A3)
- 23-050/02 Plans and Elevations (1:100 @ A3)

1.1.3 This application submission is in response to an earlier planning application in 2023 which was refused on highways and parking grounds.

1.1.4 The application demonstrates that the existing integral parking space is not considered suitable for modern needs, and its loss would not impact on the surrounding highways network. This is consistent with the majority of the LPA's decisions on properties within this development, including those the post-refusal at No.4 Victoria Terrace.

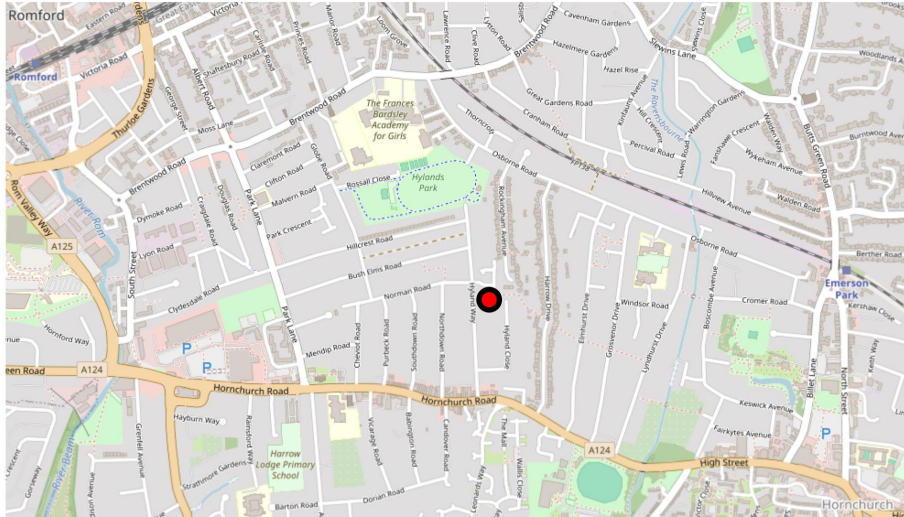
1.1.5 This application Planning Statement will explain the revisions now being proposed and includes the following information –

- The Site and its Planning History
- National Planning Policy
- The Development Plan and other relevant local policy documentation
- The Proposed Development
- The Planning Assessment Commentary – which will focus on the key issue, parking and highways impacts.

2 APPLICATION SITE AND PLANNING HISTORY

2.1 Site Context

- 2.1.1 The application site is located within the Hylands & Harrow Ward, 1.5km south-east of Romford centre, and just over 1km north-west of the centre of Hornchurch. The surrounding area is made up of medium density residential development, predominantly in the form of 2-storey detached and semi-detached dwellings, with some bungalows.



- 2.1.2 The site is located centrally, on the eastern side of Hylands Way, a secondary north/south street linking Hornchurch Road (A124) to the south, with Hylands Park open space to the north. The Road has continuous rows of early-mid 20th Century dwellings on either side punctuated by similar residential streets to the west (Norman Road, Bush Elms Road, and Hilcrest Road), and some back land/cul-de-sac development to the east (Hyland Close and Elms Close).
- 2.1.3 The site is part of a more recent (early 21st Century development), granted permission in 2008, made up of 5 pairs of semi-detached houses on the east side of Hyland Way, and the Elms Close cul-de-sac set behind, forming a rectangular block.



2.1.4 The site (No. 4 Victoria Terrace) is the lefthand semi-detached dwelling immediately to the south of the Elms Close access, as shown above. No 3, is immediately to the south, with Nos 1-2 adjacent to the south. To the north of the Elms Close Access Road are Nos. 1-6 College Terrace (three pairs of semi-detached dwellings).

2.1.5 The main part of the dwelling is 9.7m wide and 6.6m deep (all measurements approximate to the nearest 0.1m), with an additional 3.4m deep front projection on the northern side. The front part of the site includes a driveway (8.8m x 3.4m) which aligns with the ground floor integral garage, together with a landscaped front garden area to the north. The internal garage is 2.4m wide and 5.8m deep. The garden area is 5.1m wide x 5.7m deep, though the corner area is curved reducing the area slightly.

2.1.6 At the site frontage, there is a generous 3m wide footway, with double yellow lines around the junction, terminating at the southern boundary of the plot, meaning that there is on-street parking along Hylands Road, in the intervals between dropped kerb driveway accesses.



2.1.7 It is notable that No 1 College Terrace, immediately to the north of the application site and adjacent to the Elms Close junction, is almost an exact mirror image of No.4 Victoria Terrace, having been built at the same time and as part of the same development. As shown above, the garden of the property has been paved to provide a second parking space, with landscaping retained around the corner of the plot.

2.1.8 The proposal is Located in Flood Zone 1, with a low probability of flooding; is not located near to any heritage assets, and is not covered by any Local Plan allocations or designations.

2.1.9 Planning History

2.1.10 The relevant planning history for No.4 Victoria Terrace is as follows:

- **P0406.08** Erection of 44 detached, semi detached and terrace houses and associated access – Approved 05-06-2008
- **P0103.11** Conversion of garage to habitable room – Refused 21-09-2011
- **APP/B5480/D/11/2163579** Conversion of garage to habitable room (Appeal against above refusal) – Appeal deemed invalid

- **P0720.23** Conversion of integral garage to habitable room, including alterations to front fenestration – Refused 05-07-23

2.1.11 The earlier proposal (P0103.11) was refused for two reasons (referring to now superseded planning policies):

“1. The proposed development would, by reason of the inadequate on site car parking provision, result in unacceptable overspill onto the adjoining roads to the detriment of highway safety and residential amenity, contrary to the aims and objectives of the Residential Extensions and Alterations Supplementary Planning Document and Policy DC32 of the LDF Development Control Policies Development Plan Document.

2. The proposed hard surfacing would, by reason of the removal of the existing landscape features appear as a visually intrusive feature in the street scene harmful to the appearance of the surrounding area contrary to Policy DC61 of the Core Strategy and Development Control Policies Development Plan Document.”

2.1.12 From the submitted documents, it is clear that the applicant provided two potential solutions to provide an on-site parking arrangement for two cars. The first was a tandem parking layout with two cars parked on the driveway (likely rejected due to the limited depth of the driveway and the potential for the second car to overhang the footway), and the second was creation of a bay within the front garden area.

2.1.13 On the second proposed solution, the Delegated Report highlighted that the proposal involved paving the entire front garden and therefore did not comply with the 40% SPD requirement. It then concluded that *“the paving of the entire front garden is not acceptable as it fails to retain any soft landscaped area.”* The Report elaborates on this point by stating that the recently constructed dwellings have small front gardens and that the loss of the front garden would have a significant impact on the landscaped setting and character of the existing street.

2.1.14 The latter proposal (P0720.23) was refused for a single reason, as follows:

“1. The proposed development would, by reason of the inadequate on site car parking provision, result in unacceptable overspill onto the adjoining roads to the detriment of highway safety and residential amenity, contrary to the aims and objectives of the Residential Extensions and Alterations Supplementary Planning Document, Policy 24 of the Havering Local Plan and Policy T6.1 of the London Plan.”

2.1.15 The Delegated Report to the application confirms that there were initially some concerns about the design of the converted garage element, which involved provision of a new window to replace the garage door. However, following revised drawings showing a smaller window, that matched the size and alignment of the corresponding first floor window, these concerns were overcome. The Report states that the design of the proposal would not have an adverse impact within the street.

2.1.16 The Report also confirmed that due to the location of the site, the adopted Local Plan policy states that 2-parking spaces would be required for a dwelling of this size (3+ bedrooms) in this location, which has poor public transport accessibility (PTAL 1b). The Report (informed by a consultation response from the internal Highways Department) notes that the loss of the garage as a parking space, would therefore leave only one space remaining, which would result in parking overspill onto the street. The Report also noted that Hyland Way is narrow with limited scope for on-street parking without causing an obstruction to residents, visitors and deliveries.

- 2.1.17 In addition to the above history, there are a number of similar proposals within the immediately surrounding dwellings that have been assessed by the LPA over the last decade. These are in the context of a restrictive condition to the original 2008 permission for the development of 44 dwellings (P0406.08), which states that:
- “3. 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.”*
- 2.1.18 The reason for the condition is cited as *“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”*
- 2.1.19 The relevant applications and decisions, which were also referenced in the LPA’s delegated report to the refused proposal at No.4 Victoria Terrace are as follows:
- **P1264.14** No.2 Victoria Terrace - *Variation of Condition 3 of P0406.08 - Conversion of existing garage to living accommodation* – Refused 06-11-14
 - **P0975.17** No.1 College Terrace - *Proposed single storey front extension and partial garage conversion* – Approved 26-07-17
 - **P0607.18** No.5 College Terrace - *Conversion of integral garage to form habitable room* – Approved 16-07-18
 - **P1625.20** No.6 College Terrace - *Conversion of existing integral garage space to habitable room* – Approved 07-01-21
 - **P0617.21** No.2 College Terrace - *Conversion of integral garage to habitable use* – Approved 03-08-21
 - **P0997.23** No.3 College Terrace - *Conversion of garage to habitable space* – Approved 20-10-23
- 2.1.20 The Delegated Report to the recently refused proposal at the application site, briefly reviewed the majority of the above cases, effectively stating that where two spaces can be re-provided, the proposal was deemed to be acceptable.
- 2.1.21 However, on reviewing the cases, it is evident that proposal (P0997.23), at one of the properties to the north of the application site (No. 3 College Terrace), which does not re-provide a second parking space, was approved in October 2023, a few months after the refusal at 4 Victoria Terrace. The Delegated Report does not reference any of the comparables raised in relation to the application at No. 4 and simply states that *“It should be noted that planning permission has been given for a number of garage conversions on this part of Hyland Way already and thus on balance would be difficult to justify a refusal.”*
- 2.1.22 These will be discussed in further detail under subsequent sections.

3 NATIONAL PLANNING POLICY

3.1 National Planning Policy Framework (NPPF) December 2023

3.1.1 The NPPF is the overarching planning policy document in the UK. Paragraph 11 confirms the presumption in favour of sustainable development. It states for decision-taking that proposals which accord with an up-to-date development plan should be approved without delay.

3.1.2 Paragraph 8 identifies three dimensions to sustainable development: economic, social and environmental, which provide a holistic approach to development that will help to deliver balanced communities. The NPPF states that to deliver these dimensions, the following roles need to be performed by the planning system:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure,
- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being, and
- an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.1.3 So that sustainable development is pursued in a positive way, paragraph 11 advises that Local Planning Authorities (LPAs) should apply a presumption in favour of sustainable development. In decision taking this means:

- Approving development proposals that accord with an up-to-date Development Plan without delay, or
- Where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out of date, granting permission unless there are, in effect, strong reasons for not doing so.

3.1.4 It is confirmed, in paragraph 39, that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Further, paragraph 40 confirms that local authorities have a key role to play in encouraging parties to take maximum advantage at the pre-application stage. Accordingly, the more issues that can be resolved at pre-application stage, the greater the benefits.

- 3.1.5 Paragraph 47 confirms that planning law requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise. It also confirms that decisions should be made as quickly as possible.

Achieving well-designed places

- 3.1.6 Paragraph 130 states that planning decisions should ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development,
 - are visually attractive as a result of good architecture, layout and appropriate and effective landscaping,
 - are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities),
 - establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit,
 - optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 3.1.7 Paragraph 134 identifies that poorly designed development should be refused. However significant weight should be given to –
- Development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents, such as design guides and codes; and/or
 - Outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 3.1.8 This application should be assessed against all of the above when being considered for determination.
- 3.1.9 It is acknowledged that a consultation set of revisions to the NPPF was published in July 2024. In reviewing these, it is considered that there are no fundamental changes that would alter the principles or negatively affect the Proposed Development.

4 DEVELOPMENT PLAN

4.1 The Development Plan

4.1.1 The Development Plan documents relevant to the application proposal are the London Plan (2021), together with the Havering Local Plan (2021) covering the period 2016 to 2031, and the associated Policies Map (North Area).

4.1.2 In addition, the Residential Extensions and Alterations 2011 Supplementary Planning Document (SPD) is relevant to the proposal.

4.1.3 Due to the nature of the previous reason for refusal, this section focuses on Policies relevant to highways and parking.

The London Plan (2021)

4.1.4 *London Plan Policy T6 Car parking* seeks to carefully control new parking provision in order to manage London's road network and ensure that Londoners can move across the city without congestion.

4.1.5 The Policy has 12 parts, each setting out provisions to assist with achieving the above aim.

4.1.6 Part A states that *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity."* Part D specifies that *"The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans."*

4.1.7 Table 10.3 under Policy T6.1 sets a maximum standard of 1.5 spaces per 3+ bedroom dwelling in Outer London PTAL Zones 0-1.

4.1.8 However, Part K does provide flexibility for Boroughs to respond to scenarios where public transport accessibility is poor. It states that

"Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London."

4.1.9 The site is located within a PTAL 1b area, meaning that it would be covered by such standards.

Havering Local Plan (2021)

4.1.10 Havering Local Plan Policy 24 (Parking Provision and Design) clarifies that London Plan maximum parking standards apply across the Borough, aside from in areas of the borough that have low public transport accessibility (PTAL 0-1), where no transport improvements are planned, where minimum standards will be applied, set out under Table 11.

- 4.1.11 For 3+ bedroom dwellings, the table specified a minimum standard of 1.5 spaces per unit.
- 4.1.12 Other parts of the Policy encourage proposals within the PTAL 0-1 areas to deliver parking in appropriate locations close to dwellings in areas with natural surveillance, and provide appropriate planting to screen parking in the streetscene.
- 4.1.13 The Policy also specifies that *“Where a development proposal would result in a net loss of car parking spaces the applicant will be required to robustly demonstrate that there is no need for these spaces.”*

5 DEVELOPMENT PROPOSAL

5.1 The Proposal

- 5.1.1 This proposal, which aims to convert the small integral garage into habitable living space to improve the internal accommodation within this family sized unit, would ordinarily be achievable under permitted development. However, the restrictive condition placed on the planning permission to develop 44 dwellings in 2008 (P0406.08) including No.4 Victoria Terrace, prohibits such a conversion.
- 5.1.2 Planning permission is therefore sought for the conversion of the integral garage to a habitable room, including alterations to front fenestration.
- 5.1.3 The external changes would see the existing garage door replaced by brickwork to match the existing, and a new window to match the size, design, and alignment of the corresponding window on the first floor above.
- 5.1.4 This would be consistent with the revised drawings submitted under the 2023 application (P0720.23), which responded to the LPA's comments on the design of the new window.
- 5.1.5 In addition, it is considered that in practice the existing integral garage is not of a scale which would enable comfortable vehicle parking for a modern car (at 2.4m wide and 5.8m deep), and is currently used as a domestic storage area rather than parking. This means that in reality, the dwelling currently benefits from a single usable parking space and the garage conversion would not reduce the number of parking spaces, or place any additional pressure on on-street parking.
- 5.1.6 Notwithstanding this, if the LPA consider that provision of an additional parking space is essential, the LPA would be able to insert a condition requiring provision of this space (Class F of the GDPO allows for surfacing of areas within the front curtilage, provided this is finished in porous materials), and a condition requiring a landscaping scheme for the boundary area (to match that opposite to the north).

6 PLANNING ASSESSMENT

6.1 Highway Impact/Safety/Parking

- 6.1.1 Given that the LPA have already accepted that the proposed external alterations (replacement of the garage door with new brickwork and a window to match that above), are acceptable, the main and sole issue to resolve is the impact of the proposal on parking and the highway network.
- 6.1.2 The Application site is located within an area with PTAL 1b, and is a family sized dwelling (3+ bedrooms).
- 6.1.3 As set out in Section 4 of this Statement, while the London Plan's maximum parking standards are applied across the Borough where PTAL exceeds 1, the Havering Local Plan Policy 24 (Parking Provision and Design) sets minimum standards in areas of PTAL 1 or below. The London Plan makes provisions for such an approach under Policy T6 (Car Parking) part K.
- 6.1.4 Table 11 of Policy 24 requires a minimum of 1.5 spaces for dwellings of three or more bedrooms, which is effectively a requirement for 2 spaces.
- 6.1.5 However, the Policy does provide some flexibility, stating that *"Where a development proposal would result in a net loss of car parking spaces the applicant will be required to robustly demonstrate that there is no need for these spaces."*
- 6.1.6 The previous application at the site (P0720.23) was refused due to a failure to provide the 2 spaces required by Policy 24, with the LPA considering that this would result in *"unacceptable overspill onto the adjoining roads to the detriment of highway safety and residential amenity."*
- 6.1.7 The Council's Delegated Report to the previous application at the site (P0720.23) states that *"there is currently the provision for the parking of one vehicle in an internal garage and an additional parking space on the driveway in front of the garage. Council guidelines require a standard parking space 4.8m deep by 2.4m wide."*
- 6.1.8 As noted earlier, while the existing driveway provides a useable parking space, the existing integral garage, constructed in the late 2000s, is not of a scale which would enable comfortable vehicle parking for a modern car. At 2.4m wide and 5.8m deep, it provides little scope for circulation around a car, particularly at the sides, and insufficient space to comfortable access a vehicle for young children, the elderly, and other users with accessibility requirements. If a car is parked anything other than in the exact centre of the garage, these accessibility issues are exacerbated. Due to this impracticality, it is currently used as a domestic storage area rather than parking.
- 6.1.9 This means that in reality, the dwelling currently benefits from a single usable parking space and the garage conversion would not reduce the number of parking spaces, or place any additional pressure on on-street parking. The LPA drew similar conclusions on the useability of integral garages at No.1 College Terrace (P0975.17), and No. 5 College Terrace (P0607.18), which were both constructed as part of the same development at the application property. The below table provides further details of this.
- 6.1.10 This information is considered to satisfy the criterion under Policy 24, requiring that, a (in this case theoretical) net loss of any car parking spaces, are demonstrated to not be needed at the site.

Application Details	Delegated Report Highways Conclusion	2-spaces provided?
P0975.17 No.1 College Terrace - Proposed single storey front extension and partial garage conversion – Approved 26-07-17	<i>“Although the garage would no longer be available for vehicle storage, officers do not believe a refusal based on parking is justifiable in this instance.</i> <i>The existing garage is not of a scale which would enable comfortable vehicle parking. As such, staff do not regard its conversion to be a problematic loss of parking provision. In addition to the space which could be made available at the front of the site, on road parking is also possible along Hyland Way. Neighbouring properties appear to manage with one on site parking space and it would be unreasonable to refuse planning permission based on the loss of a non-functional garage.</i>	Yes
P0607.18 No.5 College Terrace - Conversion of integral garage to form habitable room – Approved 16-07-18	<i>“Although the garage would no longer be available for vehicle storage, officers do not believe a refusal based on parking is justifiable in this instance.</i> <i>The existing garage is not of a scale which would enable comfortable vehicle parking. As such, staff do not regard its conversion to be a problematic loss of parking provision. The space to the front of the property could facilitate parking for two cars as shown in plans, on road parking is also possible along Hyland Way. There is no supporting evidence that parking pressure in the vicinity of the site to suggest that the loss of this potential off-street parking space would compromise highway safety. Indeed, the garage space has not been used for parking for some time and as such the parking pressure that results from any change would be no different to the current situation.”</i>	Yes
P1625.20 No.6 College Terrace - Conversion of existing integral garage space to habitable room – Approved 07-01-21	<i>“It is noted that the attached neighbour at no. 5 College Terrace, Hyland Way has an approval for the conversion of their integral garage to habitable use (P0607.18). Some houses in the surrounding area have garages, while others do not. Most have space at the front for the parking of vehicles. There is some space on the highway in front</i>	No

	<i>of the property for the parking of at least 1 car with no parking restrictions.</i> <i>As there would remain 1 car parking space on the property and there is the possibility for car parking in the street, as well as for the fact that the neighbour has been granted permission for the conversion of their garage, it is considered to be acceptable in this instance."</i>	
P0617.21 No.2 College Terrace - Conversion of integral garage to habitable use – Approved 03-08-21	<i>"It Is noted that planning permission has previously been given for the conversion of other garages in this terrace of properties to habitable rooms and that precedent for the garage conversion is considered to have been set."</i>	No
P0720.23 No. 4 Victoria Terrace (APPLICATION SITE) Conversion of integral garage to habitable room, including alterations to front fenestration – Refused 05-07-23	<i>"it is considered that the loss of parking, the site's location on a junction and the combined impact of other possible garage conversions in the future would result in an unacceptable overspill onto the adjoining roads to the detriment of highway safety and residential amenity and contrary to Residential Extensions and Alterations Supplementary Planning Document, Policy 24 of the Havering Local Plan and Policy T6.1 of the London Plan."</i>	No
P0997.23 No.3 College Terrace - Conversion of garage to habitable space – Approved 20-10-23	<i>"There is sufficient onsite space for at least 1 car to park in front of the property. Although it is in a low PTAL area.</i> <i>It should be noted that planning permission has been given for a number of garage conversions on this part of Hyland Way already and thus on balance would be difficult to justify a refusal."</i>	No

6.3.1 The above table also demonstrates that six of the 10 Hyland Way frontage dwellings, originally permitted by application P0406.08 in 2008, have been subject to applications for garage conversions in the last decade. Five of these have been approved, with only two providing a second parking space within the site frontage. In most cases the LPA concluded that there was no need for the second space. Indeed, the sole application that has been refused was at the current application site (P0720.23). Subsequently, the proposal at No.3 College Terrace was approved, with the LPA content that a single space was sufficient for the property, without giving rise to any pressure for parking on the highway.

6.3.2 On this basis, the above evidence is considered sufficient for the LPA to reach a conclusion that the proposal is acceptable when considered against Policy 24 (Parking Provision and Design), and grant permission for the application.

- 6.3.3 As highlighted in Section 5 of this Statement, notwithstanding the above conclusion, if the LPA consider that provision of an additional parking space is essential, it would be able to insert a condition requiring provision of an additional parking space (Class F of the GDPO allows for surfacing of areas within the front curtilage, provided this is finished in porous materials), and a condition requiring a landscaping scheme for the parking space and boundary area (to match that opposite to the north at No 1 College Terrace).

7 CONCLUSIONS

7.1 Conclusions

- 7.1.1 TPP Ltd have been instructed to prepare a planning statement in support of a proposal for 'Conversion of integral garage to habitable room, including alterations to front fenestration' at 4 Victoria Terrace, Hyland Way, Hornchurch (RM11 1DY).
- 7.1.2 This application submission is in response to an earlier planning application in 2023 which was refused on highways and parking grounds (P0720.23). Essentially, the refusal was based on a perceived loss of the one of two parking spaces at the site, and the potential knock-on-impact on on-street parking.
- 7.1.3 This application demonstrates that the existing integral parking space is not considered suitable for modern needs, and its loss would not impact on the surrounding highways network. This is consistent with the majority of the LPA's decisions on properties within this development, including those post-refusal P0720.23 at No.4 Victoria Terrace.
- 7.1.4 The proposal is therefore considered to comply with the requirements of Havering Borough Local Plan Policy 24 (Parking provision and design), which while setting a requirement for at least 1.5 spaces for 3+ bedroom dwellings in PTAL 0-1 area, does allow flexibility for lower provision where justified.
- 7.1.5 On the above basis, we respectfully request that the application is approved without delay.
