



Delegated Report

Householder Planning Application

Planning Application No: 20230658

Location: 36 Lisle Close Gravesend Kent DA12 4XH

Description: Erection of a single storey side/rear extension, a first floor side extension and a first floor rear extension.

Applicant: Mr Adam Clifford

Site Visit Date: N/A Photos provided/maps and aerial views available

Submitted Documents/Plans

Application Form;
Supplementary Information – Photograph 1;
Supplementary Information – Photograph 2;
Drawing No. AC/01 – Site Location Plan;
Drawing No. AC/02 – Block Plans as Existing and Proposed;
Drawing No. AC/03 – Elevations and Floor Plans – Existing;
Drawing No. AC/04 – Ground Floor Plan as Proposed;
Drawing No. AC/05 – First Floor Plan as Proposed;
Drawing No. AC/06 – Front Elevation – Proposed;
Drawing No. AC/07 – Rear Elevation – Proposed;
Drawing No. AC/08 – Side Elevation Facing No.35 - Proposed;
Drawing No. AC/09 – Section AA;
Drawing No. AC/10 – Side Elevation Facing No. 37 – proposed; and
Drawing No. AC/11 – Side Elevation to No.37 Lisle Close as Existing.

Relevant Planning History

Reference	Description	Decision	Decision Date
19950096	Erection of single storey rear extension to form kitchen/diner; front and rear extension of the attached garage; front porch and continuation of the porch roof across the front elevation.	Permitted	12.04.1995
19880986	Erection of single storey front extension to form bay window.	Permitted	08.12.1988

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

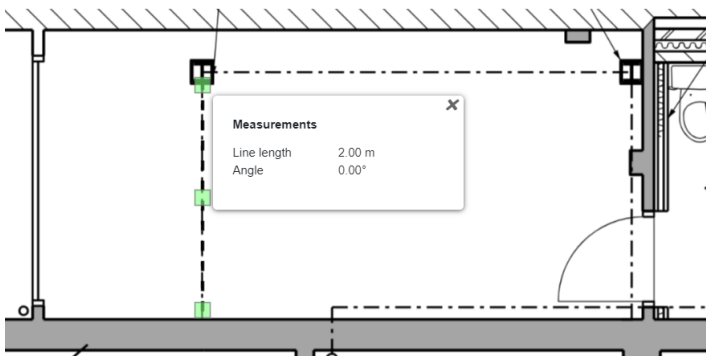
Local Ward Councillors

No Comments received.

GBC – Highways Officer

I would recommend refusal of this application, the proposed supports for the first-floor side extension would compromise the use of the garage and result in the loss of a parking space.

I measure the distance between the flank wall of the main dwelling and the new supporting column at some 2 metres



Allowing a standard clearance of 150mm, (75mm each side of the vehicle) reduces the practicable width for parking a car to a vehicle 1.85 metres wide.

A Ford Puma with its door mirrors extend is some 1.93 metres wide



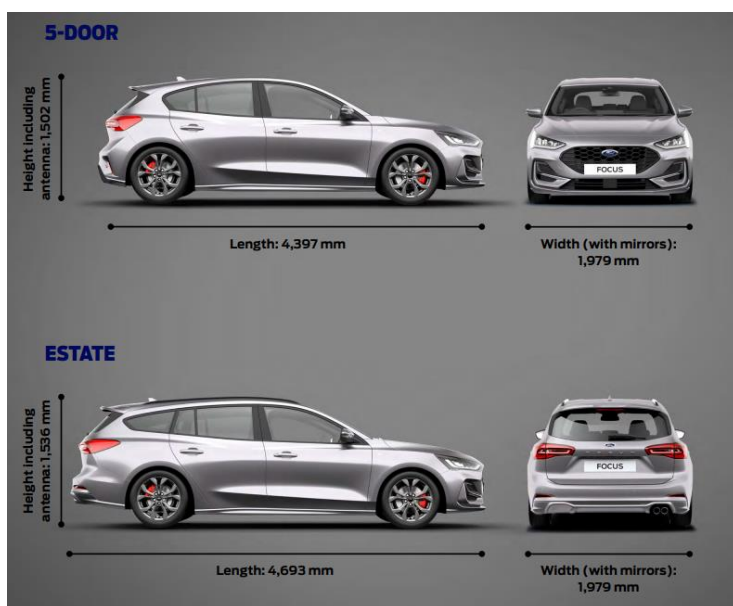
Whilst A Ford S-Max, Galaxy and Focu are even wider



S-Max



Galaxy



Focus.

Kent County Council's current guidance as Highway Authority and not adopted by Gravesham Borough Council (Interim Guidance Note 3 Residential Parking) suggests that on the suburban edge, there should be 2 parking spaces for a three bedroom property as a minimum. The use of maximum vehicle parking standards, except in very special circumstances are no longer considered appropriate under the National Planning Policy Framework and so Gravesham's adopted parking standards can no longer be considered to be appropriate

Neighbouring properties

Five surrounding properties were consulted, no representations were received and the consultation period expired on 25.07.23.

Officer's Analysis

36 Lisle Close is a two storey link detached property located to the north east of Lisle Close and West of Filborough Way.

Google Image



This application proposes the erection of a single storey side/rear extension, a first floor side extension and a first floor rear extension.

Proposed Development

The development would create space for a utility room at ground floor level, along with reconfiguration of the first floor to create enlarged bedrooms and bathroom along with a new ensuite shower room for bedroom 1.

The proposal would have the following (maximum) dimensions:

Single storey side/rear extension	First Floor Side extension
• Height 2.84m • Depth 3.71m • Width 2.58m	• Height 6.46m (total height including GF measured from the front elevation) • Depth 4.13m • Width 2.32m

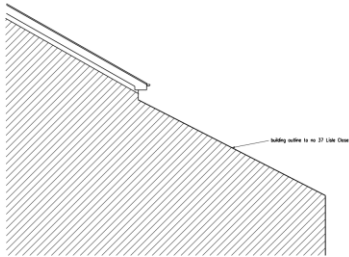
First Floor rear extension

- Height (6.41m (total height including GF))
- Depth 3.75m
- Width 4.95m

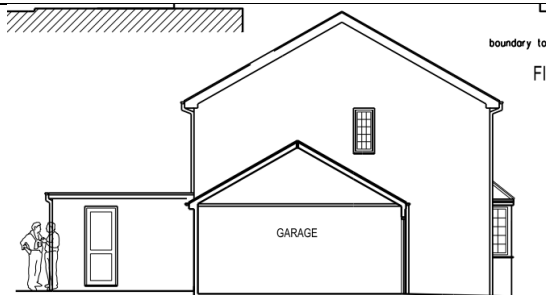
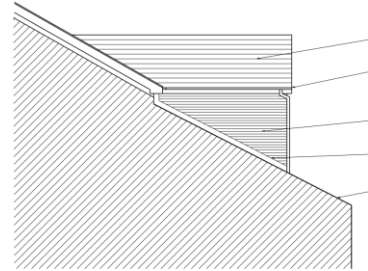
Photo of rear of property



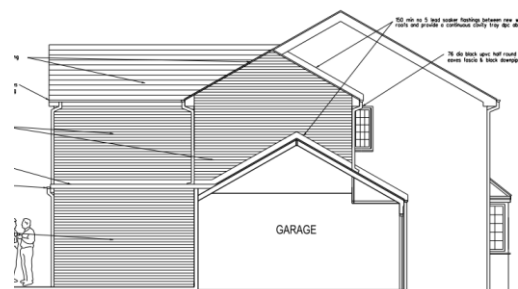
Existing



Proposed



SIDE ELEVATION TO No 35 LISLE CLOSE



FRONT ELEVATION



REAR ELEVATION



Design, Character and Appearance

Policy CS19 (Development and Design Principles) (LPCS) (2014) 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.

Gravesham's Householder Extensions/Alterations Design Guidance SPD (Design SPD) (2021) sets out the key principles for development of the home. The Design SPD (2021) highlights the importance of new development respecting the original character of the existing dwelling, ensuring it does not dominate the original property and that it has no adverse impact on neighbouring properties or the character and appearance of the local area.

The proposed extensions to the existing property are fairly substantial and the first floor rear extension (although part width) would be constructed along the shared boundary with No.37 which would be generally unacceptable. Notwithstanding this, it is noted that No.37 has already extended to the boundary, so in this sense, the proposal is not considered to cause further harm.

Photo of neighbouring property



Google Images showing the rear of the properties



The plans show the proposal has been designed to be overall subservient to the existing property. The proposed first floor side extension is set down considerably from the main roof and is additionally set in from the front of the existing garage. In addition, the two storey rear extension is part width, set down from the main roof and has been designed to be at a depth to match the existing single storey rear extension below. Furthermore, the single storey rear/side extension to be used as a utility room is considered to be modest in scale.

The proposed external materials, including doors, windows, brickwork and roof tiles would match the existing which is desirable to ensure an acceptable visual relationship between the existing and new development.

In terms of the street scene and character of the area, the proposal for the first floor side extension has the potential to cause a terracing effect by filling the space above the garage. However it can be seen that many properties in the local vicinity have already carried out similar developments:

Google Images



The plans for this proposal do include a set back from the existing garage, set down from the roof and a gap of approximately 0.20m from the side elevation of No.35 Lisle Close. Ideally, the proposed window in the front elevation of the first floor side extension would be more centred, but on balance, the development would use materials to match the existing dwelling and is overall not considered to cause further harm to the street scene.

On balance, 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 complies with these requirements post development. The RLG (2020) also sets out room sizes, and the proposal complies with the guidance. Although utility room sizes are not specified, 7.90sqm is considered to be 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 responses were received as a result of the consultation carried out for this proposal. Notwithstanding this, neighbouring amenity has been assessed below.

The windows to serve the new bathroom and shower room can be conditioned to be obscure glazed to ensure privacy. It is noted that the window in the side elevation of No.35 Lisle Close serves a hallway and as such, there is no concern regarding detrimental loss of light to the habitable rooms of the property. In addition, approximate measurements show that there is sufficient privacy distance in accordance with the RLG (2020) between the new development and No. 1 Manor Close, located to the rear of 36 Lisle Close. Furthermore, No.s 35 and 37 Lisle Close have existing extensions and as such, in situ, the proposal would not detrimentally 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

The plans show the need for supports to be installed within the garage which would impact the space available. Notwithstanding Gravesham's Highway Officers comments, it is noted that the internal door width

of the garage is approximately 2.10m, with an internal garage width of 2.53m. The preferred garage size and average dimensions of the modern car are set out by SPG 4 - KCC Parking Standards (2006); *the average dimensions of a car based on those currently available on the market is around 4.4m in length and 2.0m in width.*

Preferred garage sizes taken from the guidance

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)

Therefore, on balance, the garage as it exists currently is considered to be substandard and not a viable parking space, there are no increase in bedrooms and as such the parking arrangements remain unchanged and are not considered to be a concern in relation to this proposal.

Any Other Material Planning Considerations

Archaeology

The site lies within an area of multi-period archaeological potential. However, the proposed development is unlikely to have any archaeological impact.

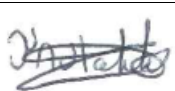
Conclusion

The application has been fully considered and is in accordance with local and national planning policy. The development, although fairly substantial, would overall be sympathetic and generally subservient to the host dwelling, the parking arrangements remain unchanged and the external materials would match the existing dwelling. 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:	Miss Faye Hobbs
Signed:	L Hankin	Signed:	
Dated:	10 th August 2023	Dated:	11 August 2023