

Delegated Report

Householder Planning Application

Planning Application No:	20221205
Location:	24 Laurel Avenue Gravesend Kent DA12 5QP
Description:	Erection of a single storey rear extension and conversion of the garage to a habitable room
Applicant:	Mr Mohame Jalloh
Site Visit Date:	5 th December 2022

Submitted Documents/Plans

- Application Form
- Site Location Map
- Drawing No: 06 (Proposed Elevations)
- Drawing No: 05 (Proposed First Floor Plans)
- Drawing No: 04 (Proposed Ground Floor Plans)
- Drawing No: 07 (Proposed Block Plan and OS Map)
- Drawing No: 01 (Existing Ground Floor Plan)
- Drawing No: 02 (Existing First Floor Plan)
- Drawing No: 03 (Existing Elevations)

Supplementary Information

- Fire Statement

Relevant Planning History

No relevant planning history

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

Saved Policies in the Gravesham Local Plan First Review (November 1994):

- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2021) sets out those 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 The review 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 a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) general conform with the National Planning Policy Framework (2021), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2021)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)
- Gravesham Landscape Character Assessment

Consultations, Publicity and Representations

Local Ward Councillors

No comments received.

GBC – Highways Officer

This proposal converts a three-bedroom property into a four bedroom dwelling.

Whilst Gravesham may have maximum vehicle parking standards this are no longer considered appropriate and should be discounted. Kent County Council as Highway Authority have adopted different standards and for a three-bedroom property in a suburban area there should be an average minimum of 1.5 spaces per property increasing to two for a four bedroom one.

GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

Interim Guidance Note 3 of the Kent Design Guide Residential Parking.

Kent County Council are currently reviewing the requirements for residential parking and the current draft suggest that in a suburban location, both three- and four-bedroom dwellings should have two parking spaces.



APPENDICES

Table 1: Residential Car Parking Standards

	City / Town Centre ¹	Edge of Centre ¹	Suburban	Rural
1 & 2 Bed Flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 & 2 Bed Houses	1 space per unit	1 space per unit	1 space per unit*	2 spaces per unit
3 Bed Houses	1 space per unit	1 space per unit	2 spaces per unit	2 spaces per unit
4+ Bed Houses	1 space per unit	2 spaces per unit	2 spaces per unit*	3 spaces per unit
Visitor Parking	None	0.2 per unit	0.2 per unit	0.2 per unit

Kent County Council Draft Kent Design Guide Movement & Connectivity Parking Standards.

Given the guidance in the interests of nil detriment and complying with the guidance I can only recommend refusal.

Neighbouring properties

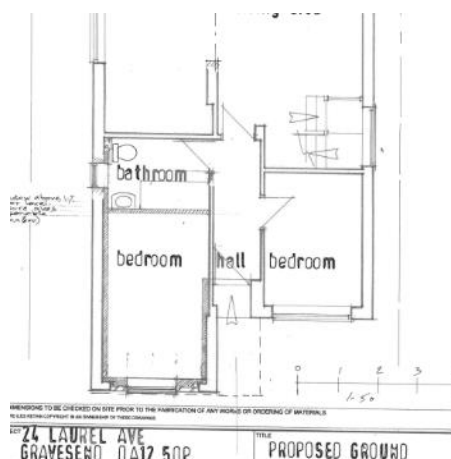
The application was advertised by way of site notice and letters to 5 surrounding properties. The consultation period expired on 30th December 2022 and no comments were received.

Analysis

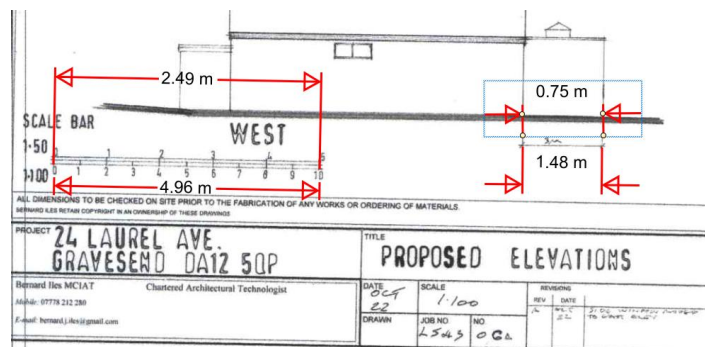
Procedural Matters

The submission has some minor errors which are not considered to be of an extent which would give a reason to invalidate the application.

Firstly the proposed ground floor plan does not show an internal door access for the new bedroom, it is considered that a door opening will be internally formed to allow access and whilst it is not shown on the submitted plans it would not result in any material impact on the design.



Secondly the proposed elevations drawing has an incorrect scale bar which should read 1:200. The plans have a clear hand drawn dimension on them and from this is it possible to ascertain the correct scale.



Proposal

The proposal seeks erection of a single storey rear extension and conversion of the garage to a habitable room.

The proposal comprises two elements, the first is the erection of a single storey rear extension which will project 3m from the rear elevation of the dwelling and span full width, it will be finished with a flat roof which will contain a single roof lantern and will have an overall height of approx 3.5m including the roof lantern. There will be a bifold in the rear elevation and the extension will allow for additional living space.

To the front of the property the existing integral garage will be converted into an additional bedroom and allow for the creation of a ground floor bathroom. The garage door will be replaced with a window to serve the bedroom and the void between the ground and the window will be filled with bricks to match the existing dwelling.

The proposal also shows the installation of a window in the eastern elevation which will serve a bathroom at ground floor level.

Character and Appearance

The application site is a detached bungalow in use as a single family dwelling. The property does not have any planning history, however there is a side dormer which appears to be original.

The general street scene is mixed and comprises bungalows as well as two storey dwellings, the application site is set further back from the highway in comparison to other properties on the road which is advantageous as it has off road parking to the front of the house.

The neighbouring property known as No 26 Laurel Avenue has carried out a garage conversion which may possibly be completed under permitted development rules and so the proposed garage conversion would not be considered an out of character change within the area.

The proposal shows the garage door will be replaced with a window which will be of the same height and design as the existing ground floor front window. The remaining void will be bricked up with bricks to match the main dwelling.



To the eastern elevation of the site, a small window opening will be created which will serve a new bathroom, again this window will be white UPVC which will match the existing.

To the rear the single storey extension could possibly be constructed under permitted development rules. The extension is of an appropriate scale and design and will be constructed using materials to match the host dwelling.

The proposed development is considered to be acceptable and compliant with the requirements of SPD4 – Householder Alterations and Extensions Guidance (2021) and CS19 Local Plan Core Strategy 2014.

Amenity of Future Occupiers

The new bedroom will have a floor area of approx 9.8sqm which is compliant with the requirements of SPG2 – Residential Layout Guidelines.

Table 2

Accommodation with :	Minimum garden area (sq. metres)	Minimum depth from rear wall of house (metres)
1-2 bedrooms	37.2	7.6
3 bedrooms	60.0	10.0
4 or more bedrooms	100.0	10.0

Extract from SPG2- Residential Layout Guidelines 2020.

The subsequent garden area post development will measure approx. 7.9m in depth with an area of some 64sqm. This is below the recommendations set out in the Council's Technical Standards. However on balance a refusal on this basis is not considered to be justified, especially when consideration is given to the fact that this extension could be erected under the permitted development rules.

Neighbouring Amenity

Post development the garage conversion is not considered to impact the amenity of the either adjoining neighbours as the footprint of the development will not increase and the outlook from the bedroom will face towards the highway.

The proposed window opening in the eastern elevation could pose a privacy issue to the neighbour at No.26 Laurel Avenue in which case a condition will be imposed to ensure that this window is obscure glazed and top hung in perpetuity.

The single storey extension is modest in scale and does not include any windows in the flank elevations and so the privacy of either neighbouring property is maintained. The neighbouring properties both have single storey rear extensions in place and so the proposed would not in anyway result in material harm in terms of light or outlook.

It is recognised that the conversion of the garage will introduce a habitable room to the front elevation of the property which is approx. 18m away (councils standards require 21m) from the nearest habitable room of the properties across the road.

On balance the proposal is considered acceptable.

Parking and Highways

Whilst the proposal will increase the parking requirements of the property whilst losing a garage space there is adequate space to the front of the property to accommodate additional parking. There is also on street parking available which can be utilised should the need arise and so notwithstanding the comments of the highways officer the proposal is acceptable in terms of parking.

Conclusion & Recommendation

The proposal has been fully considered and permission is recommended subject to conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	4 th January 2023	Dated:	4th January 2023