

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P1327.24

WARD: Hylands & Harrow Lg **Date Received:** 3rd October 2024

ADDRESS: 4 Victoria Terrace, Hyland Way
Hornchurch

PROPOSAL: Conversion of integral garage to habitable room, including alterations to front fenestration and with a re-organisation of the front garden to provide an additional parking space

DRAWING NO(S): 23-050/01
23-050/01/2
23-050/02 Revision A
2038 050 REV 0
2038 060 REV 0

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

SITE DESCRIPTION

The application premises comprise of a two storey semi-detached dwelling located within Victoria Terrace. The surrounding area is characterised mainly by single and two storey semi-detached and detached dwellings.

The site has parking for two vehicles, one on the hard standing and one in the garage at the front of the property. The site is bounded by the neighbouring driveway and on the other side of the dwelling is Elm Close.

DESCRIPTION OF PROPOSAL

Planning permission is sought for a the conversion of the integral garage to a habitable room, including alterations to front fenestration.

An additional parking space was provided during the course of the application which neighbours were re-consulted regarding.

RELEVANT HISTORY

P0720.23	Conversion of integral garage to habitable room, including alterations to front fenestration
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	Refuse	05-07-2023
P0103.11	Conversion of garage to habitable room	
	Refuse	21-09-2011
P0406.08	Erection of 44 detached, semi detached and terrace houses and associated access	
	Apprv with cons	05-06-2008

CONSULTATIONS/REPRESENTATIONS

No representations were received in response to the neighbour consultation process.

Public Protection has concerns regarding this development.

LBH Highways has commented and these will be considered under the Highways/Parking Section of the report below.

RELEVANT POLICIES

- For ease of reference, the Residential Extensions and Alterations SPD will be referred as "SPD".

LONDON PLAN:

Policy D1 London's form, character and capacity for growth

Policy D4 Delivering good design

Policy T6 Car parking

Havering Local Plan (2016-2031)

Policy 7 (Residential design and amenity).

Policy 24 (Parking provision and design).

Policy 26 (Urban Design).

LDF

SPD04 - Residential Extensions & Alterations SPD

NPPF - National Planning Policy Framework

MAYORAL CIL IMPLICATIONS

The proposal includes the creation of less than 100sqm of residential Gross Internal floor Area (GIA) and is therefore not liable for CIL payments.

STAFF COMMENTS

In accordance with the current criteria for site visits, an in-person site visit was not undertaken. Site photos were provided by the agent in support of the application. In determining this planning

application photos, Google StreetView TM, aerial view images and submitted drawings were used to assess the site constraints.

This application is a resubmission of a previously refused planning application P0103.11 and P0720.23. The key issue in this case therefore is whether the revised proposal overcomes the previously stated concerns. The previous application was refused planning permission for the following reasons.

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.

This application differs from the previously refused schemes in the following key areas:

1. Following negotiations during the course of this application an additional parking space was provided.

Concerns were raised Highways regarding the reduction in parking within the site. Negotiations were undertaken and with a re-organisation of the landscaping to the front of the dwelling, additional parking was provided. A revised plan was received and neighbours were re-consulted for a further 21 days.

The effect of these changes will be assessed in the context of the following:

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 the installation of a new window and brickwork. Given that the materials used would match the existing dwelling it is not considered that there would be any adverse effect on the surrounding environment.

In this context, it is considered that the proposal would not have an unacceptable impact on the character with the immediate vicinity. The proposal would be acceptably designed and in all, the development will not unduly impact upon the street scene.

IMPACT ON AMENITY

Consideration has been given to the impact on the neighbouring dwelling in terms of loss of light and loss of privacy.

The proposed change of use of the garage to a habitable room would involve the removal of the garage door and the installation of a new window. The window would face the street, which is a public area, as such it is not envisaged that there would be any loss of privacy from this development.

Given these circumstances and mindful of the general presumption in favour of development, it is considered that any impact upon the adjacent neighbours to be modest and within that envisaged as acceptable within guidelines.

In all, the development is considered to fall within the spirit of adopted guidelines for householder extensions and the proposal is not deemed to be unneighbourly.

HIGHWAY/PARKING

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.

The application site is within a PTAL area of 1b. As per Policy 24 of the Havering Local for a site within Outer London PTAL 0 - 1 that has 3 bedrooms, the site needs to provide a minimum parking provision of up to 1.5 spaces per dwelling. However, this is a minimum requirement and should be exceeded.

Only 1 car space can be comfortably accommodated within the driveway without another car encroaching onto the roadway. The initial proposal would have fallen deficient in this respect since the driveway is only 8.8m in length.

It is noted since the refusal of this application a number of applications have been submitted for the properties within this development to convert their garages as outlined below.

The properties below are within College Terrace which is part of the development approved under reference P0406.08 and lie to north of the application site on the other side of the entrance to Elm Close, which separate the properties.

P0975.17 - No.1 College Terrace. Highways objected to the proposal due to proposal only providing 1 no. parking space. Revised plans were received demonstrating that 2 no. parking spaces could be provided.

P0607.18 - No.5 College Terrace was recommended for refusal initially but approved following revised plans being received. The Highways department objected to the proposal as two parking spaces could not be provided. Objection would be withdrawn if second parking spaces could be provided. Revised plans were received showing that two parking spaces could be provided.

P1625.20 - No.6 College Terrace - Application was approved following No.5 being given consent - No highway comments provided but plans indicate that two parking spaces can be provided.

P0617.21 - No.2 College Terrace - Was granted consent - No comments from Highways.

P0997.23 - No.3 College Terrace - under consideration & awaiting comments from highways.

No.2 Victoria Terrace which is neighbouring property within Victoria Terrace, submitted a planning application under reference P1264.14 to vary condition No.3 of P0406.08 which was refused for the following reasons:

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 development would necessitate the removal/loss of a significant amount of front garden/landscaped area in order to achieve sufficient parking provision to meet the needs of this dwelling. Such loss will detract from the pleasant and characteristic landscaping which forms an important feature of this recently constructed development. The development is therefore 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.

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

The Council are considering a re-submission for a proposal at No.4 Victoria Terrace.

As per the local plan, a property with 3 or more bedrooms within an area with a PTAL rating of 0 to 1, requires a minimum of 1.5 off street parking provisions (rounded up to 2). There is some concern that the loss of the garage space would result in an unacceptable loss of parking which would result in parking overspill onto the street. The road is narrow which generally restricts the ability to park on street without causing an obstruction from residents, visitors and deliveries, as evidenced by the case officer's various site visits at the different times of the day on the 6th & 19th December 2024.

It was noted during these visits that the road is restricted when vehicles are parked on either side of the road, resulting in traffic driving in a single file. This has also been experienced when attending other sites within the street and travelling on Council business previously. There are no parking restrictions within Hyland Way, although it is noted that the majority of dwellings already have hard surfaced front gardens and in curtilage vehicle parking provision. It was noted particularly in the evening and the early morning visit, that parking on the neighbouring streets is increased within Norman Road and Bush Elm Road. Furthermore, it is noted that properties further along Hylands Way towards Hornchurch Road have the capability to park two vehicles on their drives.

The comments from the Highways Department were provided to the agent and the officer suggested include additional parking to the front of the property could be provided with some re-organisation.

Neighbours were re-consulted further to revised plans being received on 6th December 2024 showing an additional parking space to the front of the property.

The Highways Team reviewed the revised proposal and commented that the updated plans would resolve the concerns. The additional parking space results in the overall proposals having the same amount of existing parking and meets the requirements of the local plan.

Taking the above into consideration, it is considered that the revised proposal would address the

reason for refusal of P0720.23. Whilst the loss of soft landscaping to accommodate parking is not desirable, there are very few properties within the road which have landscaping to the frontage. As such, it is difficult to conclude there would be substantial harm to local character. Providing new hardstanding provided is of porous construction or with a soakaway within site, it is not considered the loss of the landscaped area would provide grounds for refusal.

KEY ISSUES/CONCLUSIONS

The proposal is considered to be in accordance with the above-mentioned policies and guidance and approval is recommended.

RECOMMENDATION:

It is recommended that **planning permission be GRANTED** subject to the following condition(s)

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 SC06 (Parking provision)

Before the converted garage hereby permitted is first occupied, the area set aside for car parking as shown on drawing no. 2038 060 REV 0 shall be laid out and surfaced to the satisfaction of the Local Planning Authority and retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason:-

To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest 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.

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:-

For the avoidance of doubt and to ensure that the development is carried out as approved.

5 Hard Surface Porus/Run-off - dwelling

The hard surface hereby approved (including any sub-base) shall be made of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.

Reason:-

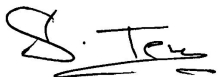
In order to ensure no water run-off from the hard surface which would contribute to risk of flooding

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, improvements required to make the proposal acceptable were negotiated with Gemma Jenkinson (Agent) by e-mail and phone. The revisions involved revising the proposed block plan to shown additional parking following a re-organisation of the landscaping. The amendments were subsequently submitted on 06/12/24.

Authorising Officer:



Suzanne Terry

7th January 2025