

Delegated Report

Householder Planning Application

Planning Application No: 20211181

Location: 28 Grangeways Close Northfleet Gravesend Kent

Description: Conversion of integral garage into habitable room; erection of first floor side extension; and construction of pitched roof over flat roofed front projection.

Applicant: James Joyce

Site Visit Date: 17 November 2021

Submitted Documents/Plans

Householder application form;
Drawing no. 01 Rev. 01 – WIP Red line boundary, parking plan and 3D illustrations received 25 November 2021; and
Drawing no. 02 Existing and proposed layouts and elevations received 20 October 2021.

Relevant Planning History

None.

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles
- CS20 – Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- P5 – Exceptions to the Vehicle Parking Standards
- T1 – Impact of development on Highway Network
- TC7 – Other Archaeological Sites

Paragraph 33 of the NPPF (2021) sets out that 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 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 that a sufficient land supply exists to

meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- 2 – Achieving Sustainable Development
- 12 – Achieving sustainable development and well-designed places
- 16 – Conserving and enhancing the historic environment

Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020
- SPG 4 - KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide SPD (2021)

Other documents

- Nationally Described Space Standard 2015

Consultations, Publicity and Representations

GBC Highways Officer

Original comments:

As a four bedroom property two car parking spaces are required issued by the Highway Authority. This can be achieved on the front garden as it meets the width and depth requirements to do so there is no reason to object.

However, looking at Google Street view and the submitted photos, the current vehicle crossover does not extend across the full width of the drive. It should be a requirement that the crossover is widened to double width before any other works are carried out to ensure there are always two readily accessible parking spaces available at all times.

Comments on first amended parking layout:

Depth of drive is fine, as it is in front of the front door to the property it should be a minimum of 6 metres which it is. Unfortunately the width is substandard, SPG4 requires spaces 2.5 metres wide giving a drive width of 7.5 metres not the 7 metres shown, even using the more general width (outside Kent) of 2.4 metres the width would have to be 7.2 metres. There is sufficient width to increase the width so it could be conditioned, but it would need to be constructed in a bound permeable material (suitable blocks would be acceptable) as there doesn't appear to be any drainage for the existing drive except run off to the side.

Extract from SPG4

Parking Bay Sizes

B7. The dimensions of a car vary considerably with current vehicles ranging from 2.5m to 5.6m in length and 1.7m to 2.4m in width. The average dimensions of a car based on those currently available on the market is around 4.4m in length and 2.0m in width. Design Bulletin 32 (DB32) sets a minimum parking bay for cars of 4.8m x 2.4m. This would provide approximately 0.2m (8 inches) clearance around an average car. There are circumstances, particularly those involving the loading and unloading of vehicles, when a larger parking bay size than that set out in DB32 would be preferable.

B8. The preferred sizes for parking bays in Kent provided as part of development proposals are:

	Length	Width
Parking Bay Size for Powered Two-Wheelers ⁽¹⁾	2.5m	1.5m
Parking Bay Size for Cars ⁽²⁾	5.0m	2.5m
Parking Bay Size for People with a Mobility Handicap	5.5m	3.6m
Parking Bay Size for Light Goods Vehicles	7.5m	3.5m
Parking Bay Size for Minibuses ⁽³⁾	8.0m	4.0m
Parking Bay Size for Coaches ⁽³⁾	14.0m	4.0m
Parking Bay Size for Rigid Heavy Goods Vehicles	12.0m	3.5m
Parking Bay Size for Articulated Heavy Goods Vehicles	16.0m	3.5m
Notes:	1. A minimum space of 1.0m should be allowed between each motorcycle. 2. Where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive the preferred bay size should be 6.0m x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2.7m 3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.	

Comments on second amended parking layout:

The revision to a drive width of 7.5 metres is acceptable.

KCC Heritage

The site lies within an area of multi-period archaeological potential. I consider it unlikely, however, that these proposals will have a significant archaeological impact and have no further comments to make in this case.

Neighbouring properties

The application was publicised to eight neighbouring properties by letter. No representations have been received.

Officer's Analysis

Design, Character and Appearance

The proposed design and materials would match with the existing building. As a first floor side extension, it is important to ensure that the proposal would not significantly undermine the space between the application property and no. 30 Grangeways Close and lead to an adverse terracing impact. In order to achieve this, a set back from the existing front wall is usually required (as has been done at no. 2 Grangeways Close, where there is a similar first floor extension). However in this instance, as the first floor element is set in from the side boundary, the terracing impact is lessened without the inclusion of a set back at the front.

It is noted that there are two examples of two storey side extensions, which have no set back in close proximity to the application site (nos. 3 and 5 Grangeways Close) and at no. 32 Grangeways Close, there is a larger first floor extension than that proposed at the application site (although it is of different design).

It is also noted that the proposed conversion of the garage into a habitable room would be permitted development.

Overall the proposed development would be in keeping with the character of the existing building and its surroundings and would be appropriate in terms of design. As such, the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) and the Householder Extensions/Alterations Design Guide SPD 2021.

Amenity of Future Occupiers

The proposed development would result in a long narrow room which would meet the size requirements for a single bedroom but not a double in the Nationally Described Space Standard 2012. The proposal would also result in a study which would meet the size requirements for a double bedroom. Therefore the proposal would increase a three bedroom property to a four/five bedroom property.

The existing garden area has an area of some 95 square metres and a depth of between 9.7 and 11.6 metres. As a four/five bedroom dwelling, the Borough Council's adopted Residential Layout Guidelines (RLG) require at least 100 square metres area and 10 metres depth of amenity space. Therefore the proposed development would fall just short of this requirement. In order to ensure that the garden area is not reduced in future, a condition can be attached to any planning permission granted, to ensure that no extension or outbuilding is erected.

It is noted that one existing first floor window (to a hallway) would be blocked up. The loss of natural light from this window would be unfortunate but due to the non-habitable nature of the room, there would be no significant adverse impact on the residential amenity of future occupiers.

Overall, the proposed development would not be significantly detrimental to the residential amenity of future occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September

2014).

Neighbouring Amenity

The closest neighbouring properties to the application site are no. 26 Grangeways Close (which adjoins to the west) and no. 30 Grangeways Close (which is adjoins to the east). Nos. 7, 9 and 11 Grangeways Close are located to the north across the roadway and nos. 39, 41 and 43 Oaklands Road are located to the south.

Due to the design of the proposed development; the layout and orientation of no. 30 Grangeways Close; and the distance between the proposal and the closest properties; there would be no adverse overshadowing or overbearing impacts to the occupiers of any surrounding dwellings.

No windows would be located in the proposed side elevation but the proposal would introduce new first floor windows in the front and rear elevations. Due to the non-habitable nature of the rear window (a bathroom, which would be conditioned to be obscure glazed) and because the privacy distance from the front window (a bedroom) would be at least 27 metres (to the properties to the north), there would be no adverse overlooking impacts to the occupiers of any surrounding dwellings. In order to ensure that no future adverse overlooking impacts could occur, any planning permission granted should be subject to a condition precluding the installation of windows in the proposed side elevation.

Overall the proposal would not be detrimental to the residential amenity of surrounding occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Parking and Highways

The proposed development would increase a three bedroom property to a four/five bedroom property and result in the loss of an existing integral garage. There are two existing off road parking spaces.

The Borough Council's adopted Vehicle Parking Standards require a maximum of three parking spaces for dwellings of four bedrooms or more. The comments of the GBC Highways Officer are noted but in this instance, it is considered that the maximum number of spaces would be required because the proposal would result in the loss of an existing garage as well as the addition of two bedrooms.

The applicant has provided two sets of amended plans showing a widened frontage parking area with three spaces. The GBC Highways Officer raised concerns regarding the narrow width of the first parking layout. Therefore the applicant widened the proposed parking area in the second layout, to allay those concerns.

It is noted that the existing crossover would need to be widened to allow access to the widened parking area on the frontage. This work could be the subject of a condition attached to any planning permission granted. It is also noted that the GBC Highways Officer requires the parking area to be constructed in a bound permeable material, which can also be subject to a planning condition.

Overall it is considered that the proposed development would provide an appropriate amount of parking, in an acceptable layout. As such, the proposal would not be detrimental to highway safety and would be in line with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and Policies T1 and P5 of the Gravesham Local Plan First Review 1994.

Any Other Material Planning Considerations

The application site is located close to a gas pipeline, which runs alongside the northern boundary of the property. However, as the proposed development is within the confines of an existing residential garden and mainly located at first floor level; then it is considered that there would be no adverse impacts to the gas infrastructure. Due to the proposed works to widen the existing driveway, the applicant should be made aware of the pipeline by means of an informative attached to any planning permission granted.

The application site is located within an area of multi-period archaeological potential. However KCC Heritage do not raise an objection. Therefore the proposal would have no adverse archaeological impact

and would be in line with Policy CS20 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policy TC7 of the Gravesham Local Plan First Review 1994.

Suggested Conditions

Standard time limit

Development in accordance with the approved plans

Provision of parking prior to first occupation

Widening of crossover prior to first occupation

Bound permeable material for driveway surface

Materials to match existing

No further windows

Obscure glazing to bathroom window

No extension or outbuilding

Conclusion & Recommendation

The proposed development complies with local and national planning policies and subject to the conditions set out above, planning permission can be granted.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	Richard Hart
Signed:	<i>K Joyce</i>	Signed:	<i>R Hart</i>
Dated:	30th November 2021	Dated:	30th June 2021