

Delegated Report

Householder Planning Application

Planning Application No: 20221079

Location: 38 Parrock Road Gravesend Kent DA12 1PZ

Description: Erection of ground floor rear balcony and lower ground floor car parking above garden store and terrace

Applicant: Mr Mark Dickinson

Site Visit Date: Desk top

Submitted Documents/Plans

- Application form;
- Drawing no. MD/01 – Site Location Plan;
- Drawing no. MD/02 – Existing & Proposed Site Block Plans;
- Drawing no. MD/03 – Existing Lower Ground and Ground Floor Plans;
- Drawing no. MD/04 – Existing Elevations;
- Drawing no. MD/05 – Proposed Lower Ground Floor Plan;
- Drawing no. MD/07 – Proposed Rear Elevation;
- Drawing no. MD/08 – Proposed Side Elevation Facing No. 36 Parrock Road;
- Drawing no. MD/09 – Proposed Side Elevation Facing No. 40 Parrock Road;
- Drawing no. MD/10 – Existing Lower Ground Plan and Elevation of Garden Wall;
- Drawing no. MD/11 – Proposed Floor Plan;
- Drawing no. MD/12 – Proposed Workshop Floor Plan; and
- Drawing no. MD/13 – Elevation & Sections.

Relevant Planning History

None.

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

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

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

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

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); and
- Householder Extensions/Alterations Design Guide (2021).

Consultations, Publicity and Representations

Consultees

GBC Highways Officer

There are no changes proposed that would increase car parking demand, but there is a potential increase in car parking provision, for no apparent reason.

I would therefore suggest that a condition should be imposed to ensure no commercial activity such as car repairs can take place at the property as this would increase the number of vehicle movements using the access onto what at times can be a busy road.

Neighbouring properties

6 surrounding properties were consulted with an overall consultation expiry date of 31 October 2022 – no responses received.

Officer's Analysis

The application site consists of a two storey detached dwelling which increases to three storeys at the rear due to the slope of the land. The site is in an Area of Archaeological Potential and in close proximity to the Windmill Hill Conservation Area.

Design, Character and Appearance

The application site consists of a large detached property situated in a row with three other houses which face onto Parrock Road and with a rear garden some 25m in depth, the rear boundary of which borders onto no. 4 Parrock Avenue. Due to the slope of the land, the front elevation of no. 38 presents itself as two storeys to Parrock Street and three storeys to the rear elevation.

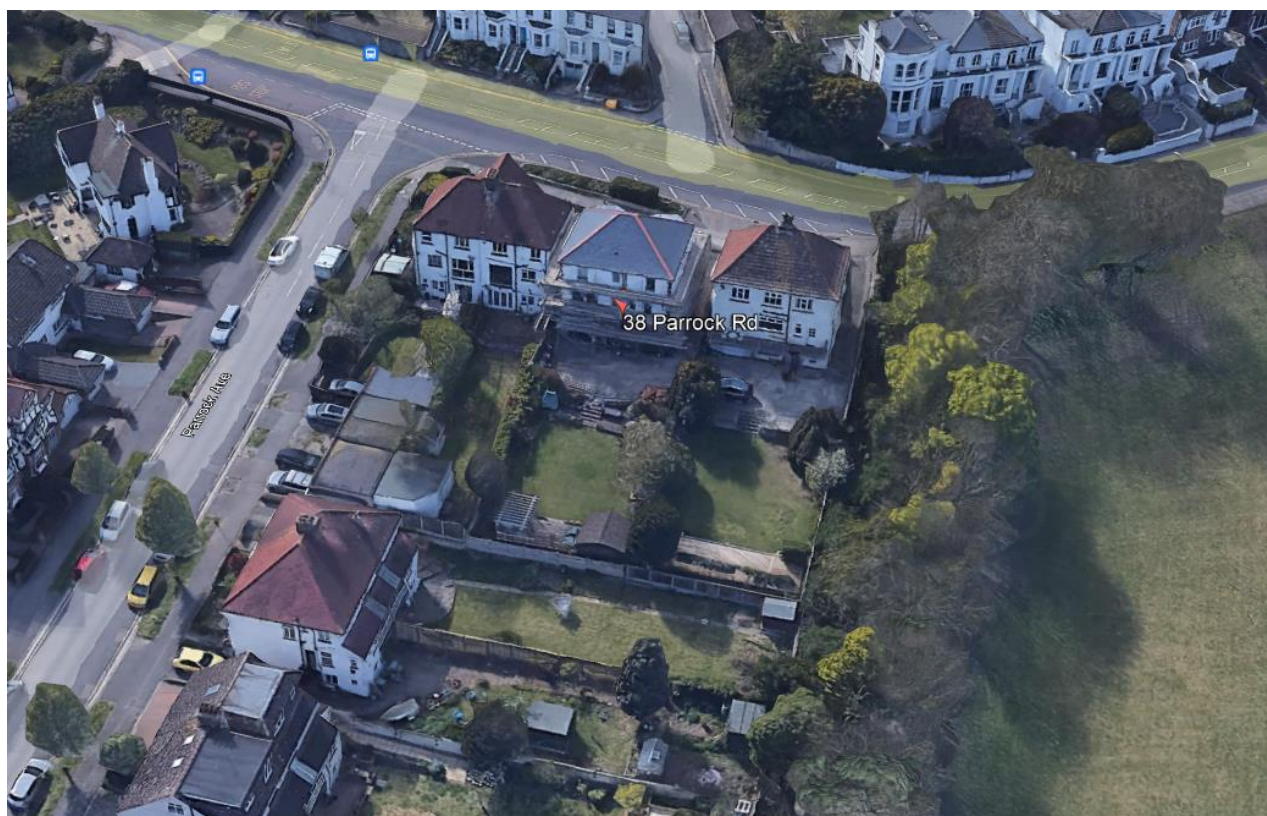
The proposal includes the erection of a balcony on the rear elevation of the property. Due to the slope of the land although the balcony would be at ground level in terms of the internal order of the dwelling, it would actually be at first floor level on the rear elevation of the dwelling with its actual platform being located just under the first floor level doors at that level. It would be 9.7m in width extending the majority of the rear elevation of the dwelling and would be 1.7m in depth. It would be supported on steel posts and have obscured toughened and laminated frameless clear glass 2000mm high above finished floor level on both sides of the balcony and 1100mm high on the front of the balcony.

The balcony would be a lightweight structure located on the rear of the property and would not in itself be

an unattractive or incongruous feature. It is therefore considered the balcony is acceptable in respect of the character of the dwelling and would not be harmful to its character or that of the streetscene.

The other element of the proposal relates to in the rear garden of the property and is the erection of a car parking area for two vehicles with garden store underneath and terrace area. Currently to the rear of the property there is a hardstanding area with steps down to the lower part of the garden with terrace area either side and garden laid to lawn at a lower level beyond as seen in the below images:





The proposal is to remove the existing garden wall and steps and erect an increased area of hardstanding which would be 5.6m deep and 5.3m in width in order to provide parking for two vehicles. To the side of this parking area would be steps down to the lower terrace area. The walls of the parking area and garden wall to the terrace would have a height of 2m from immediately adjacent garden level to the top of the parking surface; there would then be further steps down to access double doors in the southern side of the wall to the parking area to access a garden store underneath it which would have an overall height of 2.8m from the garden level at that point to the top of the parking area.

In itself this structure is not considered to raise any particular design issues. The proposal would increase the hardstanding further into the garden but this is not necessarily considered to be of unsympathetic design. There would still be a paved area to the terrace to the side of the parking area and a grassed area for the rest of the garden. Overall therefore it is considered that there would be harmful impact to the character and appearance of the dwelling or the surrounding area and in this regard the proposal would be compliant with Policy CS19 (LPCS).

Amenity of Occupiers

SPG2 sets out that for a property with four or more bedrooms there should be a minimum garden area of 100 sq. m and rear garden depth of 10m. The existing garden area and depth is as follows:

- Existing garden area – 343 sq. m
- Existing rear garden depth – 25m
- Proposed garden area (excluding the proposed parking area) – 312 sq. m
- Proposed rear garden depth – 25m

The property has an existing hardstanding area to the rear of the house where vehicles can be parked and so with this area excluded the proposed garden area and depth would be as follows:

Proposed garden area - 275 sq. m
Proposed rear garden depth -18m

As the property would still far exceed the minimum garden area and rear garden depth requirements as set out in SPG2 it is considered the proposal in respect of the amenity of occupiers is compliant with Policy CS19 (LPCS).

Neighbouring Amenity

Proposed balcony

The proposed balcony would be located at first floor level on the rear elevation of the dwelling with the platform underneath the two doors at that level:



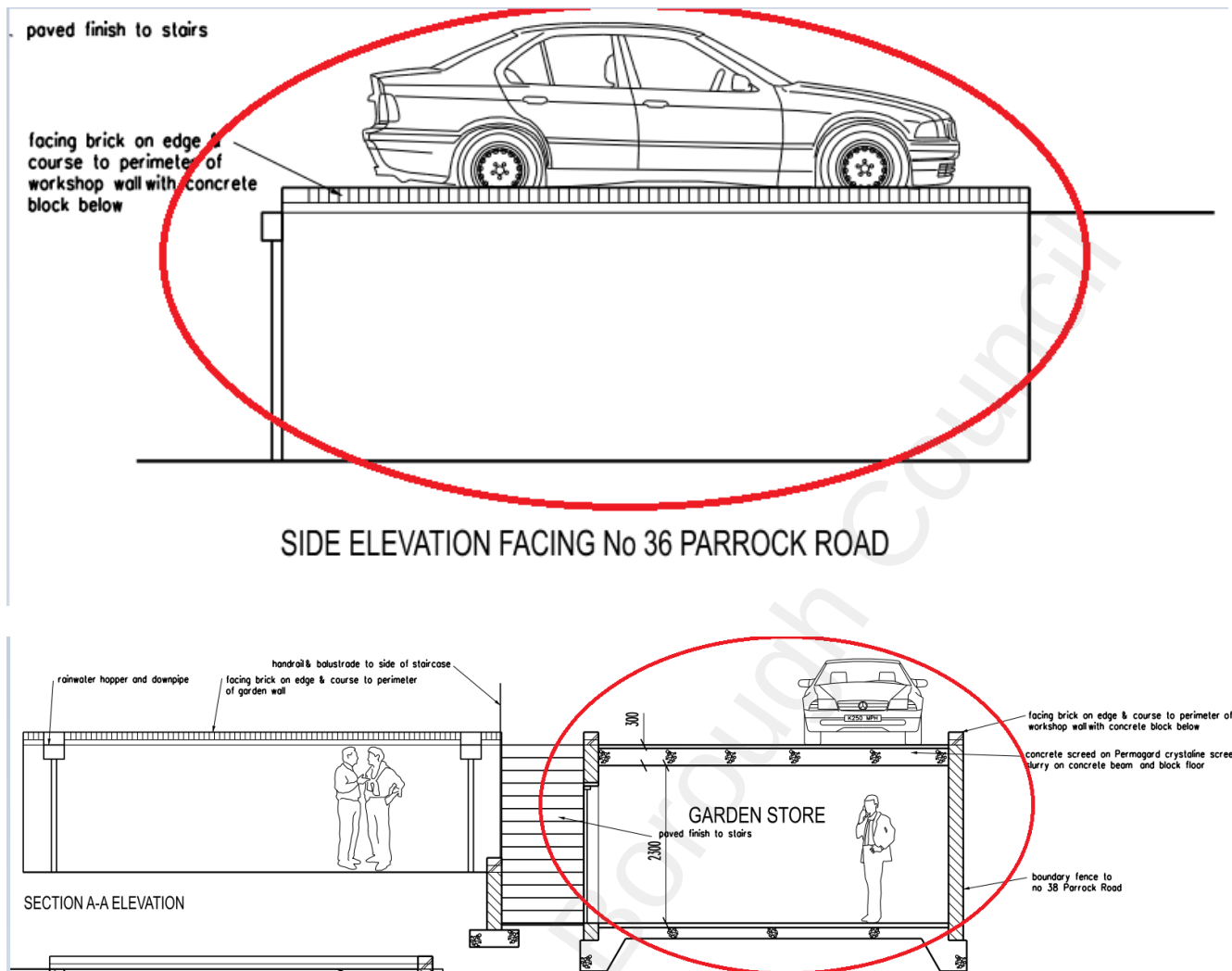
It is noted that the neighbouring property to the north no. 36 Parrock Road has a balcony on its rear elevation as seen in the below image;



Due to the level the balcony at the application site would be in comparison to the height of the balcony at no. 36 .i.e. higher than it, the proposed balcony would cause direct overlooking down into the balcony at no. 36. Although 2m high obscure glass panels are proposed on either side of the balcony it would still be the case that individuals on the proposed balcony would have views down into the private garden areas of the neighbouring properties either side by an individual just looking out from the front of the balcony (which would have 1.1m high clear glazing). This is particularly the case with no. 36 which has its private rear garden area start further down due to the hardstanding parking area immediately to the rear of the dwelling (as it is used for parking that hardstanding area does not constitute private garden area). Occupiers of the dwelling would therefore be overlooked when using their garden which would be harmful to their amenity. Views would also be possible into the rear garden of the neighbouring property to the south no.40 Parrock Road which although would not be the first 5m of private garden area would still give views over the majority of the garden which would result in occupiers of that dwelling being overlooked when using their garden harmful to their amenity. As stated, it is noted that the neighbouring property has a balcony but as there is no record of planning permission for this it is considered to hold limited weight and not justify allowing the proposed balcony in this case.

Proposed parking, garden store & terrace

The application site and the neighbouring property to the north no. 36 Parrock Road both have side accesses to the north of each dwelling in which vehicles can be driven down and parked on an area of hardstanding immediately to the rear of the dwellings; this is an existing situation. The proposal would increase the area of hardstanding for parking of cars further into the garden. This would be by the creation of a parking area 5.6m deeper than what currently is present in the rear garden (6.3m deeper when taken from the shortest depth of the hardstanding) which would be 5.5m in depth and so wide enough for the parking of two cars and with the wall structure being 2m in height from the ground level immediately adjacent, up to the surface of the car parking:



It is considered that to extend the car parking area further into the rear garden would cause increased disturbance to occupiers of neighbouring dwellings particularly no. 36 Parrock Road as the proposed parking area would be right up against the boundary with no. 36.

With the parking area extending so much further forward into the rear garden (far beyond the existing parking areas at the rear of both the application site and no. 36) and in combination with the height proposed (2m in height on the boundary with no. 36) and with the garden area of no. 36 being at a lower level than this and right next to the proposed parking area, the proposal would lead to disturbance to the occupiers of no. 36 from vehicle movements and general comings and goings with all the associated noise and vehicle fumes as well as being overlooked and therefore a lack of privacy when individuals enter and exit their cars when using the parking area, which would be harmful to the enjoyment of their garden.

The overlooking of neighbouring properties from the proposed balcony and the feeling of neighbours being overlooked when individuals are standing on the top of the proposed hardstanding area which has been identified would still be an issue notwithstanding that there is vegetation along the boundaries which is not a permanent feature and cannot therefore be relied upon to mitigate the impact identified.

Due to the impact on neighbouring properties identified above in this respect the proposal is considered contrary to Policy CS19 (LPCS).

Parking and Highways

The proposal would create two additional parking spaces at the property; this in combination with the

existing parking area at rear of the property would therefore mean the property would be far in excess of the maximum parking spaces for a dwelling with four or more bedrooms as set out in SPG4 which is three spaces per dwelling. As such there are no parking or highway safety issues and in this regard the proposal is compliant with saved Policy P3 (LPFR).

Any Other Material Planning Considerations

None.

Conclusion & Recommendation

The proposed development would cause a harmful impact on the amenity of neighbouring properties by virtue of overlooking from the proposed balcony and noise and disturbance and being overlooked from the proposed extended parking area. As such the proposal is contrary to Policy CS19 (LPCS) and refusal is recommended.

Recommendation: Refusal

(For detailed reasons for refusal and informatives, see draft Decision)

Case Officer:	Ms Rebecca Harrison	Team Leader:	Richard Hart
Signed:	<i>Rebecca Harrison</i>	Signed:	<i>R Hart</i>
Dated:	30th November 2022	Dated:	1st December 2022