



Delegated Report

Householder Planning Application

Application No:	20221201
Location:	60 Imperial Drive, Gravesend, Kent, DA12 4LN
Description:	Erection of a single storey rear extension with single storey side and front extension and demolition of garage.
Applicant:	Mr & Mrs Taggart
Site Visit:	17.11.22

Preliminary Matters

There were concerns with the proposal as submitted as it was considered the front extension would not conform to Gravesham's Design Guidance SPG (2021). The guidance clearly states that front extensions must respond to and enhance the character of a dwelling, be at a proportionate scale, whilst preserving existing features and car parking provision. As such, the agent was contacted on 14.12.22 to give the opportunity to provide revised plans. Final revised plans and additional plans were received by 13.01.23, and an extension of time until 07.02.23 was agreed.

Submitted Documents/Plans

Application Form;
Drawing No. JMD-1160-B-010 REV P1 – Site Plan;
Drawing no. JMD-1160-B-160 REV P1 – Cross Sections – Proposed;
Drawing No. JMD-1160-B-170 REV P1 – Front Boundary Wall Elevations – Existing and Proposed;
Drawing No. JMD-1160-B-150 REV P3 – REVISED Roof Plans – Existing and Proposed.
Drawing No. JMD-1160-B-140 REV P3 – REVISED Floor Plan – Proposed;
Drawing No. JMD-1160-B-130 REV P2 – REVISED Floor Plan – Existing;
Drawing No. JMD-1160-B-120 REV P3 – REVISED Ground Floor Plans – Existing and Proposed;
Drawing No. JMD-1160-B-110 REV P4 – REVISED Elevations – Proposed;
Drawing No. JMD-1160-B-100 REV P2 – REVISED Elevations – Existing;
Drawing No. JMD-1160-B-030 REV P3 – REVISED Parking Plan – Proposed; and
Drawing No. JMD-1160-B-020 REV P3 – REVISED Block Plans – Existing and Proposed.

Superseded Documents/Plans

~~Drawing No. JMD-1160-B-020 REV P2 – REVISED Block Plans – Existing and Proposed;~~
~~Drawing No. JMD-1160-B-030 REV P1 – Parking Plan – Proposed;~~
~~Drawing No. JMD-1160-B-110 REV P2 – REVISED Elevations – Proposed;~~
~~Drawing No. JMD-1160-B-120 REV P2 – REVISED Ground Floor Plans – Existing and Proposed;~~
~~Drawing No. JMD-1160-B-140 REV P2 – REVISED Floor Plan – Proposed;~~
~~Drawing No. JMD-1160-B-150 REV P1 – REVISED Roof Plans – Existing and Proposed.~~
~~Drawing No. JMD-1160-B-020 – Block Plans – Existing and Proposed;~~
~~Drawing No. JMD-1160-B-100 – Elevations – Existing;~~
~~Drawing No. JMD-1160-B-110 – Elevations – Proposed;~~
~~Drawing No. JMD-1160-B-120 – Ground Floor Plans – Existing and Proposed;~~
~~Drawing No. JMD-1160-B-130 – Floor Plans – Existing;~~

~~Drawing No. JMD-1160-B-140 – Floor Plans – Proposed; and~~
~~Drawing No. JMD-1160-B-150 – Roof Plans – Existing and Proposed.~~

Plan Note

There is a title error on some of the drawings that suggest the proposal is two storey. This is incorrect and the proposal is single storey.

Furthermore, the proposed Cross Sections drawing is annotated to state the design is indicative only and as such does not form part of the application assessment.

The above does not affect the assessment of this application.

Relevant Planning History

Reference	Description	Decision	Decision Date
20200461	Erection of a two storey front extension and a single storey rear extension.	Permitted	13.07.2020
20200165	Demolition of single storey rear extension, erection of two storey rear and front extensions and a single storey side extension.	Refused	07.04.2020

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)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 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)

Consultations, Publicity and Representations

Consultees

Local Ward Councillors

No Comments.

GBC – Highways Officer

Original Comments

This is a complex application the use of the garages at the rear for both properties already seems to be compromised by the existing side extensions on this and the neighbours property. It is also noted the front door is to be relocated to the side of the building to avoid any conflict with parked vehicles.

The only parking plan is the block plan, which is only to a 1:500 scale and so of limited use. However, this is the only drawing available. Using this drawing I determine the maximum size of the parking space provided as shown would be 4.8 metres which is below the 5 metres in SPG4 and the width is equally well below the 5 metres required to accommodate two vehicles. Indeed, it would appear the length could be increased by turning the parking so it is perpendicular to the highway, when 4.9 metres may be achieved. This would then give sufficient space to accommodate two vehicles side by side with a widened carriage crossover.

My suggestion without a better parking plan the application should be refused and a resubmission made showing appropriate parking provision on its own dedicated plan. This drawing should be at a scale of 1:200 minimum, or ideally 1:100 by extending the current Proposed Floor Plan drawing, JMD-1160-B-140 revision PL. The proposal should conform to the requirements of SPG4, which may require a slight reduction in the size of the study, although there may be some very slight flexibility possible providing at least one parking space meets the requirements of SPG4.

Comments following second set of revised plans:

For parking parallel to the highway, we require a minimum length of garden of 6 metres and a depth of 3 metres for a single vehicle. With the constrained access it is doubtful that you could easily park a second vehicle adjacent to the front of the property or exit it without first moving any car closer to the highway. But ignoring this, KCC seem to suggest that a wide 3 metre parking space is required for the first vehicle adjacent to the highway to give it adequate space to manoeuvre into the parking space. So, even assuming a 2.5m wide parking space was adequate given the restraints on access the front garden would need to be a minimum of 5.5 metres deep which it doesn't appear to be. There is also the issue of parking spaces situated adjacent to an enclosed boundary should be widened to 2.7 metres each to ensure pedestrian access to the vehicle can be maintained. It is however accepted that the applicant presumably has rights to drive partially over his neighbours land to gain access as it is within the red line and this would ease matters

Comments following further (final revisions):

I have no objections to the revised proposal for the car parking, whilst the carriage crossover and parking area may not exactly align, as stated on the drawing there is some flexibility on how the cars will be parked due to the size of the paved area.

Drawing JMD-1160-B-030 Revision P3.

Neighbouring properties

A site notice was displayed on 18.11.22, seven surrounding properties were consulted and one response was received. The representation raised no objection to the proposal, but raised a query regarding the drawing titles, which has been addressed in the plan note above. The overall consultation period expired on 09.12.22.

Neighbour Re-consultation:

Following the receipt of final revised plans, the above neighbours were reconsulted. The re-consultation period expired on 30.01.22 and no comments were received.

Officer's Analysis

60 Imperial Drive is a two storey semi-detached property located to the north of the highway. The property has a hard paved frontage and side access which leads to a rear garage. The existing side projections of the application site and neighbouring property (no.58), make vehicular access to the rear garages more difficult. It was noted on the site visit that the side access is currently in use as a parking area, as indicated in the photos below.



This application proposes the demolition of the existing conservatory, the erection of a single storey front extension that will extend beyond the existing side wall, a single storey side extension that will span the entire depth of the dwelling and a single storey rear extension. Revised plans received for this application also demonstrate parking provision and soft landscaping within the frontage.

Design, Character and Appearance

The development will create space for a utility room, a WC, a study and internal layout alterations whilst retaining parking provision for the property.

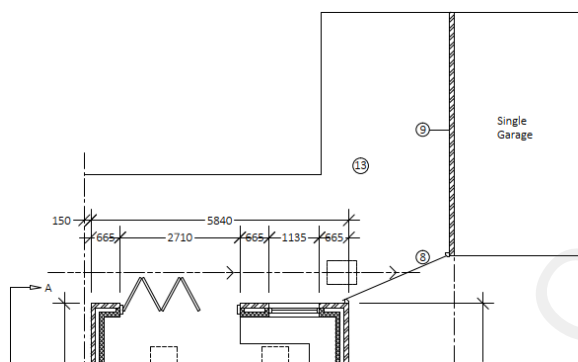
Single Storey Rear Extension

The single storey rear extension is considered acceptable in scale and subservience. The extension would project 2.92m from the existing rear wall, span the width of the rear wall of the dwelling at 5.80m and have a height of 2.88m (inclusive of skylights). It will have a flat roof and be constructed with appropriate external materials that would match the existing, including white double glazed windows and doors, and facing brickwork. As per Gravesham's Householder Extensions/Alterations Design Guide (Design SPD) (2021),

the proposed windows should align with the floor above. However as this development is to the rear of the property and would not be seen from the public vantage point, it is, on balance, acceptable.

Boundary Treatment

The proposed 1.80m high timber panel fencing as indicated below by annotation number 8, is considered acceptable:



Single Storey Side Extension

The single storey side extension would be constructed using appropriate external materials to match the existing dwelling and there will be a new composite front door with glazed screen in the flank elevation. The extension will span the entire depth of the dwelling, connect to the proposed front extension and therefore would project forward of the main front building line. As per Gravesham's Design SPD (2021), side extensions should generally aim to be subservient to the original building by lying behind the main front building line. The plans show the extension would have a width of 1.01m (3.60m with consideration of the proposed front extension) and a height of 3.11m (3.50m with consideration of the proposed front extension). Overall, the single storey side extension is subservient to the existing dwelling and the proposal is acceptable.

Single Storey Front Extension

The single storey front extension will be connected to the side extension and project beyond the side of the existing house. It will be constructed using appropriate materials to match the existing dwelling including; brickwork, tiles and white PVCu windows. The extension will have a depth of 1.86m from the existing frontage, a maximum height of 3.50m, eaves height of 2.58m and a width of 3.60m. Although the window alignment is not ideal, the extension is set away from the existing window and is subservient to the main dwelling.

Parking Layout

To provide adequate parking arrangements and provision, a small section of the front boundary will need to be removed. In addition, a section of soft landscaping is proposed, as shown on the proposed parking plan. Although the extent of hard landscaping is not ideal, it is already in situ. Furthermore, the proposal results in a soft landscaping gain, which is desirable.

Impact on the Street Scene

There are various two storey front extensions, single storey front extensions and single storey side extensions within the local vicinity and as such the principle of the development would not be considered out of character. However, looking at the planning history of various properties along Imperial Drive, it appears these permissions were granted prior to the adoption of the current Local Plan Core Strategy (2014) and the supplementary planning guidance; Gravesham's Design SPD (2021). The context is considered to be different and as such this is not a material consideration or justification for the works

proposed. However, the revised plans received within this application demonstrate a more proportionate, less bulky proposal to what was originally submitted which results in an overall improved design that can be considered subservient to the original dwelling, and does not harm the character or appearance of the local area. As such, the proposed development complies with Policy CS19 of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (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 resultant garden area exceeds these amounts post development. The RLG (2020) also sets out expected room sizes, and the plans show the proposed room sizes are acceptable. Therefore, 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

The proposed single storey rear extension is modest in depth and height and there is an existing conservatory at neighbouring property number 62. Furthermore, no windows are proposed in the flank elevations. As such it is considered that it would not have a detrimental impact on neighbouring amenity in terms of loss of light, privacy, outlook or cause a sense of enclosure.

The flank elevation of the side extension shows high level windows and incorporates the relocation of the front door, and this will face number 58. However, the properties already have unobscured windows that face each other, the windows/door will serve a hallway, utility room and WC and the WC windows can be conditioned to be obscure glazed. As such it is considered the side extension (in isolation) will not have a detrimental impact on neighbouring amenity in terms, privacy, loss of light, outlook or cause a sense of enclosure.

There is sufficient depth between the proposed front extension and the neighbouring properties to ensure there is not a detrimental loss of light, outlook or sense of enclosure. Furthermore, no windows are proposed in the flank elevations of the extension which will ensure privacy.

As such, the proposed development is considered to safeguard the amenity of neighbouring properties in accordance with Policy CS19 (LPCS) (2014) and Section 12 (NPPF) (2021).

Highways and Parking

As aforementioned in this report and highlighted by the original comments from Gravesham's Highways Officer, the existing side extensions at the application site and number 58 do make vehicular access to the rear garages more difficult. Nonetheless, the development will impact the parking provision available at the property because it was noted when visiting the site that the side access/hardstanding is currently used as a parking space:



As such, a parking plan was provided during the application process and Gravesham's Highways Officer has no objections. As such the proposal accords with SPG 4 - KCC Parking Standards (2006). As the parking plan will require an extended dropped kerb this has been conditioned.

Any Other Material Planning Considerations

Archaeology

The site lies within an area of archaeological potential. However, single storey extensions to an existing dwelling are unlikely to have any archaeological impact due to the shallow nature of the foundations.

Biodiversity

The reconfigured parking plan shows some new soft landscaping is to be introduced, which creates biodiversity opportunity, in line with Section 15 of the National Planning Policy Framework (NPPF) (2021).

Conclusion

The proposed development is subservient to the existing dwelling, will be constructed using appropriate external materials and will safeguard the amenity of future occupiers and neighbours. Furthermore, the proposal provides adequate parking provision. As such the development is in accordance with Policy CS19 of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (NPPF) (2021) and SPG 4 - KCC Parking Standards (2006).

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:	2 nd February 2023	Dated:	3 rd February 2023