



| | |
|--|--|
| Application Reference: | P0133.18 |
| Location: | 58 Malvern Road, Hornchurch |
| Ward: | Romford Town |
| Description: | Single storey rear extension, dormer window, external alterations & conversion of the dwelling into two self-contained flats. |
| Case Officer: | Adèle Hughes |
| Reason for Report to Committee: | A Councillor call-in has been received |

1. BACKGROUND

- 1.1 The application was called in by Councillor Joshua Chapman prior to the implementation of the delegated power changes agreed by Governance Committee and Council. The call-in has been honoured on the basis on which it was originally lodged.

2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- 2.1 The conversion of the dwelling into two self-contained flats is acceptable in principle. It is considered that the proposal would not adversely affect the streetscene or neighbouring amenity. Staff consider that there are insufficient grounds to refuse this application on parking grounds and therefore, this application is recommended for approval subject to the completion of a legal agreement to secure a financial contribution towards education.

3 RECOMMENDATION

- 3.1 That the Committee resolve to grant planning permission subject to:

The prior completion of a legal agreement to secure the following planning obligations:

- A financial contribution of £6,000 to be used for educational purposes.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of

completion of the Section 106 agreement to the date of receipt by the Council.

- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

3.2 That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

3.3 That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

Conditions

1. Time limit – The development must be commenced no later than three years from the date of this permission.
2. Matching materials - All external finishes to match those of the existing building.
3. Accordance with plans – The development should not be carried out otherwise than in complete accordance with the approved plans.
4. Standard flank window condition – No window or other opening (other than those shown on the submitted and approved plan) shall be formed in the flank wall (s) of the building(s) unless specific permission has first been sought and obtained from the Local Planning Authority.
5. Boundary treatment – Details of all proposed walls, fences and boundary treatment.
6. Refuse - Details of refuse and recycling facilities
7. Cycle storage - Details of cycle storage.
8. Hours of construction
9. Balcony - The roof area of the extension shall not be used as a balcony, roof garden or similar amenity area without separate planning consent.
10. Water efficiency – The dwelling shall comply with Part G2 of the Building Regulations - Water efficiency.

Informatives

1. Approval – No negotiation required
2. Fee informative
3. Planning Obligations
4. Street naming and Numbering

3.4 That, if by 5 November 2018 the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

4 PROPOSAL AND LOCATION DETAILS

4.1 Proposal

- The proposal involves demolishing the existing single storey rear extension and constructing a new single storey rear extension, which would project 4 metres from the rear façade of the dwelling with a 3m high flat roof and a sky light.
- The proposal includes a rear dormer window and the conversion of the dwelling into two, two bedroom self-contained flats.
- The external alterations consist of a new ground floor flank window serving a bedroom.

Site and Surroundings

- 4.2 The application site comprises of a two storey semi-detached residential dwelling located on the south eastern side of Malvern Road, Hornchurch.

Planning History

- 4.3 No planning history.

5 CONSULTATION RESPONSE

- 5.1 The views of the Planning Service are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6 LOCAL REPRESENTATION

- 6.1 A total of 55 neighbouring properties were notified about the application and invited to comment.

- 6.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 3, which all objected

- 6.3 The following Councillor made representations:

- Councillor Joshua Chapman objects to the application and called it in for committee consideration if it is not refused under delegated powers on the grounds that the conversion into flats is out of keeping for the road which consists of family housing. The applicant has not submitted any parking information as part of their application. This is because there will be no parking, which goes against a number of our planning policies. The driveways are too small to contain cars, so there will be no parking as part of this proposed conversion. Yet, there will be a significant increase in the number of cars, which will only add significant pressure to a road already troubled by parking issues. The applicant is relying on the local parking infrastructure to pick up the slack from their development.

Representations

- 6.4 The following issues were raised in representations that are material to the determination of the application, and they are addressed in substance in the next section of this report:

Objections

- Parking.
- Impact on neighbouring amenity.
- Noise from people living upstairs.
- The conversion of the dwelling into flats would change the character of the road.
- Loss of light.
- Sense of enclosure from the single storey rear extension.
- Overlooking.
- Impact on infrastructure (Officer comment: Refer to section 7.6 of the report).

Non-material representations

- 6.5 The following issues were raised in representations, but they are not material to the determination of the application:

- Would set a precedent for other conversions of houses into flats (Officer comment: Each planning application is determined on its individual planning merits)
- Would have an adverse effect on property prices (Officer comment: Comments regarding the impact of the proposal on property value are not material planning considerations).
- Loss of views (Officer comment: This is not a material planning consideration).
- Drainage capacity/problems and the impact of the proposal on the neighbouring footings (Officer comment: These are building control matters and are not material planning considerations).
- Stress and inconvenience (Officer comment: Whilst it is recognised that building works can have an impact upon people's homes and lives, this is not a material planning consideration which can be taken into account).
- Overcrowding (Officer comment: This is not a material planning consideration).
- Impact on local services (Officer comment: This is not a material planning consideration).

- 6.6 Highways: Object to the proposals. The site has a PTAL of 2 (poor) which attracts a parking standard of 1 -1.5 spaces per unit. There is no possibility of off-street parking and so parking would have to be accommodated on-street. Malvern Road has a residents' permit scheme and there are concerns that the proposals will place further pressure in an area with parking stress. DC33 applies. 2 cycle spaces per unit should be provided in accordance with the London Plan. DC35 applies.

7 MATERIAL PLANNING CONSIDERATIONS

7.1 The main planning issues raised by the application that the committee must consider are:

- Layout
- The visual impact and impact on amenity arising from the proposed development.
- Highways and parking issues.

7.2 **Layout**

- Units 1 and 2 have a gross internal floor area of 66 and 63 square metres respectively. The size of the flats meets the 61 square metres for a two bedroom, 3 bed spaces, one storey dwelling contained in the Technical Housing standards. The flats meet all the remaining criteria of the Technical Housing Standards. It is considered that the flats would have a reasonable outlook and aspect.
- With regards to amenity space, the SPD on Residential Design indicates suitable requirements for new residential accommodation. There would be a paved area to the rear of Unit 1 with an area of approximately 17 metres, beyond which is a communal amenity area of 48 square metres. Staff are of the view that the proposed individual and communal amenity spaces are acceptable in terms of area and would provide future occupiers with a useable external space for day to day activities such as outdoor dining, clothes drying and relaxation. Details of boundary treatment will be secured by condition if minded to grant planning permission.
- The two storey semi-detached property No. 60 Malvern Road, which abuts the application site, is a dwelling house. It is considered that the conversion of the dwelling into two self-contained flats would not result in a significant loss of amenity to the adjoining property at No. 60 Malvern Road, as the hallway and stairwell to Unit 2 and the bathroom of Unit 1 would abut the party wall of this neighbouring property at ground floor level and these are not habitable rooms. The stairwell, cupboards and kitchen of Unit 2 would abut the party wall of No. 60 Malvern Road at first floor level, although given that the stairwell and cupboards are not habitable rooms, Staff consider that the use of the kitchen of Unit 2 would not result in significant levels of noise and disturbance that would be unduly harmful to the amenity of No. 60 Malvern Road as to warrant a refusal and as such, this relationship is deemed to be acceptable. The conversion of the dwelling into two flats would be subject to Building Regulations including the provision of sound insulation, which would help to mitigate the impact of the proposal.

7.3 **The visual impact of the proposal**

- Policy DC61 seeks to ensure that new developments are satisfactorily located and are of a high standard of design and layout, which is compatible with the character of the surrounding area and does not prejudice the environment of the occupiers or adjacent properties.
- The proposed single storey rear extension would not be directly visible in the streetscene, as it would be setback approximately 8 metres from the front façade of the dwelling, which would mitigate its impact. The extension has a flat roof with a height of 3m (not including the sky light), which minimises its bulk. The extension would be set in approximately 0.8

metres from the south eastern boundary of the site. The depth and height of the single storey rear extension adhere to the Residential Extensions and Alterations SPD.

- The proposed materials comprise of facing brickwork to match the existing dwelling and a parapet style roof with a brick edge finish. The dormer window would have a painted render appearance. Staff consider the proposal materials to be acceptable.
- The dormer window would not be visible in the streetscene, as it would be located on the rear façade of the dwelling. Staff consider that the dormer would be well contained within the body of the roof of the dwelling and would integrate satisfactorily with the existing dwelling.
- Staff consider that the conversion of the dwelling into flats would not change the visual character of the road, as there are no external changes to the front façade of the dwelling.

7.4 Impact on residential amenity

- It is considered that the rear extension would not result in a significant loss of amenity to No. 60 Malvern Road, as it would only project approximately 0.7 metres further than the existing single storey rear extension.
- No. 56 Malvern Road has a front door, a ground floor high level window that serves a lounge and is a secondary light source with a bay window on its front façade and a back door on its north eastern flank wall. No. 56 Malvern Road has a single storey rear extension, which would help to mitigate the impact of the proposal. It is considered that the rear extension would not result in a significant loss of amenity to No. 56 Malvern Road, as it doesn't have any flank windows that are primary light sources to habitable rooms.
- When reviewing the merits of this application, consideration was given to the fact that the depth and height of the single storey rear extension adhere to the Residential Extensions and Alterations SPD and therefore, Staff consider that the rear extension would not result in a significant loss of neighbouring amenity.
- The extension would be set in approximately 0.8 metres from the south eastern boundary of the site and as such, Staff consider that it would not create an undue sense of enclosure.
- It is considered that the proposal would not create any additional overlooking or loss of privacy over and above existing conditions.

7.5 Parking and Highway Implications

- The application property benefits from no off-street parking currently and the proposal makes provision for no off-street parking. It would represent an intensification of the residential use and therefore it is not unreasonable in policy terms to expect some provision of off-street parking for the new dwelling. The Highway Authority has objected on this basis.
- It is noted that the existing dwelling has five bedrooms and can accommodate seven people. In comparison, the proposal consists of the creation of two, two bedroom, 3 person self-contained flats. When

reviewing the merits of this application, Staff have given some weight to the fact that the number of bedrooms in the property would be reduced from five to four and the total number of occupants would reduce from seven to six, which may reduce the need for on-street car parking.

- However, staff observed that properties located on Malvern Road tend not to benefit from off-street parking and on balance it is not considered that the addition of one new self-contained flat (having had regard to the existing arrangement) would not be of significant detriment to the functioning of the highway or create significant additional competition for existing spaces sufficient enough to form sole grounds for refusal.
- In reaching this position, Staff are of the view that whilst car parking is in fairly high demand in this location that an effective on-street parking control system is already in place. Consideration has been given to a refusal of the application on parking grounds but staff consider that this would be unlikely to be sustained as a stand alone reason were an appeal submitted.
- Moreover potential occupiers of the proposed dwellings would be aware of the absence of off street and the need to apply for a parking permit before deciding whether to purchase a property in this location. Were the application to provide off-street parking, this would not offset the loss of community parking bays which would be required to facilitate such an arrangement.

7.6 Financial and Other Mitigation

- The proposal would attract the following section 106 contributions to mitigate the impact of the development:
- Up to £6,000 towards education.

8 Conclusions

- All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.