



Delegated Report

Planning Application

Planning Application No: 20231067

Location: 26 St Georges Crescent Gravesend Kent DA12 4AR

Description: Change of use of two garage outbuildings at the rear to two storage outbuildings and formation of three parking spaces in the front garden.

Applicant: Mr Saab Singh

Site Visit Date: 24 January 2024

Submitted Documents/Plans

Application for Planning Permission form;
Red line site boundary plan received 06 March 2023;
Drawing no. FV-2024-05C Existing layout and elevations;
Drawing no. FV-2024-06B Proposed layout and elevations received 06 June 2024;
Drawing no. FV-2024-03B Proposed landscaping;
Drawing no. FV-2024-04B Existing and proposed site plans;
Drawing no. FV-2020-1 Block plan approved under 20190737;
Drawing no. FV-2020-2 Landscaping plan approved under 20201062; and
Design and Access Statement.

Superseded Documents/Plans

Drawing no. FV-2024-05B Existing layout and elevations;
Drawing no. FV-2024-06B Proposed layout and elevations received 06 March 2023;
Drawing no. FV-2023-05A Existing layout and elevations;
Proposed layout and elevations received 04 December 2023;
Drawing no. FV-2023-03 Proposed landscaping; and
Drawing no. FV-2023-04 Existing and proposed site plans.

Procedural Issues

Following a request from the case officer, the proposed development was amended to remove a proposed replacement car parking space and a number of amended plans were submitted in order to rectify inaccuracies in the original submission. The original description 'Change of use of two garage outbuildings at the rear to two storage outbuildings and formation of replacement car parking space in front garden of no. 26A.' was amended to that shown at the top of this document.

Following a further request from the case officer, amended plans were submitted which more accurately reflected the layout of the existing outbuilding and included a door in the side elevation of the proposed outbuilding to allow the residents of no. 26A St Georges Crescent access to it from their garden.

Relevant Planning History

Reference	Description	Decision	Decision Date
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20230694	Application for a non-material amendment to planning permission reference number 20190737 to allow use of garage as out building storage and provision of replacement car park in front garden.	Refused	25.07.2023
20220602	Conversion of loft to habitable rooms with a hip to gable alteration, rear dormer and sky light window in front roof slope.	Refused	26.07.2022
20211310	Application for conversion of loft to habitable rooms with a rear dormer, sky light window in front roof slope, formation of a gable end roof to replace hipped end roof and erection of a single storey rear extension.	Refused	29.12.2021
20210283	Application for approval of condition 3 attached to planning permission reference number 20190737 relating to external facing materials and surface treatments and finishes.	Approved	23.04.2021
20201062	Application for a minor material amendment to planning permission reference number 20190737 for erection of a new 3 bedroom dwelling with garage, parking spaces and associated work to allow replacement of car parking space from rear garden of newly proposed dwelling house to the land situated in the middle land to the front; the car parking spaces to be provided as per new plans FV-2020-02-A.	Permitted	01.02.2021
20201061	Application for variation of condition 3 attached to planning permission reference no. 20190737 for erection of a new 3 bedroom dwelling with garage, parking spaces and associated work; to allow a wall hanging tile element on the facades to match the character of the street, wall hung tile element on facades to be retained as approved in condition 2.	Permitted	05.02.2021
20201015	Application for the approval of conditions 7, 14, 15 and 16 attached to planning permission reference number 20190737 relating to ducting and charging facilities (7), soft landscaping proposals (14), new boundary treatments (15), and refuse storage areas for both dwellings (16); and confirmation of compliance with conditions 4, 6, 8, 9, and 10-13 relating to watching brief (condition 4), gates/access (6), crossover and dropped kerb (8), pedestrian visibility splays (9), permitted development (10, 11, 12, 13).	Approved	30.11.2020
20190737	Erection of a new 3 bedroom dwelling with garage, parking spaces and associated work.	Permitted	25.09.2019

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 (2023) 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 (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 – Achieving Sustainable Development
- Section 9 – Promoting Sustainable Transport
- Section 12 – Achieving well-designed and beautiful places

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

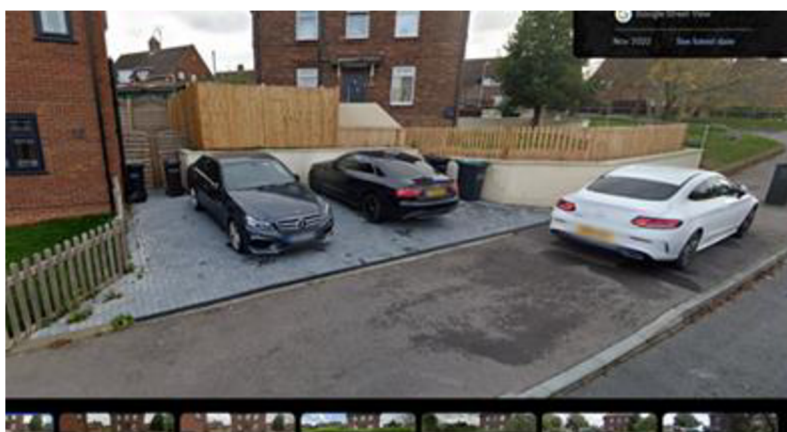
GBC Highways Officer

Initial response:

I'm having trouble reconciling the plan of the existing parking and the situation that exists on site.



Drawing FV-2023-04



Google Street View November 2022

Note only two cars are parked on the driveway, with a third obstructing the footway. Also, please note the position of the bins. It would also appear that there are no steps from the parking area directly to number 26 St Georges Crescent.

The existing arrangement would not appear to relate to the drawings submitted with the application relating to the construction of 26a



Drawing D-01 Rev C application 20190737

Note the width of each parking space at 2.7 metres which conforms to the requirements of KCC SPG4.

The new proposal therefore reduces the width of each parking space below the guidance issued by the highway authority and adopted by Gravesham Borough Council.

The applicant should submit a plan that reflects the actual situation with parking spaces that conform to guidance with particular regard to the space adjacent to an enclosing boundary where door movement is restricted due to the wall restricting entry and exit to/from the vehicle.

I have no objections to the loss of the garages, but adequate alternative parking that confirms to supplementary planning guidance should be provided.

The fact that two of the images on Google Street View in the immediate area is also of concern and is suggestive that the existing layout is not adequate provision for three vehicles.



Google Street View August 2021

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.	

Extract from, Kent and Medway Structure Plan 2006 Mapping out the future Supplementary Planning Guidance SPG 4 Kent Vehicle Parking Standards July 2006.

The proposed car parking layout does not conform to the parking bay sizes in KCC SPG4 which has been adopted by the council. Parking spaces should be 2.5 metres wide in general, but this is increased to 2.7 metres when the parking bay is adjacent to an enclosing boundary, and this is to replace the space that would be borrowed from an adjacent parking space when egressing or accessing a vehicle. This would give a width for three cars of 7.7metres and not the 7.234m shown

As presented, I can only recommend refusal, but with the bins suitably relocated, it appears that an acceptable parking layout should be achievable. It would require a dimensioned plan to be submitted to ensure compliance with SPG4. A pedestrian visibility 2m x 2m should be provided at the new parking space to comply with the Kent Design Guide

Second response:

The proposed car parking layout does not conform to the parking bay sizes in KCC SPG4 which has been adopted by the council. Parking spaces should be 2.5 metres wide in general, but this is increased to 2.7 metres when the parking bay is adjacent to an enclosing boundary, and this is to replace the space that would be borrowed from an adjacent parking space when egressing or accessing a vehicle. This would give a width for three cars of 7.7metres and not the 7.234m shown.

Given the pavement parking visible on Google Street View of November 2023 and August 2021, it is desirable to ensure the parking bays conform to guidance.

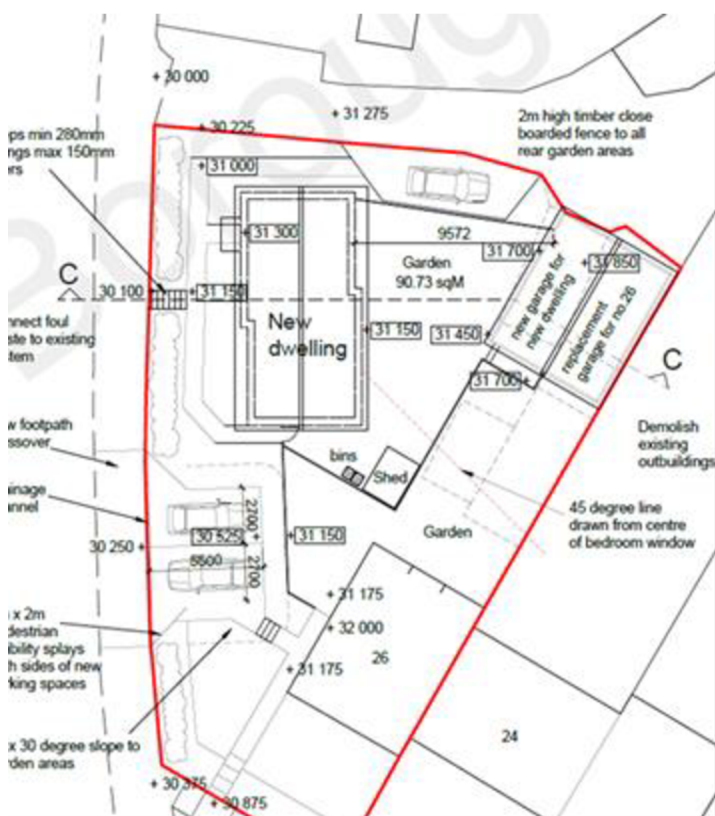


Third response:

This application requires some detective work to determine what has been applied for and approved.

The original application 20190737 was for a 3 new bedroom dwelling with garage, parking spaces and associated work it raised the parking from 2 spaces for the existing dwelling to 5 spaces for the new and existing dwelling.

The original proposal consisted of two garages, one per property, a lay-by in the side access for one car, and two parking spaces fronting St Georges Crescent with steps leading to the original property.



From this submission it would be logical to determine the two spaces St Georges Crescent were for the existing property with the lay-by and the garage being provided for the new dwelling.

The revised redline drawing shows that the three parking spaces are divided between 26 and 26A St Georges Crescent.

I would suggest the car parking provision cannot be so easily changed and much depends on the original

intent and the control of any conditions.

In either event with the proposed loss of both of the garages, one dwelling would have a single parking space where a minimum of two previously existed. (one property having three spaces). As such to obtain a minimum of two parking spaces per property one garage should be retained.

I therefore recommend refusal due to the loss of off street car parking.

If you are minded to approve, I would suggest that the storage areas can only be used ancillary to the occupation of the respective main dwellings and no commercial use is permitted. I would also suggest given the door and windows that have been installed the garages cannot be used for habitation.

Southern Gas Networks

All requests for gas asset maps must be made through www.linesearchbeforeudig.co.uk

Not only can you access information about the location of our gas pipes in your proposed work area, but you can also search for information on other utility companies' assets at the same time.

Please note, any affected works are automatically issued to the local engineer from the LSBUD system and will be responded to in 7 days. If you have not heard in 7 days, please contact us again.

Please visit ww.sgn.co.uk/Safety/Dig-safely/ for safety information and links to www.linesearchbeforeudig.co.uk, where you can register for our online service and view our gas pipe locations.

Northern Ireland – our online service is not currently available in Northern Ireland, if you have emailed us about plant location and maps for Northern Ireland, we will respond within 15 working days.

SGN will not explicitly grant approval for works to commence around our low and medium pressure gas assets, we would request you to work in accordance with the points below:

- All works should be carried out in accordance with HSG47 'Avoiding Danger from Underground Service' and SGN's 'Dig Safely' document.
- All safety information that has/or will be provided to you as part of your www.Linesearchbeforeudig.co.uk enquiry.
- If you encounter any unrecorded plant on site please contact us.

SGN will enter into a consultation period if you are planning works near our Intermediate pipes:

- For single excavations we will consult with you when works are within 5m of an SGN IP asset.
- For multiple excavations we will consult with you when works are within 15m of an SGN IP asset.

For High-pressure gas assets:

- For all works around SGN HP assets we will enter into a consultation period with you to ensure you are working safely around our gas network.

If you have any questions about plant location online service, please contact us on 0800 912 1722 or if you have any system queries contact Linesearch on 03454377365.

National Grid

No response received.

Neighbouring properties

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

Officer's Analysis

Following a planning permission granted in 2019 (reference 20190737) a three bedroom dwelling with frontage parking, a rear parking space and a detached garage outbuilding containing a garage for the new dwelling and a garage for the existing dwelling were erected in the garden of no. 26 St Georges Crescent. The new dwelling is known as no. 26A St Georges Crescent.

In February 2021, a non-material amendment to planning permission 20190737 was approved, which related to the proposed car parking layout (reference 20201062). The frontage parking area was increased from two to three spaces to allow the rear parking space to be omitted from the site. It should be noted that the amendment did not include any changes to the proposed garage building at the rear of the application site. The following photographs, taken in November 2020 and April 2021, show the garage building under construction;



November 2020



April 2021

The construction of the garage building was not completed in accordance with the approved plans, as it does not include garage doors and internally the layout includes a connecting door, shower room and it currently appears to be used for habitable purposes;



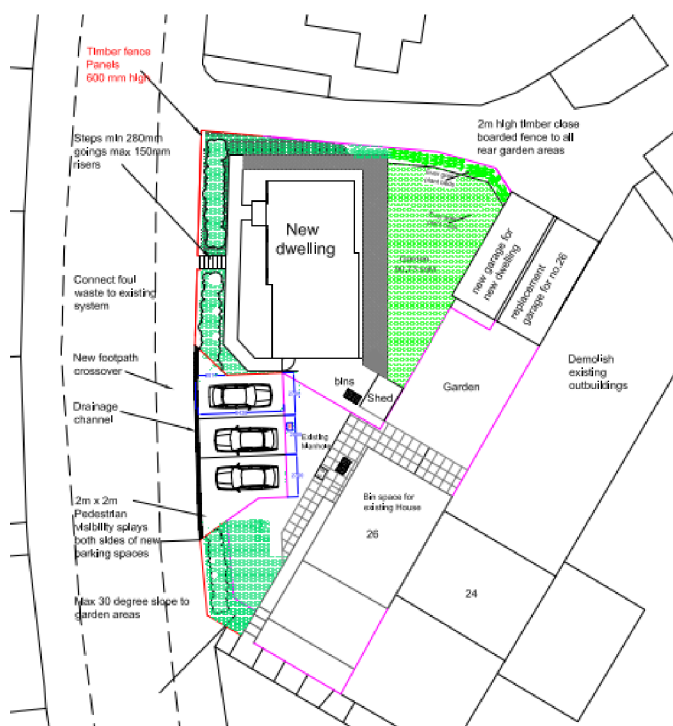
The current proposal seeks to change the use of the two garages to storage in connection with the two dwellings at the application site. It is considered that this proposal would also regularise the unauthorised garage construction if approved.

It is noted that the construction of the proposed frontage parking area, visibility splays and refuse storage areas were also not completed in accordance with the approved plans. This proposal includes the

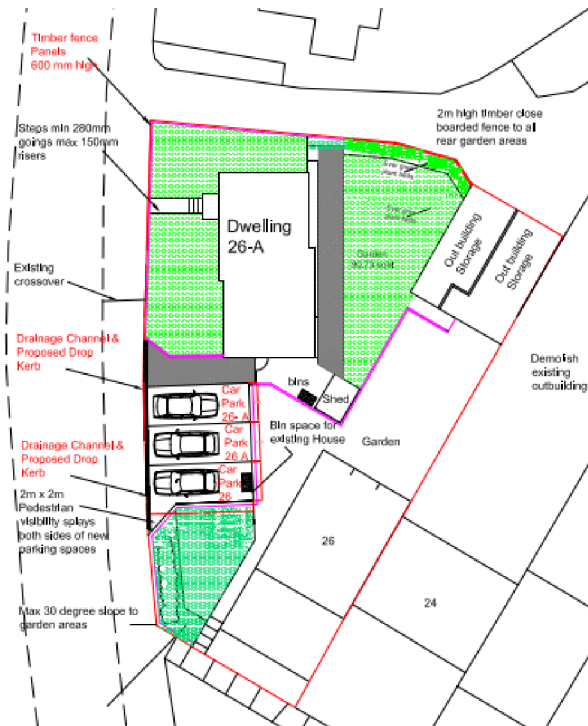
formation of three parking spaces with amended visibility splays on the site frontage and the provision of alternative locations for refuse storage.

The approved car parking layout/landscaping scheme (under 20201062) and the currently proposed car parking layout/landscaping scheme are shown as follows;

20201062 approved layout



Current proposal



It is considered that this proposal would regularise the unauthorised frontage parking area, visibility splays and refuse storage areas, if approved.

The approved landscaping scheme does not appear to have been implemented and there are close boarded and picket, wooden fences at the front of the site, which may require planning permission. As such, these issues will be reported to the GBC Planning Enforcement Team for investigation.

Design, Character and Appearance

Paragraph 135 of the National Planning Policy Framework 2023 (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 139 of the NPPF 2023 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 front gardens and parking, the Householder Extensions/Alterations Design Guide (2021) sets out (amongst other things) that hardstandings should be proportionate to the size of the dwelling and the car parking standards and should avoid paving over a significant amount of the site frontage and should avoid cars overhanging the pavement. Planted borders should be provided along all boundaries and landscaping should be provided in all spaces not required for parking or turning.

The application property is a two storey, detached dwelling with front and rear gardens, a rear garage outbuilding and a large block paved parking area on the site frontage. The images above illustrate the existing garage outbuilding and the image below illustrates the site frontage;



The proposed development would result in the use of an existing rear garage outbuilding (albeit currently not used as such) for storage. There would be some external alterations to the existing brick built outbuilding – the main one being the installation of a door to allow access from the garden on no. 26A St Georges Crescent. It is considered that these alterations would not have an adverse visual impact.

The proposed frontage parking area is already in place and is block paved, with a white rendered wall at the rear and southern side, with close boarded and picket timber fencing above and a picket fence on the northern side. The surfacing materials and rendered walls do not look out of place in the surrounding street scene and would be acceptable in terms of design. As noted above, the timber fencing may require planning permission. As such, this issue will be dealt with separately.

According to the plans approved pursuant to planning permission reference 20201062, large areas of the frontage of the application site should have been planted with hedges. The approved planting was required in order to soften the built development associated with the new dwelling and to improve the visual amenities of the street scene. It would also improve biodiversity at the application site. At present, this land is laid to grass and the currently proposed landscaping plan appears to show no alteration to this. Furthermore, the width of the hardstanding used for parking would be increased. Therefore, the current proposal would be worse than that approved, in terms of visual amenity. In addition, the current proposal does not include any details of the proposed planting. It is considered that there is space and scope at the application site for the proposed landscaping to be significantly improved and therefore, any planning permission granted would include a condition which requires the submission and approval of a new landscaping scheme.

Overall, subject to the submission of a new landscaping scheme, the proposed development would not be detrimental to the character of the existing dwelling or the surrounding area and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy September 2014.

Amenity of Future Occupiers

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants.

The proposed development would not adversely impact on the amount of private garden area or depth for either dwelling and the proposed refuse storage would be acceptable. 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).

Neighbouring Amenity

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of neighbouring occupiers.

The closest residential properties to the application site are nos. 24 and 28 St Georges Crescent (located to the south east and north respectively). Nos. 19 to and 29 St Georges Crescent are located to the west across the roadway.

Due to the design of the proposed development 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 surrounding 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 Issues

Paragraph 114(b) of the NPPF 2023 requires new development to ensure that safe and suitable access can be achieved for all users and paragraph 115 sets out that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety.

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 require new development to mitigate its impact on the highway and public transport networks and to provide sufficient parking in accordance with adopted parking standards.

No. 26 and 26A St Georges Crescent are three bedroom properties and according to the Borough Council's adopted Vehicle Parking Standards, a three bedroom dwelling should have two vehicle parking spaces. Prior to planning permission being granted for a new dwelling in its garden, no. 26 St Georges Crescent had a single garage at the rear. Previous planning permissions for this site have reflected the original situation at no. 26 (one space) and required two parking spaces to be provided for the new dwelling. As such, they have sought to ensure that three parking spaces are available at the site overall (two for the new dwelling and one for the existing dwelling). The three parking spaces are located on the site frontage. In addition to this, a garage outbuilding was proposed to provide one extra space for each dwelling.

The GBC Highways Officer has advised that parking spaces should be a minimum depth of 5 metres and be 2.5 metres wide in general, but when the parking bay is adjacent to an enclosing boundary (as is the case for one of the spaces here) the width is increased to 2.7 metres (this requirement is set out in the adopted Vehicle Parking Standards and the Householder Extensions/Alterations Design Guide (2021)). Therefore, the frontage parking area at the application site should be a minimum of 7.7 metres in width.

The GBC Highways Officer has also raised concerns regarding the loss of the proposed garages and has made some assumptions regarding the use of the previously approved parking spaces at the application site. Overall, he recommends refusal, due to the loss of off street car parking but states that should permission be granted, some restrictions on the future usage of the outbuilding would be required.

It is noted that the approved parking spaces have not been subject to any planning condition which specifies how they are used or by which dwelling. Instead, the spaces (and garages) were conditioned to be provided and retained permanently for parking.

At the site visit, the case officer measured the width of the existing frontage parking area as 8.7 metres and a revised parking plan has been provided that shows three appropriately sized parking spaces. The parking spaces would be used as annotated on the plan, one for no. 26 and two for no. 26A St Georges Crescent. Whilst the loss of the garages would be a negative feature of the proposal, the

proposed parking provision reflects the original situation at the application site and as such, it would not be a justifiable ground of refusal. Furthermore, the proposed car parking spaces could be conditioned so that each dwelling has a specific parking area, which would be a positive alteration.

A condition can be attached to any planning permission granted, to ensure that any habitable use of the outbuilding is precluded.

The existing dropped kerb at the application site does not extend across the full width of the proposed car parking area. As such, any planning permission granted would include a condition which requires the extension of the dropped kerb.

Overall, 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), Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994 and paragraph 114(a) of the NPPF 2023.

Ecology and biodiversity

The NPPF 2023 requires planning decisions to protect and enhance sites of biodiversity value (at paragraph 180(a)) and to minimise impacts on, and provide net gains for, biodiversity (at paragraph 180(d)). Paragraph 186 of the NPPF 2023 states that when determining planning applications, Local Planning Authorities should refuse planning permission if significant harm to biodiversity cannot be avoided, adequately mitigated or, as a last resort, compensated for.

Policy CS12 of the Gravesham Local Plan Core Strategy (September 2014) requires no net loss of biodiversity in Gravesham and seeks opportunities to enhance, restore, re-create and maintain habitats particularly in Biodiversity Opportunity Areas and within new developments.

According to the plans approved pursuant to planning permission reference 20201062, large areas of the frontage of the application site should have been planted with hedges. At present the frontage is laid to grass. The proposed development would result in a small increase in the width of a hardstanding to be used for parking (approximately 1.5 metres) and the retention of the grassed front garden. Therefore, the proposal would be worse than the approved scheme in terms of biodiversity. However, provided that additional landscaping is undertaken at the application site, then the adverse biodiversity impact could be mitigated. Appropriate landscaping (including biodiversity enhancements) can be secured by an appropriate condition attached to any planning permission granted.

Overall, the proposed development would not be contrary to Policy CS12 of the Gravesham Local Plan Core Strategy (2014) or paragraph 180 of the NPPF 2023.

Any Other Material Planning Considerations

The application site is located within an area of multi-period archaeological potential and Groundwater Source Protection Zone 2. However, as the proposed development is within the confines of an existing residential garden and no new groundworks would occur, then it is considered that there would be no adverse impacts to groundwater or archaeology. As such, the proposal would be in line with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policy TC7 of the Gravesham Local Plan First Review November 1994.

It is noted that a gas pipeline is located along the site frontage. Southern Gas Networks have provided advice but the proposed development would not involve any new works to the site frontage and therefore, there would be no adverse impacts to any gas infrastructure.

The application site is located in a smoke control area. As such, advice regarding smokeless fuels/appliances can be given to the applicant in an informative attached to any planning permission granted.

The proposed outbuilding for no. 26 St Georges Crescent contains a bathroom but would be used for domestic storage. This is an unusual layout and implies some sort of proposed habitable use. However,

the proposed development must be determined on face value and whilst it would be preferable for the bathroom to be removed, it would not be a justifiable ground of refusal. Therefore, in order to ensure that the future use of the outbuilding remains as proposed, an appropriate condition would be attached to any planning permission granted.

Suggested conditions

Development in accordance with the approved plans

Submission and approval of landscaping scheme with biodiversity enhancements within six months

Installation of door in north western side elevation of outbuilding within six months

Materials to match existing

Permanent retention of frontage parking spaces

Use of frontage parking spaces

Extended dropped kerb to be provided

Pedestrian visibility splays retained permanently

Refuse storage areas retained permanently

Use of outbuildings incidental to dwellings only.

Conclusion & Recommendation

The proposal would comply with local and national planning policies and subject to the conditions set out above, the proposal would be acceptable.

Planning permission subject to conditions is recommended.

The potential breaches of planning control at the application site should be referred to the GBC Planning Enforcement Team for investigation.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	Richard Hart
Signed:		Signed:	
Dated:	02 July 2024	Dated:	2nd July 2024