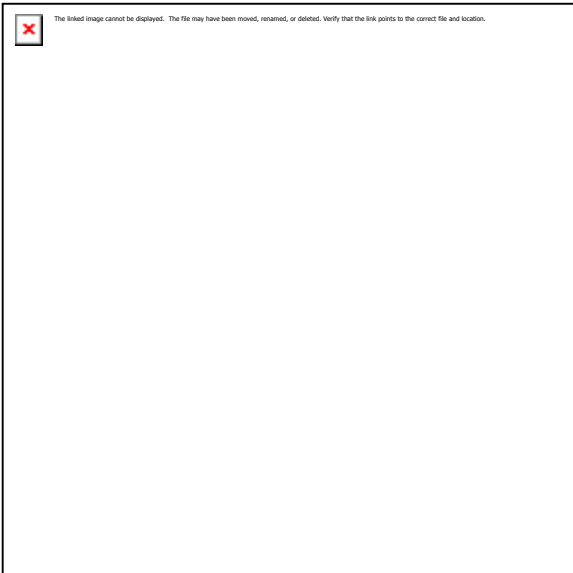




# Delegated Report

## *Householder Planning Application*

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**Planning Application No:** 20220366

**Location:** 77 Highview Vigo Gravesend Kent

**Description:** Erection of single storey rear and front extensions and conversion of the garage into a habitable room.

**Applicant:** Mrs Sarah Burt

**Site Visit Date:** August 2022

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### Submitted Documents/Plans

- Application form;
- Drawing no. 77-HIGHVIEW-01 Rev. A – Existing Floor Plans and Elevations; and
- Drawing no. 77-HIGHVIEW-02 Rev. C – Proposed Floor Plans and Elevations.

### Relevant Planning History

None.

### 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

#### Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards
- T1 – Impact of Development on Highway Network

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
- 9 – Promoting sustainable transport
- 12 – Achieving sustainable development and well-designed places
- 15 – Conserving and enhancing the natural environment

#### Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide (2021);
- Gravesham Landscape Character Assessment (2009);
- Kent Downs Area of Outstanding Natural Beauty AONB Management Plan 2021-2026

### **Consultations, Publicity and Representations**

#### Consultees

#### GBC Highways Officer

This is a three bedroom property and the garage will be lost as a result of the development.

Kent County Council's vehicle parking standards, (which are more recent than Gravesham's adopted guidance which no longer conforms to the National Planning Policy Framework), requires a minimum of 2 parking spaces for a 3 bedroom house in a suburban edge/rural location.

#### **GUIDANCE TABLE FOR RESIDENTIAL PARKING**

| LOCATION           | CITY/TOWN CENTRE                                             | EDGE OF CENTRE                                                            | SUBURBAN                                  | SUBURBAN EDGE/VILLAGE/RURAL                               |
|--------------------|--------------------------------------------------------------|---------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------|
| ON-STREET CONTROLS | On-street controls preventing all (or all long stay) parking | On-street controls, residents' scheme and/or existing saturation (Note 3) | No, or very limited, on-street controls   | No on-street controls, but possibly a tight street layout |
| NATURE OF GUIDANCE | MAXIMUM (Note 1)                                             | MAXIMUM                                                                   | MINIMUM (Note 4)                          | MINIMUM (Note 4)                                          |
| 1 & 2 BED FLATS    | 1 space per unit                                             | 1 space per unit                                                          | 1 space per unit                          | 1 space per unit                                          |
| FORM               | Controlled (Note 2)                                          | Not allocated                                                             | Not allocated                             | Not allocated                                             |
| 1 & 2 BED HOUSES   | 1 space per unit                                             | 1 space per unit                                                          | 1 space per unit                          | 1.5 spaces per unit                                       |
| FORM               | Controlled (Note 2)                                          | Allocation possible                                                       | Allocation possible                       | Allocation of one space per unit possible                 |
| 3 BED HOUSES       | 1 space per unit                                             | 1 space per unit                                                          | 1.5 spaces per unit                       | 2 independently accessible spaces per unit                |
| FORM               | Controlled (Note 2)                                          | Allocation possible                                                       | Allocation of one space per unit possible | Allocation of one or both spaces possible                 |

Therefore in the interests of nil detriment and compliance with the County Council's guidance I would recommend refusal. However, there is scope for the applicant to have the carriage crossover and drive

widened. The drive would have to be laid in a bound permeable material. If a second car is then accommodated to the front of the property, it would be acceptable.

#### Vigo Parish Council

Vigo Parish Council have carefully considered the plans for this proposed extension and would state that we do not have any objections to this proposal. We would ask, that to comply with the restrictive covenants in force in Vigo, that the finish matches that of the original build.

We would also be obliged if you would remind the applicant that they should seek covenant approval from the Parish Council.

#### KCC Heritage

The site lies within an area of multi-period archaeological potential. However, I consider it unlikely that these proposals, immediately adjacent to the existing dwelling, would have a significant below-ground archaeological impact and have no further comments to make in this case.

#### Neighbouring properties

5 surrounding properties were consulted on the application with an overall consultation expiry date of 9 May – no responses received.

#### **Officer's Analysis**

The site consists of an end of terrace dwelling which is located in Vigo which is a Rural Settlement Inset from the Green Belt, an Area of Outstanding Natural Beauty (AONB) and within the Vigo Scarptop Woodlands Landscape Character Area.

The principle considerations in the assessment of this application are:

- Principle;
- Character and Appearance;
- Amenity of occupiers
- Amenity of neighbouring properties; and
- Parking and Highway Safety.

#### Principle

Policy CS02 of the Local Plan Core Strategy states that in the rural area, development will be supported within those rural settlements inset from the Green Belt and defined in the Policies Map. This is a proposal for an extension and alteration to an existing dwelling in the Rural Settlement Inset from the Green Belt of Vigo and as such the proposed development is acceptable in terms of principle. The proposal must now be looked at in terms all of principle considerations to see whether it is acceptable with regards to them.

#### Design, Character and Appearance including Landscape Character

The dwelling is a two storey end of terraced property situated on the western side of Highview. The property has an existing single storey flat roofed element across part of the front elevation of the dwelling forming a porch and part of the integral garage. At the front of the property the proposal is for a single storey front extension by extending across the remaining part of the front elevation to form an extension to the lounge; this would have a mono pitched roof and it is proposed to continue this across the existing front projection also which is currently flat roofed. The extension would be a subservient addition as it would extend to the same depth as the existing single storey front element and would not extend any further beyond. The height would be greater than the existing front element due to the mono pitched roof but the existing front element is to have this added also and it is considered well designed as it would leave a sufficient gap below the first floor cill level and the mono pitched roof would be more in keeping to the host

dwelling than the existing flat as the main roof is pitched. The extension would have a window in it which would match that at first floor level. Within the existing front element the front door and glazed section would be replaced with a different door with two glazed panels either side and the garage door (the garage is proposed to be a habitable room) would be replaced with a window which would match the window above at first floor. Overall the proposed front extension and alterations are considered subservient and sympathetic additions which would respect the scale and character of the host dwelling.

With regards the rear the proposed single storey extension is modest in size at 3.5m in depth, it would extend across the whole of the rear elevation and would be 3.3m in height to the top of the mono pitched roof which would sit sufficiently below the first floor windows leaving sufficient space. Overall it is a well designed and modest extension which would respect the character of the host dwelling and the streetscene (which is visible from a pedestrian access to the rear).

The proposal in its revised form now proposes extension of the existing driveway so that two cars can be parked on it (due to the loss of the garage). The proposed resurfacing of the drive and the use of bonded resin is considered acceptable in terms of the character of the dwelling and the streetscene.

The application site is located in the AONB and Vigo Scarptop Woodlands Landscape Character Area. Area and as such Policy CS12 of the Local Plan Core Strategy is relevant. This policy states that the overall landscape character of the Borough will be conserved, restored and enhanced and that the greatest weight will be given to the conservation and enhancement of the landscape and natural beauty of the Kent Downs Area of Outstanding Natural beauty and its setting. Proposals will take account of the Kent Downs Area of Outstanding Natural Beauty Management Plan, the Gravesham Landscape Character Assessment.

The proposal is for modest extensions and alterations to an existing dwelling. In its revised form the proposal now includes the front parking area to be extended to form two parking spaces which will be a resin bonded system with a low level shrub border along the boundary and would be an improvement on the existing tarmac. It is considered the proposal would not have any greater impact on the AONB or the Landscape Character Area than the existing host dwelling which is set within a modern 1950s housing estate.

As such, the proposal is considered acceptable in respect of design, character and appearance including landscape character and in this regard the proposal would be compliant with Policies CS12 and CS19 (LPCS).

#### Amenity of Occupiers

The application dwelling would remain a three bedroom property. The property would still retain a rear garden depth and area that would exceed the minimum standards as set out in SPG2 for a three bedroom dwelling (97 sq. m in area and 10.7m). Due to the conversion of the garage to a habitable room in order to protect against land contamination, a watching brief condition would be needed should permission be forthcoming. Subject to this, in respect of the amenity of occupiers the proposal is considered compliant with Policy CS19 of the Local Plan Core Strategy.

#### Neighbouring Amenity

##### *Front extension*

The extension would be located to the south of the existing single storey front projecting element. There would be a distance of some 15.5m from the nearest point of the proposed front extension to the nearest point of the property to the south no. 75 Highview and therefore there would be no impact on that property. Given the siting of the front extension south of the existing front projecting element there would be no impact on the neighbouring property to the north no. 79 Highview.

##### *Rear extension*

Due to the modest depth of the extension (3.5m) the proposed extension would not cause any undue impact on the property to the north no. 79. Although it would project beyond the 45 degree line from the nearest window on the rear of no. 79 it would not exceed it on elevation thereby denoting there would be no overshadowing. There are no windows proposed in the north flank elevation therefore no overlooking.

To the south there are two properties which border where the rear extension is proposed, nos. 71 and 73 Highview. Due to the scale of the extension and the distance of those properties from the nearest part of it (some 15.5m) there would be no impact with regards overshadowing and with no windows proposed in the south flank elevation there would be no overlooking.

In respect of neighbour amenity the proposal is therefore considered compliant with Policy CS19 (LPCS).

#### Parking and highways

The number of bedrooms is not being increased but the garage would be converted to a habitable room. The GBC Highways Development Management Officer states that there should be a minimum of two off-street parking spaces. In this case only one was to be provided. The applicant was therefore asked to provide a plan showing two parking spaces to the front garden which has been done and a permeable resin bound driveway is shown which is considered acceptable. The proposal would therefore retain two off-street parking spaces for the property and in this respect the proposal is compliant with saved Policy P3 (LPCS).

#### Archaeological Impact

Although the site lies within an area of multi-period archaeological potential, KCC have confirmed that it is unlikely the proposals would have a significant below-ground archaeological impact and therefore the proposal is considered to be acceptable with regards saved Policy TC7 (LPFR).

#### Any Other Material Planning Considerations

None.

#### **Conclusion & Recommendation**

The proposal in its revised form is considered acceptable in respect of design, character and appearance including landscape character, amenity of occupiers, amenity of neighbours, parking and highway safety and archaeology.

**Recommendation:** Permission

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

|                      |                         |                     |                                    |
|----------------------|-------------------------|---------------------|------------------------------------|
| <b>Case Officer:</b> | Ms Rebecca Harrison     | <b>Team Leader:</b> | <b>Richard Hart</b>                |
| <b>Signed:</b>       | <i>Rebecca Harrison</i> | <b>Signed:</b>      | <i>R Hart</i>                      |
| <b>Dated:</b>        | 30 September 2022       | <b>Dated:</b>       | <b>3<sup>rd</sup> October 2022</b> |