

Delegated Report

Householder Planning Application

Planning Application No: 20240480

Location: 341 Rochester Road Gravesend Kent DA12 4TH

Description: Demolition of chimney stack to allow for part two storey and part single storey rear extensions and subsequent conversion of garage into a habitable room. Relocation of parking to property frontage to including subsequent engineering operation to facilitate hardstanding and cross over from Rochester Road. Infilling of rear parking access and incorporation into garden curtilage.

Applicant: Mr A Oluwasemilogo, SA Property Group Ltd

Site Visit Date: June 2024

Submitted Documents/Plans

- Application Form
- Drawing No: 24/437/09 Rev C (Existing Site Section and Site Plan)
- Drawing No: 24/437/04 Rev D (Proposed Site Section and Site Plan)
- Drawing No: 24/437/01 Rev B (Existing Plans and Elevations)
- Drawing No: 24/437/02 (Proposed Plans and Elevations)

Supplementary Information

- Design and Access Statement

Relevant Planning History

No relevant planning history.

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
- T5 - Access to the Identified Highway Network

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)

Other relevant guidance

- Kent County Council Vehicle Crossing: - Guidance and Self-Assessment (2018)
- Front Driveway Guidance (2023)

Consultations, Publicity and Representations

Local Ward Councillors

No comments received.

Neighbouring properties

The application was advertised by way of site notice and letters to 6 surrounding properties. The consultation period expired on 27.06.2024 and a representation was received.

The main points raised were:

- *Objection to incorporation of highway land into curtilage and subsequent endangerment to highway safety.*

Analysis

Proposal

The proposal seeks to erect a single storey rear extension including a part width two storey rear extension. The proposal will also result in a change of use of the existing storeroom and relocation of the parking to the front of the plot which will require an engineering operation to facilitate the new parking. To the rear of the plot the boundary will be reinstated within the plot curtilage and subsequent infilling of the previous driveway.

Existing

Proposed



Front Elevation



Front Elevation



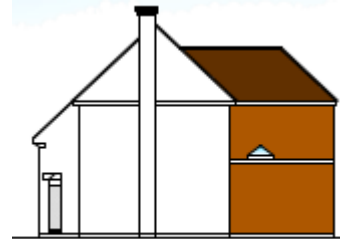
Rear Elevation



Rear Elevation



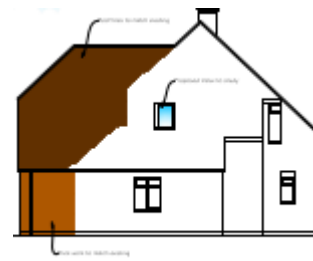
Side Elevation



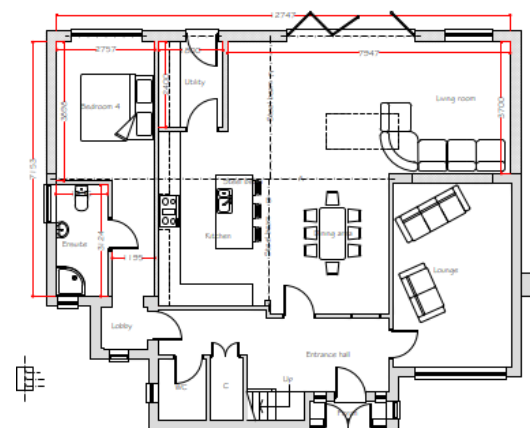
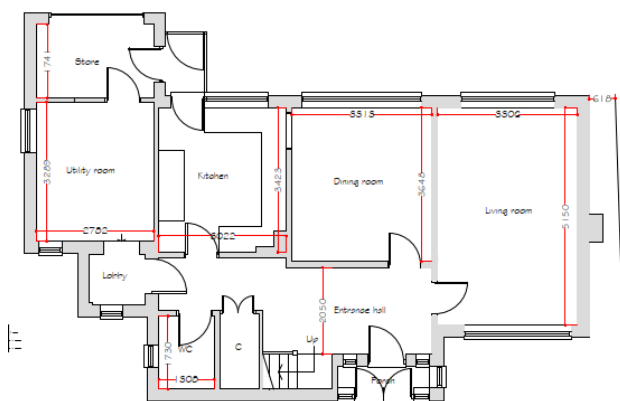
Side Elevation

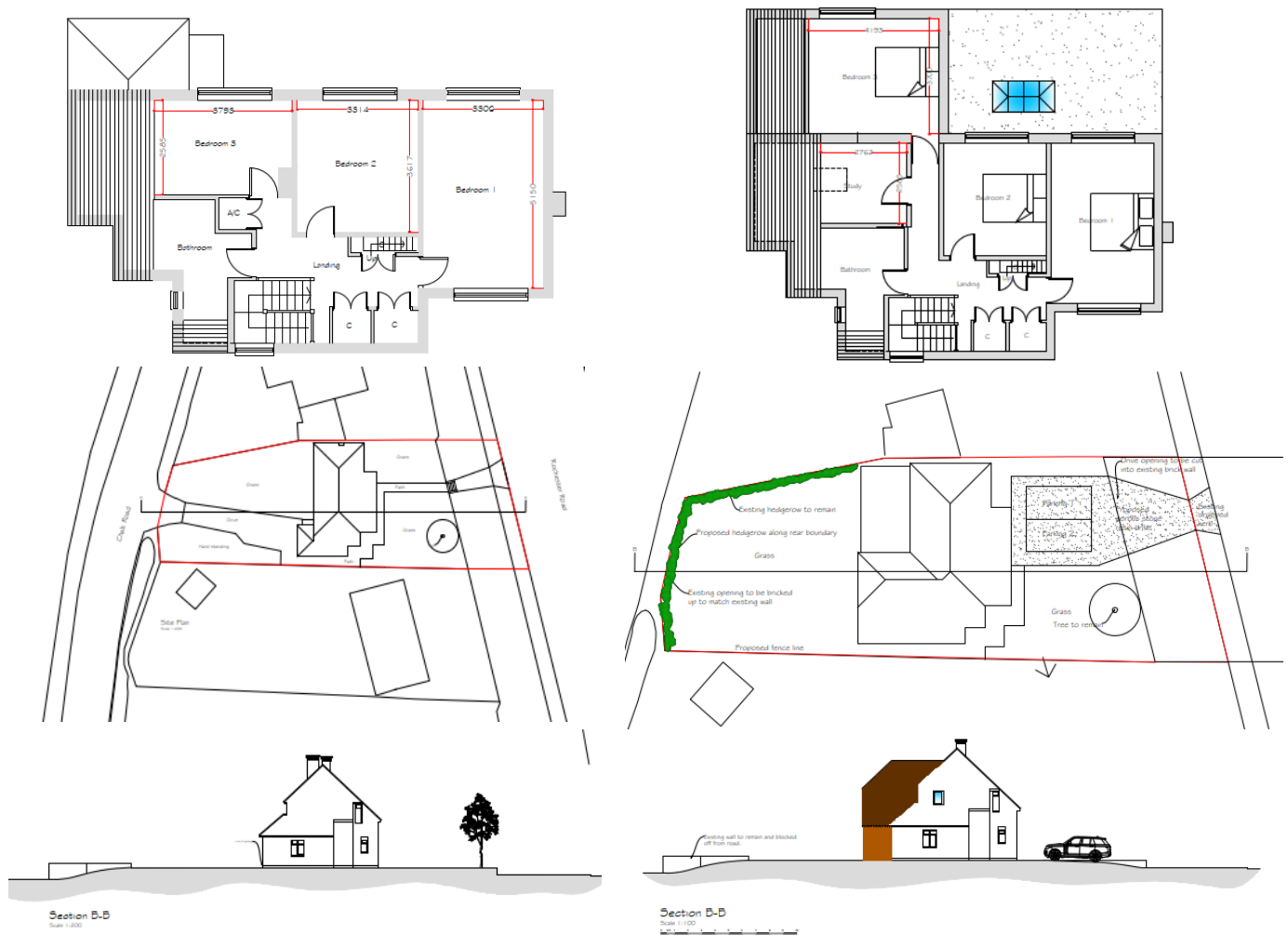


Side Elevation



Side Elevation





Character and Appearance

Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy states that the design, layout and form of new development will be derived from a robust analysis of local context and character and will make a positive contribution to the street scene, the quality of the public realm and the character of the area. The National Planning Policy Framework (NPPF) sets out that the government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

The 341 Rochester Road is within a ribbon of housing set back from Rochester Road. The scale, design and form of dwellings along this frontage vary, to an extent that there is no prevailing character and appearance of properties, the properties are detached and situated on average sized plots. The site is situated in close proximity to the Denton Area which comprises an urban part of Gravesham and as such the site is not subject to any rural constraints.

The proposed rear extensions are considered to be subservient additions to the host dwelling, the single storey rear element could be constructed within permitted development allowances albeit to a larger depth. The proposed change of use of the store room is not considered to result in any detrimental loss to the property and so these elements of the proposal are deemed acceptable.

The proposed two storey extension will be situated on the Western Flank and will follow the existing roof form. The hipped element of this extension ensures the extension remains subordinate and ties in with the original dwelling. The subsequent removal of the existing chimney stack will be necessary to facilitate the development and as such the loss would not detrimentally harm the character or appearance of the

dwelling.

It is noted that there are other examples of two storey extensions on the neighbouring plots and as such this proposal would not introduce an unseen precedence.

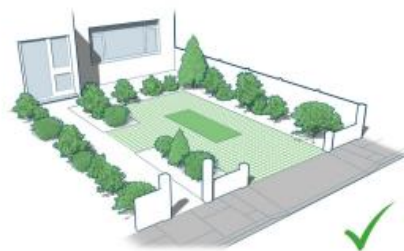


The loss of soft landscaping has a detrimental impact on the appearance of an area, where possible it is important that biodiversity is retained not only for its visual impact but also to minimise rainwater run-off issues.

Below is an extract from the Council's adopted design guidance:



Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt.



Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces. Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues, as per the requirements of Permitted Development.

The relocation of the parking to the property frontage would result in the loss of some biodiversity to the property frontage however the applicant has made a conscious effort to retain an existing tree and a significant proportion of the soft landscaping which is a much-welcomed approach. There are several examples of paved frontages which provide access onto Rochester Road, albeit some are poorly designed with little to no soft landscaping.

The property frontage will require a loss of some of the grass verge along highway however neighbouring properties have undertaken similar works. The relocation of the parking will result in the rear parking area being infilled and the rear hardstanding being replaced with soft landscaping and so it is considered the overall loss of biodiversity will be minimal.

It is considered the proposed development is sympathetically designed and is of an appropriate scale, the proposed use of materials will match the host dwelling thus resulting in a development which is compliant with the requirements of CS19 Local Plan Core Strategy 2014, SPD4- Householder Alterations and Extensions Guidance 2021 and Section 12 of the National Planning Policy Framework 2023.

Amenity of Future Occupiers

Post development the private amenity space of the garden is acceptable and compliant with the adopted standards.

The resultant bedrooms will have adequate outlook and will comply with the Nationally described space standards 2015.

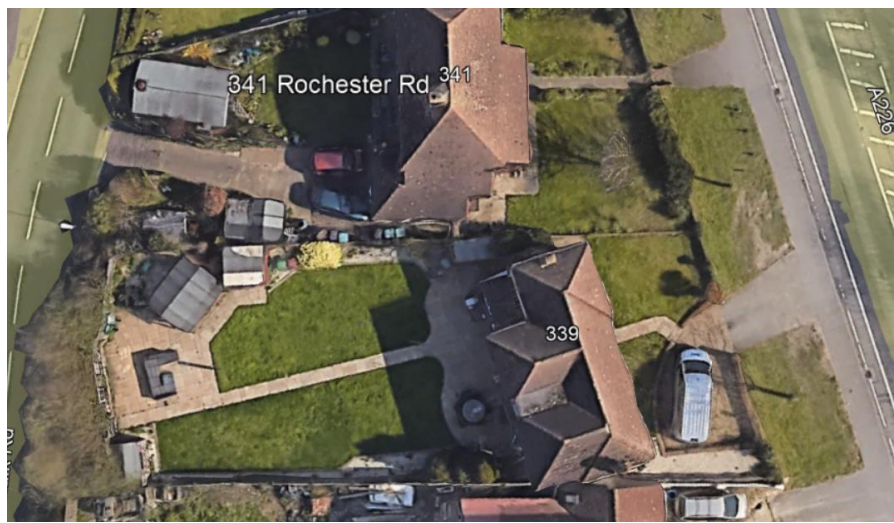
The proposal is therefore considered to safeguard the amenity of future occupants in line with the requirements of SPG2- Residential Layout Guidelines 2020.

Neighbouring Amenity

The application property is situated between 343 Rochester Road and 339 Rochester Road.

343 Rochester Road is situated to the east of the application site, the two-storey element of the proposal is therefore not likely to impact this property due to its siting and the proximity. The single storey element is situated closest to this site and given its modest scale it would not harm the light or outlook levels currently enjoyed by this property. Furthermore there are no fenestrations proposed in the flank elevation facing this property.

No 339 Rochester Road is situated to the west of the plot and is set further forward, it is oriented such that its rear elevation faces away from the application site. Whilst the majority of the development would be closer to No 339, given the separation distance and the relative siting of the two buildings the proposal would not be unduly overbearing on the neighbouring occupants and would have only a minor impact to the garden area in terms of overshadowing.



The proposed development would not result in any detrimental loss of light, outlook or privacy enjoyed by the neighbouring properties and therefore the proposal is considered to comply with Policy CS19 Local Plan Core Strategy 2014 and SPG2- Residential Layout Guidelines 2020.

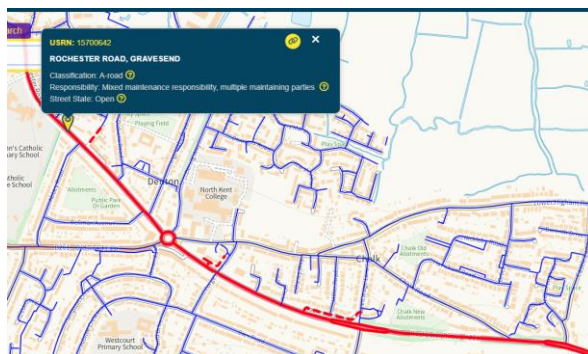
Parking and Highways

It is noted that there is currently a dropped kerb leading to the property from Rochester Road, there are no records to imply the site has ever had parking to the front and so the dropped kerb is likely to have been installed for pedestrian use. The dropped kerb is still capable of providing access for a vehicle, however the proposal will result in some loss of the existing grass verge which runs along these properties on Rochester Road.

The applicant has amended the red line boundary on the proposed plans to show the current highway

landing strip situated on the Chalk Road section of the site has been excluded from the property curtilage and it is noted that the red line was drawn in error as the land is within the ownership of KCC.

Rochester Road is an 'A' classified road according to FindMyStreet data base and as such is subject to a 50mph speed limit and so on site turning is required. The proposed hardstanding is capable of accommodating on site turning and so it is considered that the proposal is adequate in this regard.



The proposed hardstanding is compliant in terms of its size and design as it will be constructed using permeable materials and will retain on site biodiversity as per the requirements of SPD4 – Householder Alterations and Extensions Guidance 2021.

A condition will be imposed to ensure that the current off road parking is infilled and the subsequent hardstanding and cross over are implemented prior to occupation of the property to ensure that there is adequate parking provided on site.

Conclusion & Recommendation

The proposal has been fully considered and is recommended for permission subject to conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	17/07/2024	Dated:	18 th July 2024