



Delegated Report

Householder Planning Application

Planning Application No: 20230994

Location: 148 Old Road East Gravesend Kent DA12 1PF

Description: Erection of a double garage with a flat roof at the rear of the garden.

Applicant: Mr Neil Cullum

Site Visit Date: 6th November 2023

Submitted Documents/Plans

Application Form
Site Location Plan
NC/23/01A - Existing Block Plan
NC/23/02 - Proposed Block Plan
DC/21/01A – Existing Plans, Sections and Elevations
NC/23/03A – Proposed Plans, Sections and Elevations
NC/23/04A – Proposed Plans, Sections and Elevations

Relevant Planning History

Reference	Description	Decision	Decision Date
20210142	Single storey rear extension with a depth of 3.50 metres, maximum height of 4.00 metres and eaves height of 3.00 metres.	Prior Approval not required	19.03.2021
19632456	Garage	Permitted	29/08/1963

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

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

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

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 12 – Achieving Well-designed Places

Supplementary Planning Guidance

- SPG 2 - 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

Consultees

Ward Councillors

No comments

Southern Gas

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 www.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

Officer Note: The gas asset map obtained through the www.linesearchbeforeudig.co.uk, indicated that there is a gas line to the front of the property.

KCC Heritage

The site lies within an area of multi-period background archaeological potential. However, I consider it unlikely that these proposals would have a significant below-ground archaeological impact and have no further comments to make in this case.

KCC Highways Officer

Referring to the above description, it would appear that this development proposal does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current consultation protocol arrangements. If there are any material highway safety concerns that you consider should be brought to the attention of the HA, then please contact us again with your specific concerns for our consideration.

The garage access is not from a Classified Road but a rear access road.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the

public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

GBC Highways Officer

I have no objections; the design of the garage confirms to current guidance.

However, given the size of the garage and provision of a store within it, you may wish to restrict the use by preventing a commercial use.

Neighbouring properties

2no. surrounding properties were consulted, and a site notice was placed on 6th November 2023. The final date for submission of comments ended on 1st December 2023. No comments were received from members of the public.

Officer's Analysis

Site Description

This property is a semi-detached, two storey property. There is pedestrian access to the front and a track runs to the rear of the row of properties, with many properties having garages access via this rear track. This property has consent for a single bay garage in a similar position in 1963. This has since been removed and only the concrete platform from the garage now remains. The below images were taken on site in November 2023.



Principle of Development

This application is located inside the Urban Boundary, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development.

However, all other relevant matters should be considered. In this instance, the main points to consider would be the potential impact on; Visual Amenity (Design, Character and Appearance), Amenity of Future Occupiers, Residential Amenity of neighbours, Highways and Parking and, Archaeological Potential.

Design, Character and Appearance

The proposed garage would use a shallow pitched roof, with parapet to the front, giving the appearance of a flat roof. This would have a similar appearance to neighbouring garage at 146 Old Road East, as shown in the site photograph. Whilst the appearance of a flat roof is not considered good design, it would in this instance reflect the wider character of the area. It is also noted that this access track whilst accessible to the public, is only likely be used by occupiers of this row of dwellinghouses and does not form part of the predominant streetscene.

The footprint of the building would be somewhat large in relation to the main dwellinghouse, However, given its single storey nature, declining roof slope, set back from the dwellinghouse and the existing similar scale of neighbouring garages, it would not be considered significantly large. However, it should be noted that a larger footprint than this would likely cross that threshold and would be considered excessively large.

The building would use both block and brickwork in its external façade with a felt roof covering on the flat roof and upvc windows. These materials would be reflective of the character of the area and would be appropriate on this garage building, in this urban, residential setting.

The use of the garage will be restricted to ensuring it remains incidental to the main house and not used as separate residential or for business purposes.

On balance, the proposed development would comply with the requirements of Policy CS19 and CS20 of the Core Strategy 2014, Saved Policy TC3 of the Gravesham Local Plan: First Review (1994) and Section 12 and 16 of the NPPF (2023), Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 in terms of design, character and appearance and impact on the Conservation Area.

Amenity of Future Occupiers

The NPPF (2023) states that planning decisions should aim to secure a high standard of amenity for all existing and future users. The impact on amenity is also considered with regard to the criteria with Policy CS19 of the Core Strategy, 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. The impact on neighbours will be assessed in the next section of the report.

The proposed development would not alter internal space standards of the dwellinghouse and the garage would not be used for habitable spaces and so no internal space standards would apply. The garden space would remain adequate in terms of area and depth.

Neighbouring Amenity

As outlined above, it is important that any development safeguards the amenity of neighbouring properties and land. Following a period of consultation with neighbouring properties, no objection to the proposal was received.

In terms of position and depth, this garage would not be dissimilar to neighbouring garages. It is noted that the platform could be increased by 450mm in height, but this would be to level the existing inconsistent gradient of the ground levels and would not result in a significant height disparity between this building proposed and the neighbouring garages. The agent has confirmed via email that the garage will be the same level as the house, so it is most likely that the existing slab to the left will be removed, and lowered to the garage level. Either way given the distance away from the dwellinghouses, the single storey nature of the building, lack of side facing openings and its similarity to neighbouring garages, it would likely not overbear on or overlook neighbouring properties to any significant degree. There is a clear staggering of garages in this location due to the topography of land.

The proposal is therefore considered to safeguard the amenity of neighbouring properties in compliance with policy CS19 of the Core Strategy 2014.

Highways and Parking

The proposed garage would replace an existing space to the rear of the property currently used for parking vehicles in the opening as indicated during the site visit. This proposal would place a garage, in the space, therefore resulting in no increase/decrease in off-road parking availability. Both KCC Highways and the GBC Highway Officer were consulted on this application. Neither have objected to the proposals.

Adequate vehicle and cycle parking provision is therefore available in accordance with paragraphs 110 to 113 of the National Planning Policy Framework (2023), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014 subject to further details of cycle parking provision.

Gas Pipeline

It is noted that there is a gas pipeline to the front of the subject properties. However, given the proposed location of the garage, it would not be impacted by the proposed development.

Area of Archaeological Potential

The site lies in an Area of Archaeological Potential. However, the KCC Heritage Officer has raised no objections to the proposal.

Conclusion & Recommendation

The proposed development complies with all relevant national and local planning policies. The recommendation is therefore to approve.

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

Case Officer:	Ms Lisa Williams	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	7th December 2023	Dated:	07 December 2023