



Delegated Report

Householder Planning Application

Planning Application No:	20220532
Location:	44 Cambria Crescent Gravesend Kent DA12 4NH
Description:	Partial demolition of garage and garden shed behind the garage. Rebuilding garage further back into the garden and building an annex at the rear of the garage on the footprint occupied by the shed.
Applicant:	Kulvinder Kaur
Site Visit Date:	28 June 2022

Submitted Documents/Plans

- Application form
- Drawing no. CCAN.01 (Existing/Proposed Floor Plans)
- Drawing no. CCAN.02 (Existing/Proposed Front/Rear Elevations)
- Drawing no. CCAN.03 (Existing/Proposed Left Side Elevation)
- Drawing no. CCAN.04 (Existing/Proposed Right Side Elevation)
- Drawing no. CCAN.05 (Existing Block Plan)
- Drawing no. CCAN.06 (Proposed Block Plan)
- Site Location Plan

Relevant Planning History

Reference	Description	Decision	Decision Date
20210418	Demolition of front porch and erection of two storey front extension and erection of first floor rear extension with Juliet balcony with roof alterations and insertion of roof lantern.	Permitted	19.07.2021
20210174	Single storey rear extension with a depth of 6.00 metres, maximum height of 2.80 metres and eaves height of 2.80 metres.	Prior approval not required	25.03.2021
20160771	Demolition of existing porch and erection of two storey front extension, first floor rear extension incorporating a dormer extension in the existing/proposed rear roof slope and conversion of the loft space into a habitable room.	Refused	04.10.2016
19980617	Erection of front porch and single storey rear extension to form kitchen/diner.	Permitted	09.11.1998

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale and Distribution of Development
- CS11 - Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development and Design Principles

Gravesham Local Plan: First Review (1994)

- T1 – Impact of Development on the Highway Network
- 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
- 9 – Promoting sustainable transport
- 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 – Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 (amended June 2020)
- Technical Housing Standards – Nationally Described Space Standard (2015)
- SPG 4 – KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

External Consultees

KCC Heritage have been consulted but due to the nature of the proposal their comments are not required.

Internal Consultees

GBC Highways

It is considered that this proposal inadequate and refusal is recommended.

The altered garage results in a depth that is inadequate to meet car parking guidance.

SPG4 gives the following suggested requirements for a garage.

Garages

B2. Experience has shown that garages provided for individual residential dwellings are unlikely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. This may have less relevance for garages that are provided as a communal facility for residential accommodation. However, the needs of the mobility impaired, either as a driver or as a passenger, should also be considered in the design of garages and sufficient space should also be allowed to enable a garage to be used as a secure location for any cycle parking provision.

Taking these factors into account the preferred internal dimensions of a garage that should be considered for residential developments in Kent are:

Preferred Garage Size for Single Car	5.5m (length) x 3.6m (width)
Preferred Garage Size for Two Cars	5.5m (length) x 6.0m (width)

Where it can be demonstrated that cycle parking is provided elsewhere width of garage can be reduced.

Now it is accepted that the garage is an existing one being modified and whilst there may be some allowance on width there can be no reduction in the minimum length to safely accommodate a vehicle and provide pedestrian access to the rear/front of the vehicle depending on how it is parked. The proposed garage has been measured at 4.30 which is not only less than the requirement for a garage, it is also less than that required for a car parking space.

In terms of width, the minimum desirable internal width to allow reasonable pedestrian access to 2.9 metres, this consists of a standard 2.5 metre wide parking bay, plus an allowance on either side of 200mm to allow for the space that would normally be borrowed from adjacent parking spaces to gain access. The garage should therefore be a minimum of 2.9 metres wide by 5.5metres deep internally to comply with current requirements.

With regards to the annex, this has the potential to be used as an independent property as it has its own front door and does not need to share the facilities of the main dwelling. It should therefore have its own independent parking space unless it is conditioned to be ancillary to the occupation of the main dwelling.

As the annex creates an additional bed space, there should be a secure parking provision for one cycle, which could possibly be within the garage if it is built larger than the minimum dimensions given above by extending the length by a minimum of 500mm.

In terms of car parking, there is a minimum requirement to retain two parking spaces if the annex is ancillary to the occupation of the main dwelling, otherwise three spaces are required and two of these, one for the dwelling and one for the annex would require direct access to the highway, which does not appear achievable. It is noted that the drive between numbers 42 and 44 is shared and so parking cannot encroach on this shared space.

As presented without a parking plan for a minimum of two vehicles to ensure nil detriment and to comply with the Kent County Council as Highway Authority Interim Guidance Note 3 of the Kent Design Guide for residential parking (assuming a condition limiting the use of the annex as ancillary to the occupation of the main dwelling and also limiting its occupation to a family member, no B & B/holiday let etc.). With the garage not complying with current design guidance and no provision for a secure cycle parking space refusal is recommended, although it is accepted that the applicant may be able to revise the proposals to a suitable format, although this is liable to involve some considerable work and cost and the possible removal

of the garage to provide a second parking space. It should be noted that the standard parking bay size is 2.5m x 5m increasing by 200mm on the side where there is an enclosed boundary.

Google Street View August 2017



Neighbouring properties

The application has been advertised by individual neighbour letters to 6 properties, and on site. The consultation periods expired on 13 and 24 June 2022 respectively.

No letters of representation have been received from neighbouring properties.

Local Ward Councillors were also consulted, and no responses were received.

Officer's Analysis

Proposal

This application seeks permission for the partial demolition of the existing garage and garden shed behind the garage, the rebuilding of the garage further back into the garden and creating an annexe at the rear of the garage on part of the footprint occupied by the shed.

The submitted plans show the accommodation will comprise an open plan single bedroom / living room / kitchen and a shower room. A garage area would remain at the front of the building with the annexe behind.

The extended garage building would include a window on the rear elevation and sliding doors serving the annexe accommodation on the side elevation facing into the garden, and a door and small window from the garage on the side elevation facing into the garden. A garage door would remain on the front.

The building will be rendered and painted, the roof will be GRP and the doors and windows will be aluminium and UPVC.

The applicant has confirmed that the annexe will be for personal family use for elderly grandparents who have mobility issues.

Design, Character and Appearance

Section 12 of the NPPF 2021 relates to achieving well-designed places and sets out the Government's requirements in relation to design issues. Paragraph 126 emphasises the importance of achieving high quality, beautiful and sustainable buildings and places. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 of the NPPF 2021 seeks to ensure that development will add to the quality of an area, be visually attractive, and sympathetic to local character and history. Policy CS19 of the Core Strategy 2014 reflects these aims and requires that new development is well designed and respects the character and

appearance of the surrounding area.

The application site is in a residential area within the urban boundary of Gravesend. The application property is a two storey semi-detached dwelling with a front garden and driveway, and a shared access down the side of the property to a garage towards the rear of the house. There is a shed immediately behind the garage.



The proposed annexe will be attached behind the existing garage at the rear and side of the property and will therefore not be visible from a public vantage point. The extension will be a continuation of the height and design of the existing garage. Outbuildings are a common feature between houses and within rear gardens along this stretch of properties. The annexe will therefore have no adverse impact on the character and appearance of the street scene. On this basis, the proposal would be in accordance with Policy CS19 of the Core Strategy and paragraph 130 of the NPPF (2021).

Residential Amenity

The NPPF 2021 states that planning decisions should aim to secure a high standard of amenity for all existing and future users (paragraph 130f). The impact on amenity is also considered with regard to the criteria within Policy CS19 of the Core Strategy 2014, which states that new development should be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land.

Future Occupiers

In terms of additional living accommodation, the proposal will add a further one bedroom to the application property, taking it up to 4 bedrooms. Garden space around the property will not be affected, as there are no additions proposed beyond the existing footprint of the garage and shed. There is therefore no conflict with Policy CS19 of the Core Strategy 2014, or the standards set out in the NDSS 2015 and SPG2 in respect of the accommodation standards and retained garden for future occupants of the dwelling.

If the proposed annexe were to be severed from the main dwelling, however, there would be amenity concerns. Given the small size of the proposed annexe with an internal floor area of 17m², it would not adequately serve as an independent self-contained unit of accommodation on a long-term basis, as it is below the 39m² space required in the NDSS 2015 for a 1 bedroom, 1 person single storey dwelling. Furthermore, there would be likely to be an inadequate amount of amenity space for the occupier of the annexe, and privacy concerns.

There is a potential for the proposed annexe to be occupied independently as it is detached from the main dwelling and separate access could possibly be gained to it. However, it is in close proximity to the main house and the garage space will remain at the front of the extended building, which is clearly connected to the main dwelling. The size of the accommodation would also be very modest and would not adequately serve as a separate self-contained unit of accommodation. Furthermore, it has been made clear that the annexe is for the sole use of the family's elderly grandparents.

In this case, a condition restricting the annexe as ancillary accommodation related to the existing main dwelling would help prevent any adverse impacts on amenities, and when it is no longer required for such a use, it can be returned to its former use. A condition restricting the physical subdivision of the plot with fencing etc. would also be appropriate. Based on the imposition of these conditions, the proposal would be acceptable in term of amenity impact.

Neighbouring Properties

In terms of the extended outbuilding, as the single storey extension to the existing garage would be a continuation of the building within the footprint and height of the existing garage and shed, and as there is an existing large outbuilding alongside the proposed building at No. 42 to screen it from this side (which as the closest property would be the most impacted), the proposal would not cause any material harm to any adjoining properties in terms of loss of light, outlook, privacy or sense of enclosure. There are windows/doors on the building, but these would be below the height of a typical 1.8m high boundary fence.

It must also be considered that no representations have been received from neighbouring properties raising any amenity concerns.

Overall, the proposal would therefore safeguard the amenities of neighbouring properties, and as such, would comply with Policy CS19 of the Core Strategy 2014 and paragraph 130(f) of the NPPF 2021.

Parking and Highways

There would be an additional bedroom at the property as a result of the proposal. The maximum vehicle parking standard for a 4 bedroom property is 3 spaces. There is existing parking provision at the front/side of the property for at least two cars to cope with the potential loss of the garage, which once partially converted would be below the acceptable size for a standard vehicle. There would also be more space created in front of the garage for parking. Plus, there would be space for the storage of cycles. The site is located in a sustainable urban location and there have been no objections in relation to parking. It is not considered that there would be any significant pressure placed on parking in the area as a result of the annexe use.

However, the garage conversion would only be acceptable on parking grounds if it is ancillary to the occupation of the main dwelling. This would be ensured by the proposed restricted ancillary use condition discussed above. On this basis, it is therefore considered that there would be no adverse parking or

highways impact from the proposal. The proposal would comply with Saved Policies T1 and P3 of the Local Plan First Review 1994 and Policies CS11 and CS19 of the Core Strategy 2014.

Conclusion and Recommendation

The proposal is considered to be acceptable in terms of the impacts on the character and appearance of the application site and surrounding area, on residential amenities and on parking and highway safety. The proposal is therefore considered to comply with the requirements of Policies CS11 and CS19 of the Core Strategy 2014, saved Policies P3 and T1 of the Local Plan 1994 and paragraphs 109 and 130 of the NPPF 2021.

Approve with conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Katherine Parkin	Team Leader:	Miss Faye Hobbs
Signed:	<i>K. Parkin</i>	Signed:	
Dated:	14 July 2022	Dated:	14 July 2022