



Delegated Report

Householder Planning Application

Planning Application No:	20220539
Location:	52 Packham Road Northfleet Gravesend Kent
Description:	Demolition of garage in rear garden and erection of single storey granny annexe.
Applicant:	Mr M Clymer
Site Visit Date:	12 July 2022

Submitted Documents/Plans

Application form;
Photographs;
Design and Access Statement;
OS Plan;
Drawing no. 134/02 (Existing Site & Block Plans); and
Drawing no. 134/10 (Proposed Site Layout & Elevations).

Relevant Planning History

Reference	Description	Decision	Decision Date
20191059	Erection of a single storey rear extension.	Permitted	22.11.2019
20190930	Single storey rear extension with a depth of 4.3 metres, maximum height of 3.25 metres and eaves height of 2.9 metres.	Prior approval required and refused	09.10.2019

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

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

Consultations, Publicity and Representations

Consultees

GBC Highways

To comply with adopted guidance only two parking spaces are required and indeed can be provided, and not the three as shown. As the outer spaces are adjacent to an enclosed boundary they should be 2.7 metres wide and only one of them is.

The annex as shown can only be accessed via passing through the main dwelling and cannot operate independently. There are therefore no objections, but to comply with SPG4, there should be a secure cycle parking space due to the extra bedroom being provided.

Neighbouring properties

The application has been advertised by individual neighbour letters to 5 properties, and on site. The consultation periods expired on 1 July and 2 August 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 demolition of the garage in the rear garden and the erection of a single storey granny annexe.

The submitted Design and Access Statement sets out that the proposal is “specifically for elderly relatives (grandparents) to live in with some independence.”

The existing garage will be demolished and a single storey ancillary building will be erected, measuring 6m by 7.6m with an eaves height of 2.5m and a roof height of 2.8m. A window and double doors will face into

the garden. The walls of the building will be finished in horizontal cladding with white UPVC windows and doors.

The annexe accommodation will comprise a combined living/dining space, a kitchenette (with no cooking or refrigeration), a bedroom and a WC with a shower.

The annexe will have a dedicated patio area and will be serviced from the main dwelling with electricity and water.

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 large existing detached garage at the end of the rear garden. A rear access also provides entry at the back of the site.

Google Earth Images:





View of existing outbuilding:



Existing outbuilding from rear access:



The proposed annexe would be located at the bottom of the rear garden and would not be visible from a public vantage point, though there is a rear private access serving the properties on Packham Road and Grieves Road. Large, rear outbuildings at the bottom of the garden appear to be a common feature along this stretch of properties. The building 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 2014 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 bedroom to the application property. Garden space around the property will be affected, as the proposed building will be slightly larger than the existing garage; it will be 1.2m deeper than the existing garage. The retained area of open garden is 63m²; it is currently 68m². There is therefore not a huge difference in the amount of garden space affected by the proposal, and small gardens are typical of properties on this part of the road. On this basis, 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 serious amenity concerns. Whilst the internal floor area of the proposed annexe would be 45m², it would not adequately serve as an independent self-contained unit of accommodation on a long-term basis, as there would be an inadequate amount of garden or parking space for the occupier of the annexe as well as amenity concerns. A separate annexe would also be detrimental to the amenities of the occupiers of the main dwelling, through the reduction in outside amenity space and likely noise and disturbance issues from a residential unit being less than 10m of the main house.

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 from the rear. However, there are various factors involved in the proposal that connect the annexe to the main dwelling. It is in close proximity to the

main house and parking space will remain at the front of the property. There would be no cooking or refrigeration facilities within the annexe; it would be reliant on the main dwelling for food storage and preparation. The servicing will also come through the main house. The size of the accommodation would also be 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. A condition will also be included restricting any further openings in the outbuilding, primarily to ensure that it is not independently accessed from the rear accessway.

Neighbouring Properties

In terms of the impact on neighbouring amenities, the use of the annexe would not cause material harm to any adjoining properties in terms of loss of light, outlook, privacy or sense of enclosure. There is already a large outbuilding at the rear of the garden, and the proposed annexe would also be single storey and positioned at the bottom of the garden, where there are many other similar outbuildings in the vicinity. There are no windows on either flank elevation.

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 (or more) property is 3 spaces. There is existing parking provision at the front of the property for at least two cars to cope with the loss of the rear garage. Plus, there would be space for the storage of cycles within the garden. 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 T1 and P3 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
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Signed:	<i>K. Parkin</i>	Signed:	
Dated:	2 August 2022	Dated:	03 August 2022

Gravesham Borough Council