



Delegated Report

Householder Planning Application

Planning Application No: 20221163

Location: 55 Haynes Road Northfleet Gravesend Kent

Description: Erection of a double garage at the rear of the property.

Applicant: Mr Hamza Metalia

Site Visit Date: 20 December 2022

Submitted Documents/Plans

Householder Planning Application form; and
Drawing no. FA-001-501 Rev. A Proposed elevations, layout, block and location plans.

Procedural issues

Following a request from the case officer, the applicant has confirmed that there would be no encroachment over the boundaries of the application site, as all gutters/roof/foundations will be within the boundary of no. 55 Haynes Road.

Relevant Planning History

Reference	Description	Decision	Decision Date
20190789	Erection of a rear double garage.	Permitted	08.11.2019
20180573	Erection of a rear garage.	Refused and Appeal dismissed	02.01.2019 02.07.2019

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)

- P3 – 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

Supplementary Planning Guidance

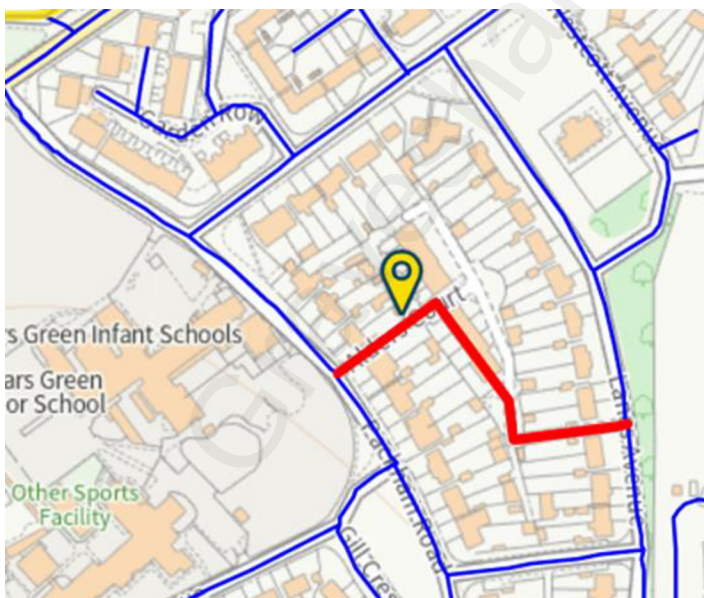
- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020
- SPG 4 - KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

GBC – Highways Officer

It is unusual, but not impossible to have a double garage with a single width vehicle door; it all depends on the depth of the garage to accommodate the necessary manoeuvring. The installation of glazed double doors as the pedestrian access, also suggests that the structure may not be used as garage, although the desire to achieve as much natural light within the garage as possible is understood.

I have no objections as any off street parking at this property would be a benefit and the garage is set back from the boundary improving visibility on exit and given the un-adopted road will be lightly trafficked and slow moving given the 90° at the point of access



I would however suggest that the use of the garage should be restricted to the parking of vehicles and the incidental storage related to the occupation of the main dwelling to restrict the use so it cannot be used for business purposes or a gym without further consideration.

GBC - Housing Manager (Housing Landlord Services)

No response received.

Neighbouring properties

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

Officer's Analysis

Background

Planning permission was refused in January 2019 for a detached double garage with a curved aluminium roof design at the application site (reference 2018573). That garage had dimensions of 8 metres (width) by 7 metres (depth) by 4 metres (maximum height). In dismissing an appeal against the refusal, the Inspector stated that;

'Given the overall size, scale and bulk of the garage, it would dominate the garden of the host property, 55 Haynes Road. Due to its size and scale and materials, particularly the curved aluminium roof, it would appear rather industrial in appearance, out of keeping with the domestic appearance of the residential garden of 55 Haynes Road. It would also be prominent when viewed from neighbouring gardens, particularly from 53 Haynes Road, given that it would extend close to the side boundary with that property.'

The proposed garage would also be highly prominent when viewed from the access road to the rear. A number of surrounding properties particularly in Packham Road have outbuildings to the rear, served by the same rear access. Several of these buildings are of poor quality construction and appearance although most are of a more domestic scale than the appeal proposal. Overall, the proposed garage, due to its overall design, size, scale, bulk and materials, would appear incongruous and out of keeping with the surrounding area.'

Planning permission was granted in November 2019 for a detached double garage with a low pitched gable ended roof design at the application site (reference 20190789). That garage had a dimensions of 7.1 metres (width) by 7 metres (depth) by 3 metres (maximum height).

Design, Character and Appearance

Paragraph 130 of the National Planning Policy Framework 2021 (NPPF) sets out various design requirements and includes the need for the development to add to the overall quality of an area; be visually attractive; and be sympathetic to local character, including the surrounding built environment. Paragraph 134 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 sets out that new development will be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the built environment and take account of the scale, height, building lines and other architectural features of buildings. Account should also be taken of strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place.

In relation to garages, the Householder Extensions/Alterations Design Guide (2021) sets out that they should reflect the design, materials, character and style of the existing property and that they should not be located in a position which would detract from the attractiveness of the street scene. In relation to outbuildings in general, the document states that they should not result in the property having inadequate garden space and should be subordinate in scale to the existing dwelling and plot.

The dwelling at the application site is a mid-terrace with a pitched roof which is faced with red bricks and concrete tiles and has a large rear garden. The proposed garage would have dimensions of 8.2 metres

(width) by 8.5 (depth) by 4 metres (maximum height) and a false pitched roof design. It would be faced with red bricks and concrete tiles. The submitted drawing shows the garage opening raised 0.5 metres above ground level but it is assumed that this illustration includes foundations, so that vehicle access would be possible.

The proposed development would have a large footprint and height and would be widely visible in the surrounding area by virtue of its proximity to a private access used by the occupiers of dwellings in Haynes Road, Packham Road and Alders Court. It would be highly prominent when viewed from the access road to the rear and neighbouring properties due to its size, scale and design and due to its proximity to the site boundaries. The proposal would not match with the design of the roof of the dwelling at the application site and would not be subservient to it.

The following image illustrates how visible the proposed development would be from public vantage points (the application site is indicated by an arrow);



It is noted that existing outbuildings in the surrounding area are of a much more modest scale than the proposed development and that the proposal would have a larger footprint than the garage refused and dismissed on appeal in 2019.

Overall it is considered that, due to its overall design, size, scale and bulk, the proposed garage would appear incongruous and out of keeping with the surrounding area. As such, the proposal would be harmful to the character and appearance of the application site and the surrounding area and would be contrary to paragraph 130 of the NPPF 2021, to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 and to the Householder Extensions/Alterations Design Guide (2021).

Amenity of Future Occupiers

The proposed development would result in a reduction in the size of the rear garden at the application site but sufficient rear garden area (107 square metres) and depth (14 metres) would be retained. As such, the proposal would not be detrimental to the amenity of future occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) and the Residential Layout Guidelines (June 2020).

Neighbouring Amenity

The closest residential properties to the application site are nos. 53 and 57 Haynes Road (located to the north east and south west respectively). No. 10 Alders Court is located to the south east across a private roadway and no. 1 Packham Road is located to the west.

Due to the design of the proposed development, to the screening provided by boundary treatments and to the layout and orientation of the surrounding properties, there would be no adverse overlooking, overshadowing or overbearing impacts to the occupiers of the surroundings dwellings.

Overall, the proposed development 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 application property has no off-street parking provision at present and as a result of the proposed development, two vehicles could be accommodated on site. No objection has been raised by the GBC Highways Officer.

Overall, it is considered that the proposal would make sufficient provision for the parking of cars within the site in accordance with the Borough Council's adopted Vehicle Parking Standards and would be in line with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Any Other Material Planning Considerations

The application site is located within Groundwater Source Protection Zone 2, an area of multi-period archaeological potential and is in close proximity to a gas pipeline (along the site frontage). However, as the proposed development would be within the confines of an existing residential rear garden and only a relatively small amount of groundworks would occur, then it is considered that there would be no adverse impacts to groundwater, archaeology or gas infrastructure. As such, the proposal 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 November 1994.

Conclusion & Recommendation

The proposed development would have no adverse impacts on residential amenity, would improve car parking provision at the application site and would not be detrimental to highway safety. These benefits are attributed modest weight.

However, due to its overall design, size, scale and bulk, the proposed garage would appear incongruous and out of keeping with the surrounding area. As such, the proposal would be harmful to the character and appearance of the application site and the surrounding area.

Overall it is considered that the adverse impacts of the proposed development attract significant weight and would significantly and demonstrably outweigh the benefits of the proposal. Therefore, following a thorough assessment of the application and all material planning considerations relating to the proposal, it is considered that the proposed development cannot be supported and that planning permission should be refused on the following ground;

1. The proposed development, by reason of its design, size, scale and bulk, would appear incongruous and out of keeping with the surrounding area. As such, the proposal would be harmful to the character and appearance of the application site and the surrounding area and contrary to Policy CS19 of the Gravesham Local Plan Core Strategy 2014, to the Householder Extensions/Alterations Design Guide (2021) and to paragraph 130 of the National Planning Policy Framework (2021).

(For informatives, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	20th December 2022	Dated:	21st December 2022

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Gravesham Borough Council