



Delegated Report

Householder Planning Application

Planning Application No: 20231250

Location: 18 Sirdar Strand Gravesend Kent DA12 4LP

Description: Demolition of existing conservatory and erection of single storey rear extension. Demolition of existing garage with new boundary treatment to match existing. Retrospective application for repositioning of side elevation main access door to front elevation.

Applicant: Miss Laura Willden

Site Visit Date: 29th January 2024

Submitted Documents/Plans

Application Form Dated 13/12/2023;
Drawing Number JMD-1197-B-150 (Side Elevations – Existing and Proposed);
Drawing Number JMD-1197-B-160 (Garage Elevations – Existing);
Drawing Number JMD-1197-B-020 (Block Plan – Existing and Proposed);
Drawing Number JMD-1197-B-100-P1 (Elevations – Existing);
Drawing Number JMD-1197-B-110-P (Elevations – Proposed);
Drawing Number JMD-1197-B-120-P1 (Floor Plan – Existing);
Drawing Number JMD-1197-B-130-P1 (Floor Plan – Proposed);
Drawing Number JMD-1197-B-140-P1 (Roof Plan – Existing and Proposed); and
Drawing Number JMD-1197-B-010 (Site Location Plan).

Relevant Planning History

Reference	Description	Decision	Decision Date
19540471	Composite development of land	Permission	05.06.1957

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 and beautiful places

Supplementary Planning Guidance

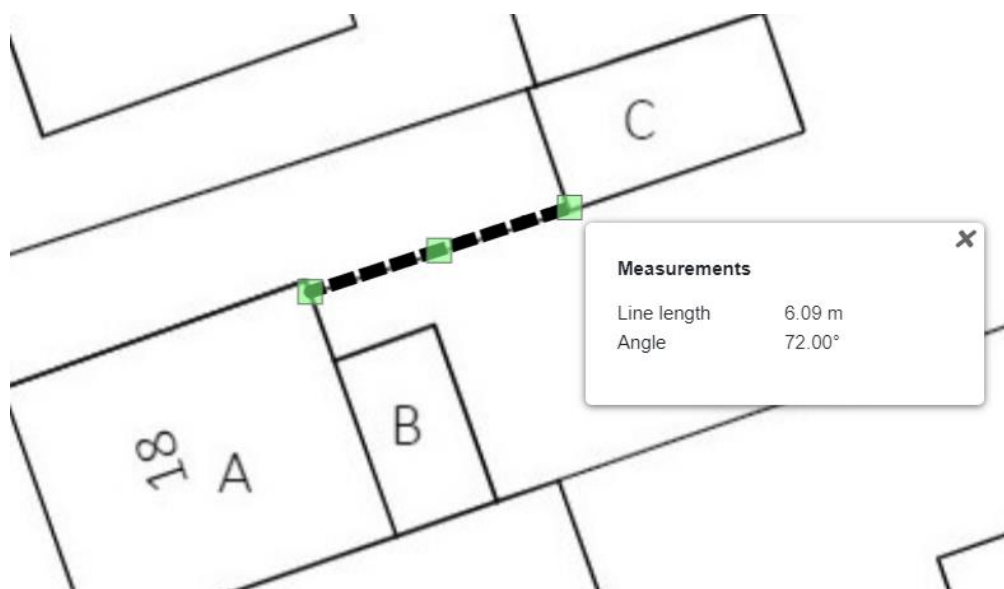
- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- Technical Housing Standards – nationally described space standard (2015);
- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide (2021); and

Consultations, Publicity and Representations

Consultees

GBC Highways

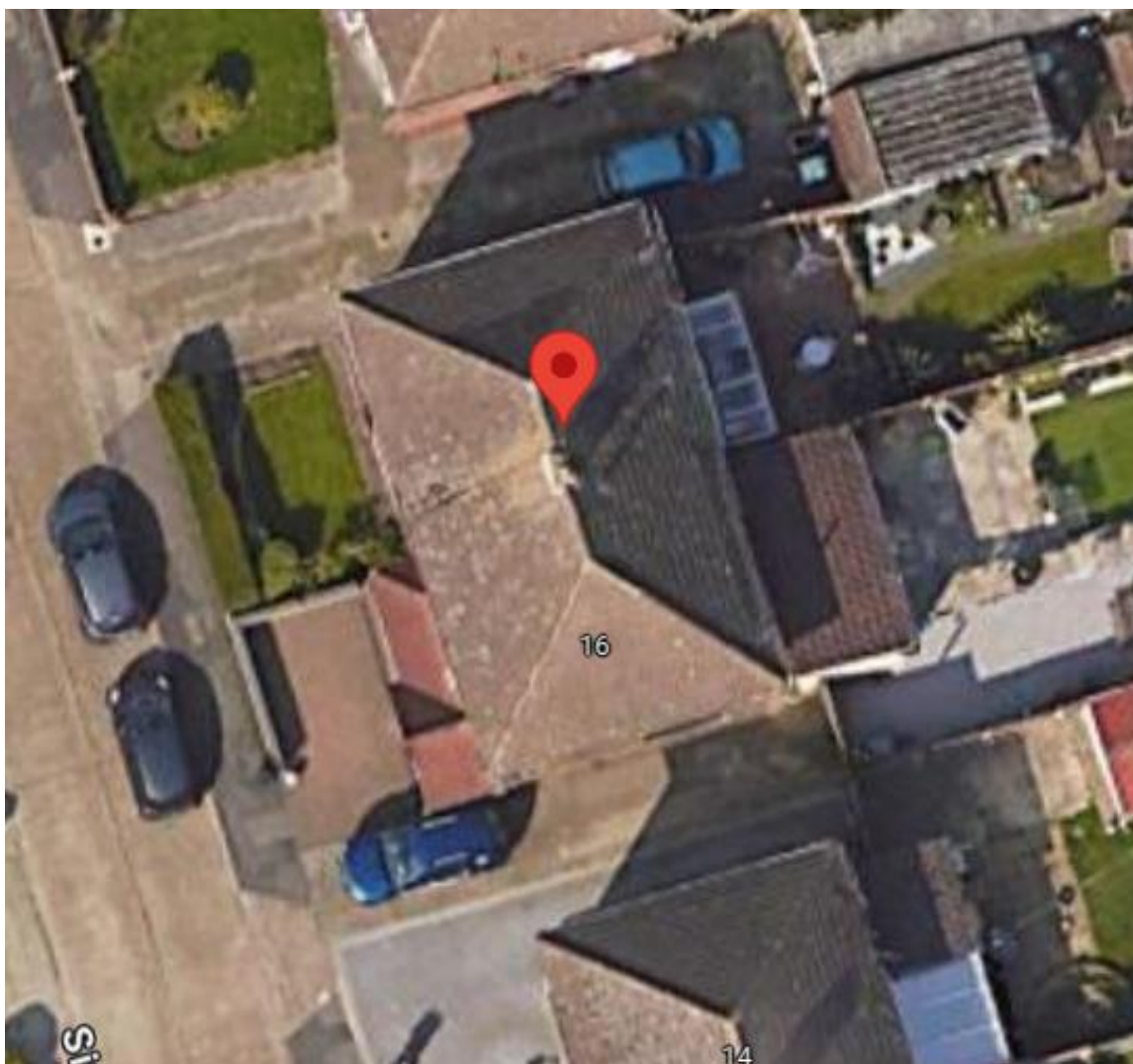
The property currently has the benefit of two parking spaces, one in the garage the other immediately in front of it.



The Kent County Council's guidance SPG4 for car parking and in particular the size of a parking space states generally the width of a parking space is 2.5 metres, but this is increased to 2.7 metres when adjacent to an enclosing boundary to provide the space that is lost from an adjacent parking space when doors are opened.

I have no objections to the loss of the garage, providing the area is retained as a parking space, the second

car parking space could then be provided, by extending the paving to accommodate a second vehicle or the extension is modified to ensure a driveway 2.7 metres wide can be achieved. The first can probably be conditioned whilst the second would appear to require a resubmission



Note the careful parking of cars in this satellite images from Google Maps that shows vehicle have been carefully parked to permit the doors to be opened.

Neighbouring properties

Five surrounding properties were consulted and no representations were received. The consultation period ended on 12th January 2024.

Officer's Analysis

Design, Character and Appearance

18 Sirdar Strand is a two-storey semi-detached dwelling house located on the Western side of the highway. The frontage has been block paved to provide off road parking. There is a conservatory the rear elevation which the proposal looks to demolish.



The application proposes the erection of a single storey rear extension and repositioning of the side elevation main access door to the front elevation and the demolition of the existing garage. The front door has already been repositioned.

The single storey rear extension will have a flat roof at the height of 2.7m, will extend beyond the rear wall by 4.94m and have a width of 5.86m.

The proposal will create space for an extended open plan kitchen/diner. There will be a window and bi-fold doors to the rear elevation and a roof light. It will be finished with brickwork and aluminium and uPVC door and windows to match the existing dwelling.

Pre-existing Front Elevation



Existing Front Elevation.



The entrance door is uPVC, flanked with two glazed side panels. The previous entrance door has been infilled with brickwork to match existing. There are multiple examples of this reconfiguration of the main entrance to surrounding properties, including that of adjoining neighbour known as 16 Sirdar Strand. As

such the repositioning of the main access is considered to be both an improvement to as well as sympathetic to the original dwellinghouse and does not have a detrimental impact the wider street scene.

The application also includes the demolition of the existing garage to the rear garden. The proposal will replace the garage with timber fencing in line with existing fencing at neighbouring property known as 20 Sirdar Strand. As such it is considered that the demolition of the existing garage will not have a detrimental impact on the existing dwellinghouse or the wider street scene.

The development hereby proposed is not excessive in size or bulk, will be constructed using appropriate materials and will have no impact on the street scene. Therefore, the application is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed and beautiful places) of the National Planning Policy Framework (NPPF) (2023).

Amenity of Future Occupiers

Gravesham's RLG states that the garden space for a property with three bedrooms should have a minimum depth of 10m from the rear elevation and a minimum useable area of 60m squared. Post development, the garden has a useable area of approx.139sqm and a remaining depth of 16.6m, in line with recommended guidelines.

Therefore, the proposed development is considered to safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2023).

Neighbouring Amenity

The existing garage forms the boundary with neighbouring property known as 20 Sirdar Strand. The application proposes to replace this boundary with a timber fence and therefore no neighbouring concerns are raised with regards to the demolition of the garage. The neighbour has undertaken similar works in terms of the garage being removed.

The proposed rear extension is a modest height and does not propose any windows to the flank elevations. As such, the development is not considered to have any detrimental impact on the amenity of neighbouring properties and is in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2023). No neighbour representations have been received.

Any Other Material Planning Considerations

Parking and Highways

Gravesham's Highways officer raised concerns with the loss of off-road parking due to the removal of the garage.

As noted at the officer site visit, the boundary wall to the front of the property has been removed and replaced with hardstanding to create additional off road parking. Whilst no planning application was submitted, the property benefits from permitted development rights which would allow the modification. Therefore, the hardstanding has provided additional off road parking and addressed the initial concerns raised and as such there are no highways and parking concerns associated with the application.

Conclusion

The application has been fully considered and it is in accordance with local and national planning policy. The proposal is not excessive in size or bulk, will be constructed using appropriate materials and will have no impact on the street scene. The development will safeguard the amenity of future occupiers and will have not harm the amenity of any adjoining property. As such, it is recommended that planning permission is granted, subject to conditions.

Recommendation

Permission

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

Case Officer:	Mrs Nina Goodbody	Team Leader:	Miss Faye Hobbs
Signed:	<i>N Goodbody</i>	Signed:	
Dated:	30 th January 2024	Dated:	31 January 2024