



Delegated Report

Householder Planning Application

Planning Application No: 20211517

Location: 11 The Pippins Meopham Gravesend Kent

Description: Conversion of garage into habitable rooms.

Applicant: Mr & Mrs Murphy

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

- Planning Application Form received 8th December 2021;
- Drawing No. 01 – Plans and Elevations As Existing received 8th December 2021;
- Drawing No. 02A – Plans and Elevations As Proposed received 5th January 2022;
- Drawing No. 03 – Site Location Plan received 8th December 2021; and
- Drawing No. 04 – Block Plans As Existing & As Proposed received 8th December 2021.

Relevant Planning History

Application Ref. No.	Description	Status	Date
19990522	Erection of two storey side extension to form replacement garage with two bedrooms at first floor level.	Permission	22.09.1999

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles

Saved Policies in the Gravesham Local Plan First Review (November 1994):

- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2021) sets out those policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and The review found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02 due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) general conform with the National Planning Policy Framework (2021), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2021)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- Gravesham Landscape Character Assessment 2009
- Technical housing standards – nationally described space standard (2015)

Consultations, Publicity and Representations

KCC – Heritage Conservation (E & W)

No comments on archaeological matters.

Meopham Parish Council

No objection to the application.

Highway Development Management Officer

This proposal is not acceptable, the maximum recommended reversing distance for a car is 25 metres, in the Kent Design Guide.

Vehicle Turning Considerations

- large service vehicles should not be expected to reverse more than 40m
- refuse vehicles should not be expected to reverse more than 20m
- pantechincons should not be expected to reverse more than 60m
- cars and smaller service vehicles should not be expected to reverse more than 25m.
- designers should note that poor provision for parking of large vehicles will affect accesses.

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Extract from Creating the Design, Step 3 – Designing for Movement.

Here the reverse would appear to be nearer 35 metres from where a vehicle could safely turn. It also involves reversing around a curve, which even if it is very lightly trafficked is not ideal and there is an element of risk of injury or damage. I can therefore only recommend refusal on the basis the proposal is unsafe.

Neighbouring properties

The application was advertised by way of site notice and letters to seven surrounding properties. The consultation period expired on 14th January 2022 and one letter of representation was received making the following comments;

We do not object to the proposal of converting the garage into habitable rooms however do have strong reservations over the plan to install a second door with direct access to the front (side) of the property as the current plans position would have this opening directly opposite the side of our living room bay window.

The floorplan of our house is identical to no.11 and so our living room with bay window is the same as in the floorplan shown for no.11 and as the two houses in that corner are only approx a couple of metres apart this means our bay window is approx 2.5m only from the side of the garage (proposed door location) at no.11.

As the footprint of no.12 is set back a metre or so from the front of no.11 this would place the proposed new door directly facing the side bay window in it's current planned position. This position would also place it outside of the back gate of no.11, effectively making it a second 'front door' on the house.

We do not object to a new door in principle however for our own privacy feel that this would be better placed further along the wall next to the current window opening (away from the front of the house) to allow as much room as possible between our window and the door, effectively positioning the door just behind the side gate of no.11.

Following the above comments being received, a revised plan was submitted altering the position of the side door further back. This should sufficiently address the concerns made.

Analysis

Proposal

The application is for the conversion of an existing integral garage into a store room and shower/w.c. The garage door will be replaced with a window in the front elevation, part of the existing window in the side elevation will be bricked up and a new door located within the side elevation adjacent to the existing window.

Character and Appearance

The application property is a detached two storey house in use as a single family dwelling located within cul-de-sac in the village of Meopham. It has an integral garage and parking to the front of the property for 2-3 cars.

The development was built around the late 1980's – early 1990's. It comprises detached houses of which many have been extended in various ways, including two storey side and single storey rear extensions including garage conversions.

The proposal replacement window would match the existing windows and the resultant void between the ground and window will be finished with painted render infill panel.

The proposal is acceptable and will not result in harm to the character of the area and is therefore deemed compliant with CS19 (LPCS).

Amenity of Future Occupiers

The proposed store would not be required to accord with the technical housing standard, however the garage conversion as a whole would have a total area of 13.68m² which would be sufficient space for a habitable room and as such would safeguard the amenity of future occupiers.

Neighbouring Amenity

The revised plan shows the side door relocated further back to the west and as such would not face directly onto the side of the bay window of the adjacent dwelling. Therefore, the proposed development will have no adverse impact on the amenity of adjacent properties and would accord with Policy CS19 (LPCS).

Parking and Highways

The highways officer was consulted on this proposal and objected due to the distance from the driveway to the road. Whilst the highway officer's comments are acknowledged, the proposal whilst resulting in the loss

of the garage and thus one parking space, the retained driveway would provide parking for 2-3 vehicles and the arrangement of the existing hardstanding would not alter. Furthermore, being a cul-de-sac and with the application property being at the top of the hammerhead, vehicle movements should generally be at lower speeds. There are also examples of similar garage conversions within the area, in particular No. 7 The Pippins (Ref. 20070440) which is in a similar position to the highway, and therefore refusing this current application would be unreasonable.

As such, it is considered there is no conflict SPG 4 - KCC Parking Standards (2006) and Policy CS11 (LPCS).

Any Other Material Planning Considerations

Impact on the landscape - In addition to being inset from the Green Belt, the application site is located within the Meopham Downs Character Area, as set out in the Council's Landscape Character Assessment document.

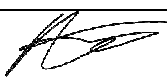
Policy CS12 of the Gravesham's Local Plan Core Strategy LPCS (2014) seeks to protect the Green infrastructure within the Borough and states at 5.7.26 that the overall landscape character and valued landscapes will be conserved, restored and enhanced.

It is considered that this development would not be detrimental to the Meopham Downs Character Area, as the property is located in a small settlement and development would not impact on the wider rural landscape.

Conclusion & Recommendation

Proposal complies with local and national planning policy.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Amanda Grout	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	27 th January 2022	Dated:	28th January 2022