



Delegated Report

Application No:	20220415
Location:	83 Astra Drive, Gravesend DA12 4PZ
Description:	Demolition of the existing rear WC and part of the existing garage and construct a single storey rear and part two storey rear extension and loft conversion
Applicant:	Ms and Mr Arwen and Neil Armitage and Davies
Site Visit Date:	Desktop

Submitted Documents/Plans

The application comprises the following documents and plans:

Application form
Specification
Drawing no. AAND/04/22 (proposed plans)
Drawing no. AAND/03/22 (existing plans)
Drawing no. AAND/01/22 OS plan)

Relevant Planning History

None

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

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

Paragraph 33 of the National Planning Policy Framework (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) generally conform with the National Planning Policy Framework (2021), the

Council will also seek to replace these saved policies via the emerging Local Plan.

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

- P3 – Vehicle Parking Standards

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)
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

Highway Development Management Officer

I note the number of bedrooms remains constant, so in the interests of nil detriment so should the number of parking spaces. I currently measure the inside of the garage at some 2.85 metres which is border line for the width, which ideally should be a minimum of 3.6metres although 2.9m is still usable as a parking space, and given its length storage and other uses can be behind the parked vehicle.

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.

The block plan suggests the outside width of the garage will be reduced to some 2.35 metres which allowing for the walls of the building will result in a significant reduction and cannot safely accommodate a vehicle with reasonable access and there would be a conflict with the pedestrian door if a vehicle were parked at the rear of the garage and no storage.

As presented I do not consider the layout acceptable and the garage should be retained even if this means some slight adjustments to the proposed extension to accommodate it are required. This is in the interests of retaining the existing level of car parking provision.

Looking at the drawings submitted and the Google Street View, the depth of the front garden is not liable to be sufficient to accommodate a vehicle perpendicular to the highway, although the plans

suggest differently and would need to be confirmed by measurement on site.

Shorne Parish Council

The Parish Council has no objection in principle to this conversion as there have been similar already undertaken in the area, provided that there are not any significant valid objections from neighbours.

We note that the flat roof of the loft conversion is shown as being subservient to the main roof.

Neighbouring properties

The application has been advertised by site notice and individual letters to 5 neighbouring properties. No letters of representation have been received.

Analysis

Proposal

This application seeks planning permission for demolition of the existing rear WC and part of the existing garage and construct a single storey rear and part two storey rear extension and loft conversion.

The proposed ground floor extension will project approx. 6m to the rear and will extend across the whole width. It will be approx. 3m high with a flat roof. It will provide for a lounge/diner, utility room and en-suite to a downstairs bedroom. The proposed two storey extension will project approx. 3.5m and will be approx. 4.5m wide and 6.5m high with a hipped roof and will provide for a third bedroom and an en-suite for bedroom 2 and bedroom 3. The proposed dormer will be approx. 5m wide and 3.6m deep and will provide for a fourth bedroom and a room that appears to be an en-suite.

Character and Appearance

The application site is a two storey semi-detached property located in the urban area. The properties are similar but there is no uniformity. Many have front porch additions and some have two storey front extensions. Most have off road parking to the side leading to garages.

83 Astra Drive has a landscaped front garden and driveway to the western side leading to a garage. The proposed extensions are to be located to the rear. The property currently has a single storey projection and a garage as well as some modest outbuildings/greenhouses.

To the rear the majority of the neighbouring properties have been extended. Most notably there are large extensions at nos. 77 (20190143) and at 75 (19960712) and 73 (20180129). In the case of no. 77 and no. 73 account was taken of the fall back position in terms of a single storey extension. Under permitted development it is possible to build a single storey extension with a depth of 6m for a semi-detached property. With this in mind, given the other extensions nearby and the fact that the extension is to the rear with a flat roof and therefore not highly visible, on balance, the proposed single storey projection is acceptable.

The two storey rear extension will project approx. 3.5 but will not extend the full width of the dwelling. There are other similar extensions visible and the proposal is not considered out of character with these.

The proposed dormer window is also set in from the roof slope on both sides and will not dominate the roof. Again, there are other dormer windows visible to the rear and the proposed is in keeping

with those.

The proposed extensions, due to the existing fall-back position and similar neighbouring developments, are considered to comply with Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and para. 130 of the National Planning Policy Framework 2021.

Amenity of Future Occupiers

All the proposed rooms have sufficient outlook and daylight for the future occupiers. The garden space that will remain is also sufficient for a four bedroom dwelling and no concerns are raised.

Neighbouring Amenity

No. 85 is located to the west of the application site and has a garage on the boundary. The proposed single storey rear extension will not be readily visible due to its height and this intervening garage. The two storey rear extension will be visible however it will be approx. 6m away from the side of this dwelling and therefore will have no detrimental impact in terms of loss of outlook, sunlight or daylight. No windows are proposed in the first floor flank and therefore there will be no loss of privacy for this neighbour.

No. 81 is located to the east of the application site. The single storey extension, due to its height approx. 1m higher than the existing boundary treatment will have no significant detrimental impact on the amenities of this neighbour. The proposed two storey extension is set away from this neighbour by approx. 1.6m and will therefore have no detrimental impact in terms of loss of sunlight or daylight. No windows are proposed in the flank walls and therefore no concerns are raised with regards to privacy. There is a habitable room window at first floor in the rear but, due to the distances involved, there will be no loss of outlook.

The rear dormer window will also have no detrimental impact in terms of outlook, sunlight or daylight. Overlooking is mutual at first floor and above in this urban location and no concerns are raised.

The proposed extensions therefore will have no detrimental impact on the amenities of future or neighbouring amenities and therefore accord with the objectives of policy CS19 of the Gravesham Local Plan Core Strategy 2014 and para. 130f of the National Planning Policy Framework 2021 in this regard.

Parking and Highways

The proposed extensions will result in the number of bedrooms being increased by one. The off road parking remains the same with the exception of the garage being reduced in width. The side driveway has a depth of approx. 16m and therefore has parking for at least two cars, possibly three. Whilst it is acknowledged that tandem parking is not ideal, this is the current arrangement here and throughout the estate. The garage falls under the size specifications of KCC however, there still remains three off road parking spaces. On balance, it is felt that, as this is the current situation, no objection can be raised on highways grounds.

Conclusion

The proposed extensions will have no detrimental impact on the character and appearance of the area, amenities, parking or highway safety and therefore accord with the above-mentioned policies and are recommended for approval.

Recommendation:

Permit

See draft Decision

Case Officer: AW	Team Leader: Richard Hart
Signed: 	Signed: <i>R Hart</i>
Dated: 13 June 2022	Dated: 13 th June 2022