



Delegated Report

Householder Planning Application

Planning Application No: 20231173

Location: 80 Downs Road Istead Rise Gravesend Kent

Description: Erection of a part single storey rear extension, first floor rear extension, first floor rear dormer enlarged; extension of garage and formation of a driveway with subsequent engineering operation.

Applicant: Katherine Tovey

Site Visit Date: Desktop assessment

Submitted Documents/Plans

- Application Form
- Drawing No: 025/2023/29 (Proposed Block Plan)
- Drawing No: 025/2023/22 (Existing Landscaping, Garage Plan and Elevation)
- Drawing No: 025/2023/14 (Proposed Sections)
- Drawing No: 025/2023/20 (Proposed Landscaping Plan and Elevations)
- Drawing No: 025/2023/21 (Proposed Landscaping Sections)
- Drawing No: 025/2023/31 (Existing Block Plan)
- Drawing No: 025/2023/12 (Proposed Plans)
- Drawing No: 025/2023/10 (Existing Plans)
- Drawing No: 025/2023/11 (Existing Elevations)
- Drawing No: 025/2023/13 (Proposed Elevations)
- Drawing No: 025/2023/00 (Site Location Map)

Relevant Planning History

Reference	Description	Outcome	Decision Date
20230619	Erection of a part single/double storey rear extension, first floor rear dormers enlarged; extension of garage with addition of a pitched roof and formation of a driveway with subsequent engineering operation.	Refused	25.08.2023
20230285	Erection of a ground floor rear extension, enlarging of first floor dormers of main dwelling and erection of first floor office over existing detached garage.	Refused	23.05.2023
19860039	Erection of 3.8m high retaining wall and erection of double garage at the front with parking space alongside	Permitted	24.02.1986
19480941	The erection or making of one double and two single garages.	Permitted	26.07.1948

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 (2023) 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 (2023), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2023)

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

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)
- Technical Housing Standards – Nationally Described Space Standard (2015)
- Gravesham Landscape Character Assessment (2009)

Consultations, Publicity and Representations

Local Ward Councillors

No comments received.

GBC – Highways Officer

The garage does not confirm to current guidance for a double garage which as detailed in SPG4 is

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.

However, the size of the garage is above the absolute minimum dimensions that I would consider acceptable of 5 metres x 5 metres.

The applicant should provide suitable cycle parking for four cycles, one per bedroom as the existing garage can readily accommodate cycle as well as car parking.

The gradient of the drive at 16% gives cause for concern. The Kent Design Guide suggests a 10% gradient is more appropriate. With a 13% maximum. There is a risk at this gradient vehicles will ground and damage the vehicle. There is also concern that unless suitably cleared and salted during snow/ice conditions, a vehicle may not be able to stop when egressing the property before entering the carriageway which is a safety hazard. However, it is noted the adjacent property has a similar arrangement to the one proposed.

Given vehicle parking standards only require two spaces to be provided and this is provided by the garage I have no objections to the proposal, subject to cycle parking being provided which can be conditioned. However the applicant needs to be aware the proposed driveway is at such a gradient vehicle damage may occur when used, unless high ground clearance with short overhangs are used. The private driveway may also be damaged by vehicle scrapping along its surface.

The driveway should be constructed from a bound permeable material to stop surface water discharging onto the highway.

Given, the neighbouring situation, I have no objections, but do require the permeable construction of the driveway and the provision of suitable cycle parking. I would also suggest a well-stocked salt bin should be available at all times during the winter period, to reduce the risk of vehicles sliding into the carriageway.

Neighbouring properties

The application was advertised by way of site notice and letters to 6 surrounding properties. The consultation period expired on 12.01.2024 and no comments were received.

Analysis

Background

The current application is a resubmission of 20230619 which was refused on the below ground.

The proposed extensions constitute poor design and over development due to their bulk and scale and are not subservient to the original property and harm the character and appearance of the wider area. The proposal is therefore considered to be contrary to the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy 2014, and paragraph 130 the National Planning Policy Framework 2021.

In order to determine whether the current proposal is acceptable it will be necessary to ascertain whether the previous reason for refusal has been adequately addressed.

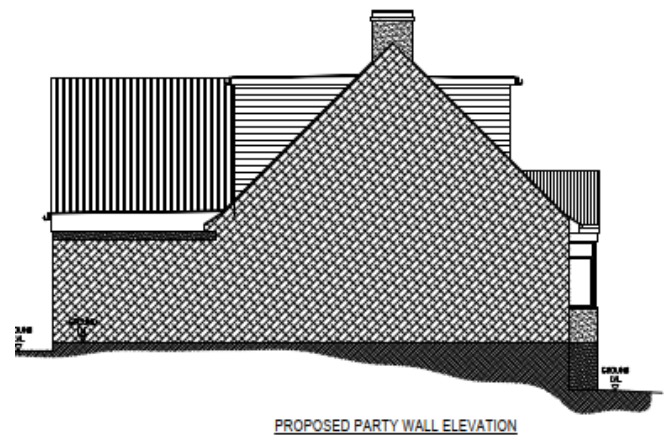
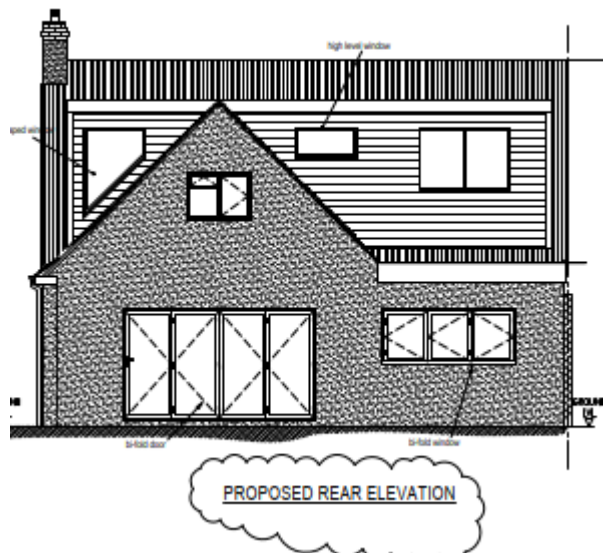
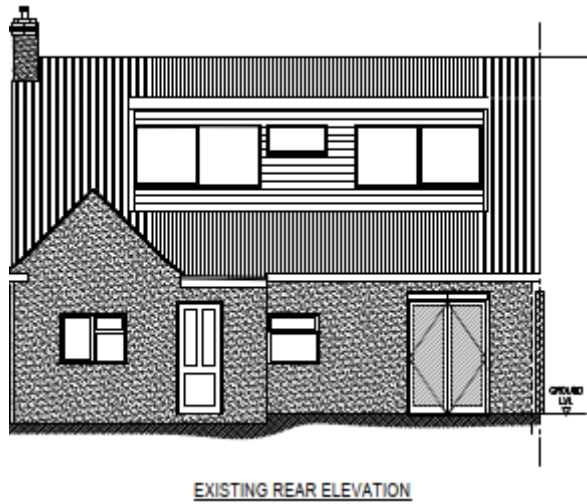
Proposal

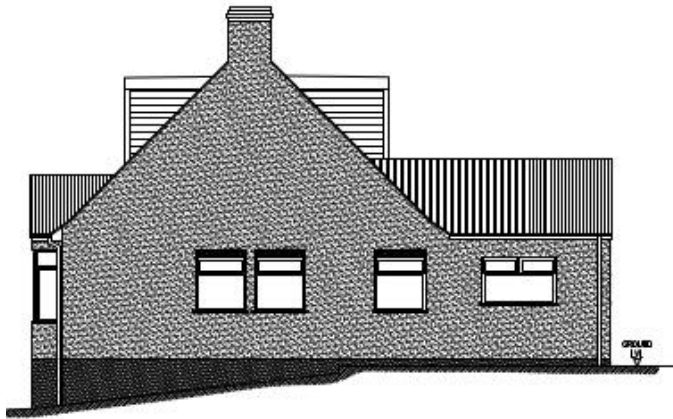
The proposal seeks to erect a part single storey rear extension, first floor rear extension and an extension to the existing rear dormer. The proposal also seeks to extend the front garage and form a front driveway with a subsequent engineering operation owing to required alterations to land levels.

Existing

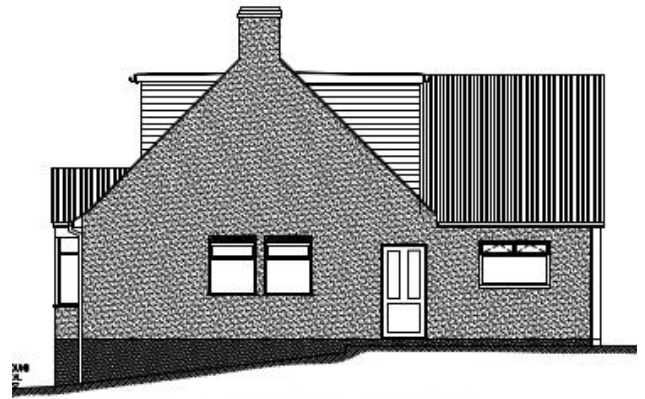


Proposed

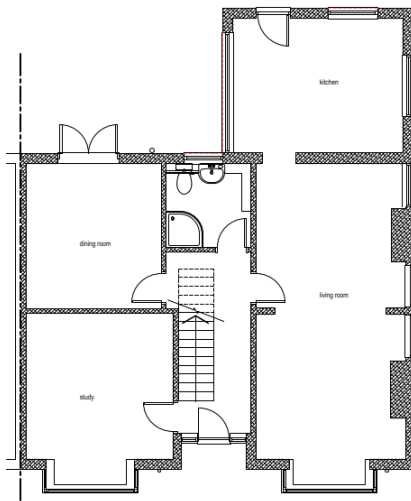




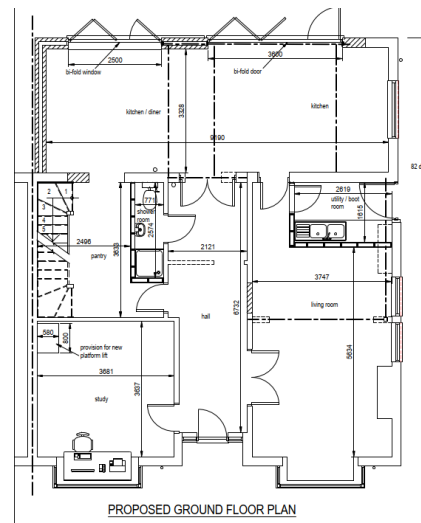
EXISTING FLANK WALL ELEVATION



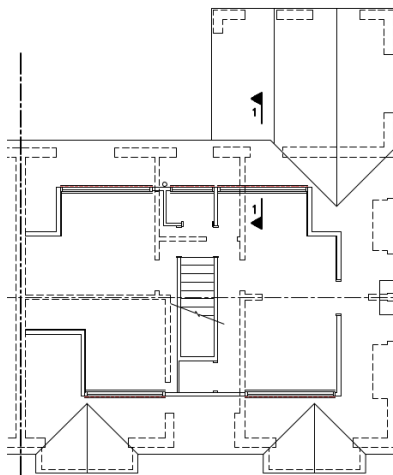
PROPOSED FLANK WALL ELEVATION



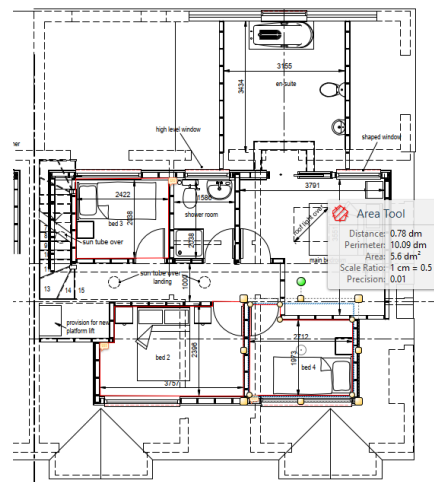
EXISTING GROUND FLOOR PLAN



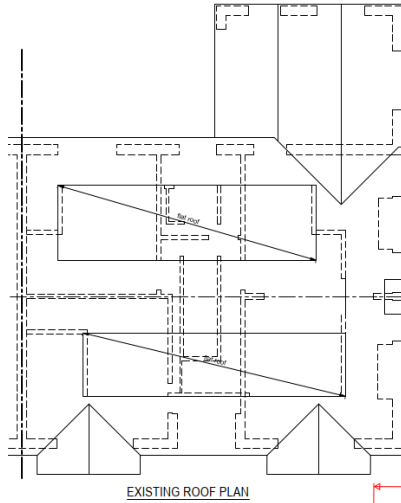
PROPOSED GROUND FLOOR PLAN



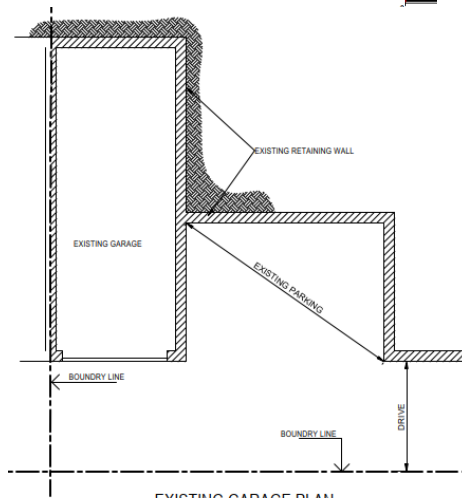
EXISTING LOFT FLOOR PLAN



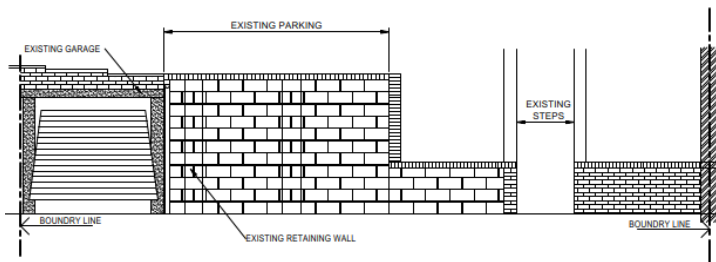
PROPOSED LOFT FLOOR PLAN



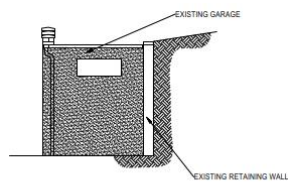
EXISTING ROOF PLAN



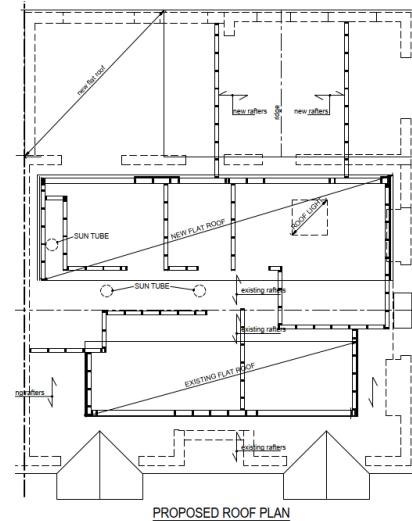
EXISTING GARAGE PLAN



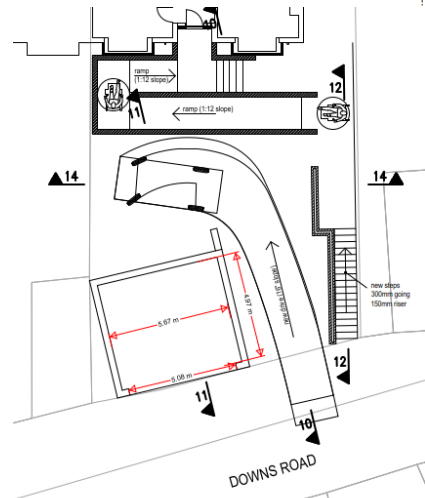
EXISTING FRONT ELEVATION



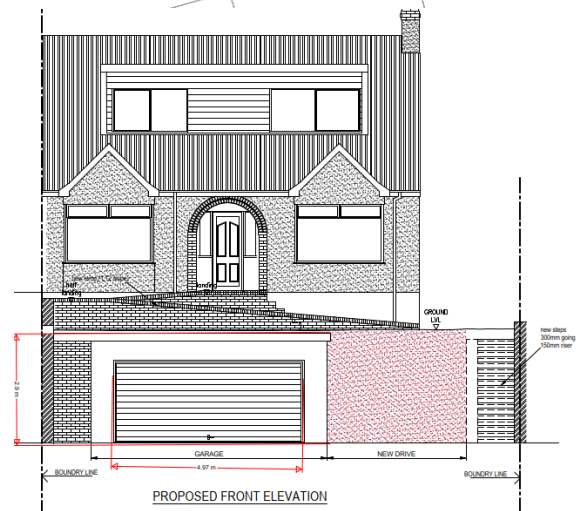
EXISTING SIDE ELEVATION



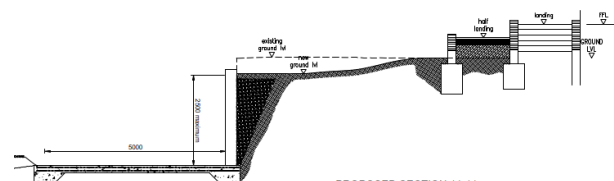
PROPOSED ROOF PLAN



PROPOSED LANDSCAPING



PROPOSED FRONT ELEVATION



PROPOSED SECTION 11-11 SCALE 1:50

Character and Appearance

The application site is a semi-detached bungalow situated in a rural settlement which is inset from the greenbelt. The property adjoins No 82 which forms the other half of the semi. The site has been extended with front and rear dormers and has a front garden which is situated on a steep incline which slopes down towards the highway, the property is therefore accessible via steps. The existing garage is built on the same level as the highway with the garden area contained behind it, it is attached to the neighbouring flat roofed garage and so there is a shared party wall. The garage is a later addition to the property and was constructed circa 1986.

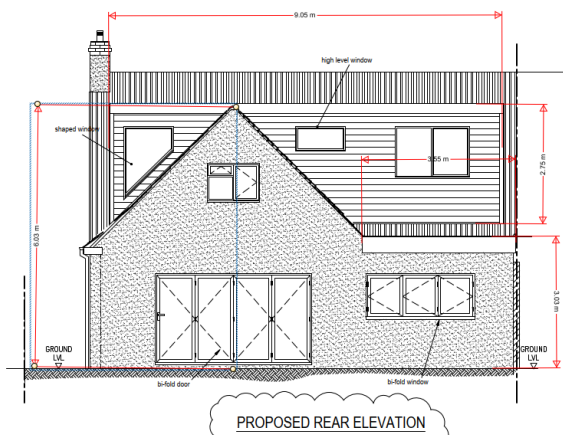
Rear Elevation of No.80



Front Elevations of No.80



The proposed rear dormer is set within the roof slope and is set below the main ridge and away from the eaves of the original dwelling. It is considered large however the neighbouring property which forms the other side of the semi has an equally large dormer in place to the rear and so a refusal would not be justified or balanced on this occasion. Furthermore the revised dormer is an improvement to the one previously proposed.



The proposed single storey infill extension is modest in scale and is set within the boundary of the host dwelling. It is subservient to the host dwelling and designed using materials to match, it will be constructed inline with the existing rear wall of the dwelling. This element of the proposal is considered acceptable and compliant with the Council's adopted design guidance.

The proposed part first floor and part two storey rear extension has been amended so that the eaves do not exceed the height of the eaves of the host dwelling. This makes the development compliant with the Council's design guide, the extension will be conjoined to the dormer and in order to facilitate the amendments to the eaves height the revised two storey extension has been made wider. On balance this element of the proposal is deemed to be acceptable and compliant with CS19 Local Plan Core Strategy 2014 and SPD4 – Householder Alterations and Extensions Guidance (2021).

The proposed extension to the front garage is not harmful to the character of the wider area. There are other examples within the immediate vicinity whereby there have been extensions to front garages and so this element of the proposal is not something which is out of character. In terms of design it is appropriately designed, with a front garage door to allow for entry. The revised proposal has also amended the roof form to a flat roof which has addressed the concerns relating to bulk and massing in the previous application.

The proposed driveway would improve vehicular access to the property frontage and there are other examples of front drives which have facilitated similar works. This element of the proposal is compliant with CS19 Local Plan Core Strategy 2014 and SPD4 – Householder Alterations and Extensions Guidance 2021.



The proposed alterations have adequately addressed the previous reasons for refusal and so the resubmission is deemed to comply with Policy CS19 of the Gravesham Local Plan Core Strategy 2014.

Amenity of Future Occupiers

The application site benefits from a generous garden and so post development there will be sufficient private amenity space to serve the needs of the development.

The proposed bedrooms will be served by adequate natural light and ventilation; however bedrooms 3 & 4 will be below the preferred standard for a single room. However they are not small enough to be considered detrimental to amenity.

The proposal therefore adequately safeguards the amenity of future occupants.

Neighbouring Amenity

The proposed alterations to the host dwelling will not harm the amenity or privacy of the adjoining occupier. The single storey rear extension is of a subservient appearance and not excessive in height and due to the path of the sun there will not be any loss of light to the neighbouring property.

In order to maintain neighbouring privacy a condition will be imposed to ensure there are no further openings created other than those approved in the flank elevations and the window in the first floor rear elevation of the extension which serves the ensuite must be obscure glazed and top hung.

The proposed garage is in a prominent position as it will be situated at the front of the property and closer to the properties opposite, however its siting means it would not impact on any of the surrounding properties' amenities.

The proposal is therefore considered to adequately safeguard the amenity of neighbouring properties.

Parking and Highways

The proposal will increase off road parking provision at the site and increase the size of the garage so that it can accommodate multiple vehicles off road.

A condition will be imposed to ensure the driveway is constructed using permeable materials as per the highways officer's comments and a further condition to ensure the garage is reserved for parking provision only.

The proposal is deemed compliant with the requirements of SPG4 - KCC Parking Standards 2006.

Any Other Material Planning Considerations

Rural Settlements Inset from Greenbelt - The application site is inset from Green Belt and as such, Policy CS02 of the Gravesham Local Plan Core Strategy September 2014 is relevant. Policy CS02 prioritises development in the urban area as a sustainable location for development. In the rural area it states that development will be supported within rural settlements that are inset from the Green Belt and defined on the Policies Map. Development outside those settlements (which is not the case here), will only be supported where it is compatible with national policies for protecting the Green Belt and policies in the Local Plan Core Strategy.

Impact on the landscape - In addition to being inset from the Green Belt, the application site is located within Istead Arable Farmlands Character Area, as set out in the Council's Landscape Character Assessment document.

Policy CS12 of the Gravesham's Local Plan Core Strategy LPCS (2014) seeks to protect the Green infrastructure within the Borough and states at 5.7.26 that the overall landscape character and valued landscapes will be conserved, restored and enhanced.

It is considered that this development would not be detrimental to the Istead Arable Farmlands Character Area, as the property is located in a small settlement and development would not impact on the wider rural landscape.

Conclusion & Recommendation

It is considered that the revised proposal has adequately addressed the previous reasons for refusal and permission is recommended subject to conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Sharon Sahota	Team Leader:	Miss Faye Walsh
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Signed:		Signed:	
Dated:	19 th January 2024	Dated:	22 January 2024