



Delegated Report

Householder Planning Application

Planning Application No: 20230452

Location: 1 Sirdar Strand Gravesend Kent DA12 4LP

Description: Retention of a wrap around extension to the rear and side; incorporating a conservatory; creation of a hardstanding parking to the rear garden and change of use of amenity land to be included within the residential curtilage of the site.

Applicant: Mr Jasbir Dosanjh

Site Visit Date: N/A previous site visits conducted

Submitted Documents/Plans

Application Form;
Drawing No. ISS/A3/01 – Site Location Plan with Pre-Construction Block Plan;
Drawing No. ISS/A3/02 – Block Plan as Constructed;
Drawing No. ISS/A3/03 – Elevations as Pre-Constructed;
Drawing No. ISS/A3/04 – Elevations as Constructed;
Drawing No. ISS/A3/05 – Street Scene Elevations;
Drawing No. ISS/A3/06 – Ground Floor Plans as Pre-Constructed and Constructed; and
Drawing No. ISS/A3/07 – Elevations Side as Pre-Constructed and Constructed.

Relevant Planning History

Reference	Description	Decision	Decision Date
20221170	Erection of a two storey side extension and part two storey and part single storey rear extension. Erection of a double garage with electric charging point in the rear garden, the incorporation of amenity land into the residential curtilage.	Refused	28.02.2023
20220920	Demolition of garage in the rear garden, erection of a two storey side extension and part two storey and part single storey rear extension. Erection of a porch, installation of solar panels in the roof slope fronting Vigilant Way and erection of an outbuilding in the rear garden with electric charging point.	Refused	19.10.2022
TH/6/54/91A (19540471)	Composite development of land	Permitted	05.06.1957

In addition, there is another application for 1 Sirdar Strand that is pending consideration at this time. This is under application reference number 20230690, and is an application for a Lawful Development Certificate in respect of the proposed change of use of the existing C3 dwellinghouse to C2 Children's Home for 2 placements. This does not affect the determination of this application.

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 (2021) 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 (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- 2 – Achieving Sustainable Development
- 12 – Achieving sustainable development and well-designed 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); and
- Householder Extensions/Alterations Design Guide (2021).

Consultations, Publicity and Representations

Consultees

Local Ward Councillors

No comments received.

GBC Highways Officer

The parking area at the rear of this property does not conform to any local guidance. To accommodate 2 vehicles side by side it would have to be 5.4 metres wide, as it is enclosed by boundaries/fences. See last sentence of Note 2 from the extract of SPG4 below.

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.	

However, the 4.8 metre width does provide adequate width for cars to be parked and the area used as a bin store. Also given the width of the garden it is possible to park two cars in tandem and so compliance with the number of vehicles that can be parked required by guidance is achievable.

No objections.

KCC Highways and Transportation

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.

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

Neighbouring properties

Five surrounding properties were consulted, no responses were received and the consultation period expired on 17.07.23.

Officer's Analysis

1 Sidar Strand is a two storey semi-detached property located on a corner plot to the west of Sidar Strand and to the north of Vigilant Way. When the previous site visits were conducted, it was noted that the garden area to the front, side and rear of the property has been cleared and the existing garage had been demolished. In addition, the established hedging situated on the adjoining amenity land had been removed with the land enclosed by a high level fence. The Google image below indicates how the property formerly appeared.

2018 Google Street View Image



Photo taken on Site Visit 08.09.22



Development

This application proposes the retention of a wrap around extension to the rear and side; incorporating a conservatory; creation of a hardstanding parking to the rear garden and change of use of amenity land to be included within the residential curtilage of the site.



Dimensions of the Development

Side Extension

- Height 3.33m (max)
- Depth 5.55m
- Width 2.90m

Rear Extension

- Height 3.33m
- Depth 3.00m
- Width 5.86m

Conservatory

- Height 2.83m
- Depth 3.00m
- Width 3.00m

Design, Character and Appearance

Policy CS19 (Development and Design Principles) (LPCS) states that new development will be visually attractive and locally distinctive. It should also conserve and enhance the character of the local built and natural environment and integrate well with the surrounding area.

Extensions to the Dwelling

The three separate components of conservatory, rear extension and side extension essentially form a wraparound extension. Although the extension footprint is fairly substantial and the property is situated on a prominent corner plot, the development is single storey and does not project excessively from the side and rear walls of the existing dwelling. The development is therefore on balance considered to be generally subservient to the host dwelling. Ideally, the development would be constructed as one wraparound extension which would be beneficial in terms of roof form alignment and aesthetics. However, the side and rear extension have been constructed using materials to match the existing dwelling which is desirable and serves to mitigate impact, (albeit the bricks are unweathered, the mortar of the rear extension does not align with the existing side wall and the windows are not perfectly aligned). Furthermore, it is not uncommon for conservatories to be seen from the public vantage point.

Hardstanding Parking Area

The hardstanding area formerly housed a garage, before this was demolished. As such, there are no concerns with the hardstanding area in terms of design, character and appearance.

Change of use of Amenity Land

As aforementioned in this report, amenity land located directly adjacent to the site had been enclosed with a 1.80m timber panel fence with concrete posts and gravel boards.

The fencing was erected without planning consent and requires planning permission by virtue of exceeding 1m in height adjacent to a highway, and therefore fails to comply with Schedule 1, Part 2, Class A.1 of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended.

The plans show that a soft landscaping strip 0.50m wide separates the 1.80m boundary treatment from the adjacent footpath. This is considered an acceptable improvement on the previous development, in which the established hedge was removed, with the fencing directly abutting the footpath. The soft landscaping will serve to soften the appearance of the boundary treatment.

Soft Landscaping

The soft landscaping indicated on the constructed block plan is considered positive and is welcomed.

Street Scene

On balance, the development is not considered to harm the character and appearance of the street scene. The extensions are single storey, the external materials are sympathetic to the existing dwelling and the inclusion of a soft landscaping strip is considered to be an improvement on the previous development.

As such, the development is in accordance with Policy CS19 Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2021.)

Amenity of Future Occupiers

Gravesham's Residential layout guidelines (RLG) amended June 2020 sets out minimum private garden area and depth and the proposal exceeds these requirements post development. The RLG (2020) also sets out room sizes, and the guidance requires a bathroom/shower room to have a minimum floor area of 3.60sqm, which the proposed shower room falls below at 2.84sqm. While the room is undersized in regard to the RLG, the proposed shower room only contains a shower basin that takes up significantly less space than a bath, and therefore the space required is reduced. Moreover, an undersized shower room is not sufficient grounds to refuse the application. In addition the WC is undersized at 0.83sqm, however it is noted that the sink is provided over the toilet cistern. Although this is not ideal, it would not be sufficient grounds to refuse the application. Although utility room sizes are not specified, 10.06sqm is considered to be more than sufficient space.

Overall, the proposed development is considered to provide acceptable room sizes and garden space to safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) (2014) and Section 12 (NPPF) (2021).

Neighbouring Amenity

No neighbour representations have been received for this application, however neighbouring amenity has been assessed below.

The extensions are single storey and not overly excessive in scale. The new window in the front elevation of the side extension can be conditioned to be obscure glazed as it would serve a shower room. In situ, the proposal would not affect neighbouring amenity in terms of loss of light, privacy, outlook or cause a sense of enclosure and therefore is considered to safeguard the amenity of neighbouring properties in accordance with Policy CS19 (LPCS) (2014) and Section 12 (NPPF) (2021).

Highways and Parking

Although the layout of the parking spaces within the parking area is not ideal, the space is sufficient for two cars and Gravesham's Highways Officer raises no objections. As such the development is not considered to conflict with policy.

Conclusion

The application has been fully considered and is in accordance with local and national planning policy. The development would overall be sympathetic and generally subservient to the host dwelling, there is sufficient off-street parking provision and the external materials matches the existing (apart from the conservatory). In addition, the development will safeguard the amenity of future occupiers, will not harm the amenity of neighbouring properties and is not considered to detrimentally harm the character and appearance of the local area.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Lucy Hankin	Team Leader:	Richard Hart
Signed:	L Hankin	Signed:	<i>R Hart</i>
Dated:	04.08.2023	Dated:	8th August 2023