

<p><b>Reference:</b> 19/01824/TBC</p>	<p><b>Site:</b> Land And Garages Defoe Parade Chadwell St Mary Essex</p>
<p><b>Ward:</b> Chadwell St Mary</p>	<p><b>Proposal:</b> Conversion of existing garages to form 2No. 2b/3p Bungalows including access and 2no off street parking spaces.</p>

Plan Number(s):		
Reference	Name	Received
19036 - EArch - PL - ST - DR - A - 0005 - P01	Location Plan	17th December 2019
19036 - EArch - PL -DR - EL - A - 0012 - P01	Proposed Elevations	17th December 2019
19036 - EArch - FE - DR - ST - A - 0005 - P04	Proposed Site Layout	1st April 2020

The application is also accompanied by:

- Design and Access Statement
- Photos showing similar schemes

<p><b>Applicant:</b> Thurrock Council</p>	<p><b>Validated:</b> 18 December 2019 <b>Date of expiry:</b> 29 June 2020 (Extension of time agreed with Applicant)</p>
<p><b>Recommendation:</b> Approve, subject to conditions.</p>	

This application is scheduled for determination by the Council's Planning Committee because the Council is the applicant and landowner (in accordance with Part 3 (b) Section 2 2.1 (b) of the Council's constitution).

**1.0 DESCRIPTION OF PROPOSAL**

- 1.1 This application seeks planning permission to convert two existing redundant garage blocks into two x 2 bedroom bungalows for older residents.

The conversion would include a mono-pitch roof running the width of each building, with windows serving living accommodation facing across a shared garden area which includes a car parking space for each property. The proposal also includes bin and cycle stores to either side of the vehicular access.

## **2.0 SITE DESCRIPTION**

2.1 The application site is an existing redundant garage court of two blocks containing a total of twelve garages at the corner of Longhouse Road and Delargy Close adjacent to Defoe Parade.

2.2 The immediate surrounding area is mainly comprised of commercial units, blocks of flats, bungalows and two storey dwellings with mixed design and external finishes.

2.3 The site is relatively flat and has no formal land designation within the Core Strategy.

## **3.0 RELEVANT HISTORY**

3.1 There is no relevant planning history.

## **4.0 CONSULTATIONS AND REPRESENTATIONS**

4.1 Detailed below is a summary of the consultation responses received. The full version of each consultation response can be viewed on the Council's website via public access at the following link: [www.thurrock.gov.uk/planning](http://www.thurrock.gov.uk/planning)

### **4.2 PUBLICITY:**

This application has been advertised by way of individual neighbour notification letters and public site notice which has been displayed nearby. No comments have been received regarding the proposal.

### **4.3 ENVIRONMENTAL HEALTH:**

No objection, subject to conditions.

### **4.4 HIGHWAYS:**

No objection, subject to conditions.

### **4.5 CORPORATE PROPERTY:**

No objection

## **5.0 POLICY CONTEXT**

### 5.1 National Planning Policy Framework (NPPF)

The revised NPPF was published on 19<sup>th</sup> February 2019. The NPPF sets out the Government's planning policies. Paragraph 2 of the NPPF confirms the tests in s.38 (6) of the Planning and Compulsory Purchase Act 2004 and s.70 of the Town and Country Planning Act 1990 and that the Framework is a material consideration in planning decisions. The following chapter headings and content of the NPPF are particularly relevant to the consideration of the current proposals:

5. Delivering a sufficient supply of homes
11. Making effective use of land;
12. Achieving well-designed places;

### 5.2 National Planning Practice Guidance (NPPG)

In March 2014 the former Department for Communities and Local Government (DCLG) launched its planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning policy guidance documents cancelled when the NPPF was launched. NPPG contains a range of subject areas, with each area containing several sub-topics. Those of particular relevance to the determination of this planning application include:

- Design
- Determining a planning application
- Effective use of land
- Housing supply and delivery
- Use of planning conditions

### 5.3 Local Planning Policy: Thurrock Local Development Framework (2015)

The Council adopted the "Core Strategy and Policies for the Management of Development Plan Document" (as amended) in 2015. The following Core Strategy policies in particular apply to the proposals:

Overarching Sustainable Development Policy:

- OSDP1: Promotion of Sustainable Growth and Regeneration in Thurrock

Spatial Policies:

- CSSP1: Sustainable Housing and Locations

#### Thematic Policies:

- CSTP1: Strategic Housing Provision
- CSTP22: Thurrock Design
- CSTP23: Thurrock Character and Distinctiveness

#### Policies for the Management of Development

- PMD1: Minimising Pollution and Impacts on Amenity
- PMD2: Design and Layout
- PMD8: Parking Standards

#### 5.4 Thurrock Local Plan

In February 2014 the Council embarked on the preparation of a new Local Plan for the Borough. Between February and April 2016 the Council consulted formally on an Issues and Options [Stage 1] document and simultaneously undertook a 'Call for Sites' exercise. In December 2018 the Council began consultation on an Issues and Options [Stage 2 Spatial Options and Sites] document, this consultation has now closed and the responses have been considered and reported to Council. On 23 October 2019 the Council agreed the publication of the Issues and Options 2 Report of Consultation on the Council's website and agreed the approach to preparing a new Local Plan.

#### 5.5 Thurrock Design Strategy

In March 2017 the Council launched the Thurrock Design Strategy. The Design Strategy sets out the main design principles to be used by applicants for all new/development in Thurrock. The Design Strategy is a supplementary planning document (SPD) which supports policies in the adopted Core Strategy.

### 6.0 **ASSESSMENT**

#### 6.1 The assessment below covers the following areas:

- I. Principle of the development
- II. Design, Layout and Impact upon the Area
- III. Effect on Neighbouring Properties
- IV. Living Standards and Private Amenity Space
- V. Traffic Impact, Access and Car Parking
- VI. Other Matters

#### I. PRINCIPLE OF THE DEVELOPMENT

- 6.2 Paragraph 117 of the NPPF encourage planning policies and decisions to promote an effective use of urban land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. The site is within a residential area with no specific land designation. Therefore, the principle of additional residential units is acceptable, subject to compliance with the relevant development management policies.
- 6.3 The scheme is presented as an innovative re-use of a site which currently has the potential to attract anti-social behaviour, and that may have limited redevelopment potential, providing contemporary housing provision for older residents.

## II. DESIGN, LAYOUT AND IMPACT UPON THE AREA

- 6.4 The conversion of the garages would involve an alteration to the roof to result in a long mono-pitch that would run the width of each building and would also allow for a high-level window to the rear serving the second bedroom.
- 6.5 The proposed dwellings would utilise the footprint and basic massing of the existing garages and therefore their relationship to surrounding buildings, curtilages and highways would remain as already established.
- 6.6 The proposed accommodation would consist of a kitchen / dining / living room, two bedrooms, a hall, bathroom / wc, a small utility area and a store.
- 6.7 The NPPF makes it clear that 'planning.... decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles'. The high standard design of the contemporary style extension would relate well to the character of the area in general.
- 6.8 It is considered that the proposals represent a highly innovative alternate use for the redundant garage structures which otherwise be would be difficult to redevelop for other uses.
- 6.9 On this basis, the proposal would demonstrate a high quality of design founded on an understanding of, and a positive response to the local context. It would also respond to the sensitivity of the site and positively contribute to the character of the area considering the present state of the site. The proposal would therefore be in keeping with Policies CSTP22, PMD1 and PMD2 of the Core Strategy and the NPPF.

## III. EFFECT ON NEIGHBOURING PROPERTIES

- 6.10 The immediate neighbouring buildings are set well away from the application site, the

closest residential building on Longhouse Road is approximately 20m away from the garages.

- 6.11 The proposed properties would be of a lower height than most of the surrounding buildings and neighbouring residential properties would experience minimal impact arising from this proposal. It is considered there would be limited impact in terms of overlooking, overshadowing or loss of privacy to the neighbouring property.

#### IV. LIVING STANDARDS AND PRIVATE AMENITY SPACE

- 6.12 The two bungalows would face each other closely, although they would be 'handed' rather than mirrored so the living rooms would not directly face each other. The distance between dwellings would be 6.7m and the area between the properties would be used as a shared amenity space with parking.
- 6.13 The internal floor space for each unit would be in excess of the Council's minimum requirements for 2 bedroom properties. There would be suitable light and outlook to all habitable rooms.
- 6.14 Owing to the constrained nature of the garage court, no private amenity space is shown on the submitted plans however a shared communal area would be provided for both units and the site is within easy walking distance of local amenities and public open space along Brentwood Road. As such and on balance, it is not considered necessary to require dedicated private outdoor amenity space for these properties. No objection is therefore raised under this heading.

#### V. TRAFFIC IMPACT, ACCESS AND CAR PARKING

- 6.15 The existing garages on the site are unused and therefore it is considered that the proposal would not represent the loss of existing parking spaces. The existing access would be widened to accommodate the proposal and two off-street parking spaces would be provided, one for each bungalow. The application site is located close to the local amenities and a public car parking spaces within the adjacent Defoe Parade.
- 6.16 The Council's Highways Officer has raised no objections to the proposal but has recommended that a condition should be imposed upon any consent granted to ensure sufficient space to allow wheelchair access is provided.
- 6.17 Subject to such conditions, the proposals are considered to satisfy the relevant criteria of the Policies PMD2 and PMD8.

### 7.0 CONCLUSION

- 7.1 The proposed dwellings are considered acceptable in scale and character, with no

adverse implications in terms of privacy and amenity for existing and future residents.

- 7.2 The level of parking provision is considered to be acceptable in the context of the location of the proposal and it would effectively put to use an urban land in keeping with the NPPF.
- 7.3 The proposal is therefore acceptable and in accordance with Policies CSTP22, PMD1, PMD2 and PMD8 of the Core Strategy.

**8.0 RECOMMENDATION**

- 8.1 Approve subject to the following planning conditions:

**TIME LIMIT**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**Reason:** To comply with Section 91(1) of The Town & Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**PLANS LIST**

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

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**Reason:** For the avoidance of doubt and to ensure that the development is carried out in accordance with the details as approved with regard to policies PMD1 and PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

**MATERIALS AND FINISHES AS DETAILED WITHIN APPLICATION**

- 3 The materials to be used on the external surfaces of the development hereby permitted shall be implemented as detailed within the application.

**Reason:** In the interests of visual amenity and to ensure that the proposed

development is integrated with its surroundings in accordance with policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development [2015].

### **HOURS OF CONSTRUCTION**

4. No demolition or construction works in connection with the development shall take place on the site at any time on any Sunday or Bank / Public Holiday, nor on any other day except between the following times:

Monday to Friday    0800 – 1800 hours  
Saturdays            0800 – 1300 hours

Unless in association with an emergency or the prior written approval of the local planning authority has been obtained.

**Reason:** In order to minimise any adverse impacts arising from the construction of the development in accordance with policy PMD1 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (as amended 2015).

### **DETAILS OF ACCESS**

5. Prior to the alteration of the access to the development, hereby approved, a block plan shall be submitted to the Local Planning Authority showing the layout, dimensions and construction specification of the proposed access to the highway. Thereafter the development shall be carried out strictly in accordance with the detail approved.

**Reason:** In the interests of highway safety.

### **PARKING AREA**

6. Prior to the occupation of the proposed development hereby approved, the approved parking area shall be suitably surfaced, laid out and drained in accordance with details to be previously submitted to and approved in writing by the Local Planning Authority. The parking area shall be permanently retained and maintained for its designated purpose.

**Reason:** To ensure that satisfactory off-street car parking provision is made in accordance with the Local Planning Authority's standards and in the interests of highway safety.

### **Occupation of Units**

7. The development hereby permitted shall not be occupied other than for purposes within Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument

revoking and re-enacting that Order. Furthermore, the said accommodation shall not be occupied other than by persons who have attained the age of 55 years or the spouse or partner of such persons including a widow or widower.

**Reason:** To ensure the development is used for the purposes identified in the submitted planning application and to ensure the specialised accommodation provided is retained to serve the identified need to ensure a variety of homes in the Borough.

**Informative:**

Highways Works

1. Any works, which are required within the limits of the highway reserve, require the permission of the Highway Authority and must be carried out under the supervision of that Authority's staff. The Applicant is therefore advised to contact the Authority at the address shown below before undertaking such works to apply for a Section 278 Agreement.

Highways Department,  
Thurrock Council,  
Civic Offices,  
New Road,  
Grays Thurrock,  
Essex. RM17 6SL

**Documents:**

All background documents including application forms, drawings and other supporting documentation relating to this application can be viewed online:

[www.thurrock.gov.uk/planning](http://www.thurrock.gov.uk/planning)

