

Reference: 17/01527/HHA	Site: 2 Oval Gardens Grays Essex RM17 5NR
Ward: Little Thurrock Rectory	Proposal: Two storey side and single storey rear extension

Plan Number(s):		
Reference	Name	Received
RM17 5NR	Location Plan	11th November 2017
01A	Existing Plans	22nd May 2018
03c	Elevations	25th June 2018
05C	Elevations	25th June 2018
06B	Elevations	22nd May 2018
07A	Block Plan	19th January 2018
02B	Proposed Plans	22nd May 2018
04C	Elevations	25th June 2018

The application is also accompanied by: N/A	
Applicant: Mr M Singh	Validated: 21 December 2017 Date of expiry: 19 July 2018
Recommendation: Approve, subject to conditions.	

This application is scheduled for determination by the Council's Planning Committee because the application was called in to consider issues of parking, design and overlooking in accordance with Part 3 (b) 2.1 (c) of the Council's constitution.

1.0 DESCRIPTION OF PROPOSAL

1.1 The application seeks retrospective planning permission for a two storey side extension and single storey rear extension. The works, which involved the removal of the existing garage and front porch, have largely been completed. Two parking

spaces are provided within the application site.

2.0 SITE DESCRIPTION

- 2.1 The application property is a two storey semi-detached dwelling on the eastern side of Oval Gardens in Grays.
- 2.2 The existing dwelling which is similar in design to the other dwellings on the street scene had previously been extended in the roof under permitted development rights.

3.0 RELEVANT HISTORY

Application reference	Description of Proposal	Decision
14/01102/FUL	Two storey side extension (including removal of existing garage) to provide one new dwelling.	Refused
Enforcement reference	Nature of breach	Outcome
17/00370/BUNWKS	Building works being carried out without permission	Current application submitted in response to enforcement case.

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

PUBLICITY:

- 4.2 This application has been advertised by way of individual neighbour notification letters.

Eleven responses from seven neighbouring properties were received objecting to the development on the basis of:

- Additional traffic;
- Parking pressure;
- Overlooking;
- Spoiling view;
- Development is out of character with surroundings;
- Development could result in multiple occupations.

HIGHWAYS:

4.3 No objection subject to conditions.

5.0 POLICY CONTEXT

Local Planning Policy

Thurrock Local Development Framework (as amended) 2015

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

Spatial Policies:

- OSDP1 (Promotion of Sustainable Growth and Regeneration in Thurrock)¹

Thematic Policies:

- CSTP22 (Thurrock Design)
- CSTP23 (Thurrock Character and Distinctiveness)

Policies for the Management of Development:

- PMD1 (Minimising Pollution and Impacts on Amenity)²
- PMD2 (Design and Layout)²
- PMD8 (Parking Standards)³

[Footnote: ¹New Policy inserted by the Focused Review of the LDF Core Strategy. ²Wording of LDF-CS Policy and forward amended either in part or in full by the Focused Review of the LDF Core Strategy. ³Wording of forward to LDF-CS Policy amended either in part or in full by the Focused Review of the LDF Core Strategy].

Thurrock Residential Alterations and Extension Design Guide (RAE)

In September 2017 the Council launched the RAE Design Guide which provides advice and guidance for applicants who are proposing residential alterations and extensions. The RAE 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 and Appearance
- III. Parking and Access
- IV. Impact on Neighbour Amenity

I. PRINCIPLE OF DEVELOPMENT

6.2 The application proposes the extension of an existing residential property within a residential area. The proposal is acceptable in principle.

II. DESIGN AND APPEARANCE

6.3 The proposed side extension is considered acceptable in terms of form, design and scale. The extension has been rendered and painted to match the existing house.

6.4 The single storey extension to the rear is also finished in render and is similarly appropriate in design and scale terms in relation to the original building.

6.5 In conclusion under this heading, the proposed extensions are considered to be of an appropriate form, design and scale in relation to the original dwelling and the immediate location, complying with the RAE and Policies PMD2 and CSTP22 of the Core Strategy.

III. PARKING AND ACCESS

6.6 The building works have resulted in the removal of the garage to the side of the house however; space for two parking spaces has been retained on the frontage.

6.7 The level of parking provided is considered acceptable however there is an abrupt change in levels between the curtilage and highway which could discourage its use for parking. The Council's Highway Officer has raised no objection subject to a condition requiring the frontage and access to be suitably laid out.

IV. IMPACT ON NEIGHBOUR AMENITY

6.8 The side extension would be subservient to the existing building and is not considered to the impact upon the street scene.

6.9 To the side, No 4 Oval Gardens already has a single storey rear extension and the new extensions would not be overbearing or harmful to the occupiers of that property.

6.10 Similarly, the rear and side extensions would not impact on the occupiers of No 21 and No 23 Lenmore Avenue by reason of mass or bulk or overlooking given the intervening distances between them and the extended dwelling. The proposal therefore complies with Policy PMD1 in this regard.

- 6.11 Local residents have raised concern that the extension could lead to the creation of a House of Multiple Occupancy (HMO), however there is nothing contained within the application which would suggest that this is the intention and the application must be judged on its own merits. Separate planning consent would be required in any event for the change of use of the property to a HMO.

7.0 CONCLUSIONS

- 7.1 The proposal is acceptable in terms of principle and matters of detail and approval is therefore recommended.

8.0 RECOMMENDATION

- 8.1 Approve, subject to the following conditions:

Time Limit

- 1 Notwithstanding the time limits given to implement planning permission as prescribed by Sections 91 and 92 of the Town and Country Planning Act 1990 (as amended), this permission in so far as it relates to the development (being granted under section 73A of the Act in respect of development already carried out) shall have effect from the date of this decision notice.

REASON: To ensure clarification of the works commenced in accordance with Section 73A of Chapter 8, Part III, of the Town and Country Planning Act 1990 (as amended).

Plan Numbers

- 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 in the interest of proper planning.

Materials

- 3 The materials to be used in the construction of the external surfaces of the development hereby permitted shall be in accordance with the details shown on the application form and the approved plans referenced above. The development shall be retained as built.

REASON: In the interests of visual amenity and to ensure that the proposed development is satisfactorily integrated with its surroundings in accordance with Policy PMD2 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development DPD – Focused Review [2015].

Parking area and access

- 4 Within ONE MONTH of this decision details shall be submitted showing the layout, dimensions, construction specification including drainage and levels of the proposed access to the highway and the parking area. Once approved, the access and parking area shall be implemented on site in accordance within TWO MONTHS. Thereafter, the development shall be permanently retained in accordance with the approved details.

REASON: In the interests of highway safety and efficiency.

INFORMATIVES

- 1 Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) - Positive and Proactive Statement:

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant/Agent, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2. 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.

Chief Highways Engineer,
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

