



Delegated Report

Application No: 20211177

Location: 145 Valley Drive
Gravesend
Kent
DA12 5RU

Description: Erection of single storey rear and side wraparound extension, erection of front porch, creation of a vehicle access and hardstanding.

Applicant: Mrs Ieva Bacianskiene

Site Visit Date: 12 October 2021.

Submitted Documents/Plans

The application comprises the following documents and plans:

Drawing no. A02 rev D (proposed plans) received 27 September 2021.

Drawing no. A03 rev D (site location and block plans) received 24 November 2021.

Drawing no. A01 rev A (existing plans) received 27 September 2021.

Relevant Planning History

None relevant.

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS18 – Climate Change
- CS19 - Design & Development Principles

Paragraph 33 of the National Planning Policy Framework (2021) 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) generally conform with the National Planning Policy Framework (2021), the Council will also seek to replace these saved policies via the emerging Local Plan.

Saved Policies in the Gravesham Local Plan First Review (November 1994):

- P3 – Vehicle Parking Standards

Other material considerations

National Planning Policy Framework (2021)

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

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

KCC Heritage

The site lies within an area of multi-period archaeological potential, however, I consider it unlikely that the proposed works will have a significant archaeological impact and have no further comments to make in this case.

KCC Highways and Transportation

Thank you for your consultation in relation to the above planning application. Referring to the above description, it would appear that this development proposal does not meet the criteria to warrant involvement from the Local Highway Authority in accordance with the current consultation protocol arrangements. However if there are any material highway safety concerns that you consider should be brought to the attention of the Local Highway Authority, then please contact us again with your specific concerns for consideration.

INFORMATIVE: Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Highway Development Management Officer

I have no objections to the proposal, but the applicant should note that the proposed driveway would according to basic design requirements only be suitable for a single vehicle. To serve two vehicles a double width crossover should be provided and the parking area widened to 5.2 metres.

It is also suggested that consideration should be given to providing the cabling to support a future electric vehicle charging point. It is recommended that the applicant should consult an appropriately qualified electrician on such matters. But the basic requirement is a cable that can support a minimum 32 ampere continuous supply, more on surge demand.

Neighbouring properties

The application was advertised by site notice and individual letters to seven neighbouring properties. No letters of representation have been received.

Analysis

Proposal

This application seeks planning permission for the erection of single storey rear and side wraparound extension, erection of front porch, creation of a vehicle access and hardstanding. The proposed extension will project to the side by approx. 3m to the front and 3.3m to the rear; it will project 4m from the rear elevation and 1.1m to the front to form a porch. Internally the alterations will provide for a study/guest room, en-suite and bathroom and extended kitchen/diner. It will be approx. 2.7m high with a flat roof. There will be a pitch ROOF over the front porch that extends to the front of the side extension.

Character and Appearance

The application site is an end of terrace, two storey dwelling with a front and rear garden. The site is located on a busy road where many properties have off road parking to the front. In the main the dwellings are two storey terraces or semi-detached dwellings. They are finished in brick with concrete roof tiles. There are a number of extensions visible from the front.

The proposed extension the dwelling to the side and rear is acceptable in principle. The design with a pitched roof to the front will complement the dwelling. In terms of scale and proportion, the extension is considered in keeping with the original dwelling.

The front garden has already been removed however, prior to this it had a low boundary wall with a hedge to the front and the remainder laid to lawn. The removal of the planting to the front will create a harsh form of development as well as the loss of biodiversity.

The adopted Householder Extensions Alterations Design Guide states that 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 borders along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces. There should be space in front of the front door and cars should not overhang the pavement. It also states that the removal of hedges shall be avoided wherever possible. Although relevant to this application it is noted that the guidance was not formally adopted until after the application was submitted.

Nevertheless, Policy CS12 states that there will be no net loss of biodiversity in the Borough and that opportunities to enhance, restore, re-create and maintain habitats will be sought. This is supported by para. 174 of the National Planning Policy Framework 2021 which seeks to minimise impacts on and providing net gains for biodiversity. Policy CS19 states that new development will

be visually attractive, fit for purpose and locally distinctive. These concerns were raised with the applicant's agent and an amended plan (A03 rev D) was received showing some soft landscaping retained to the front together with a low boundary wall. These revisions are welcomed and will result in a more visually attractive development that complies with Policies CS12, CS19 of the Core Strategy 2014 and paras. 130 and 174 of the National Planning Policy Framework 2021.

Amenity of Future Occupiers

Following the construction of the proposed development, the dwelling will still retain sufficient garden space for the future occupiers of the property and therefore no objection is raised.

Neighbouring Amenity

No. 143 is located to the north of the application site and has a single storey projection to the rear. The proposed extension will not extend beyond the rear of this neighbour's extension. Due to the single storey nature of the proposal and height of the boundary treatment (1.8m-2m high) no concerns are raised with regards to the impact on this neighbour in terms of loss of outlook, privacy, sunlight or daylight.

No. 147 is located to the south of the application site. The proposed extension is a sufficient distance from this property and, due to its single storey nature, will have no detrimental impact on this dwelling in terms of amenity.

The proposal therefore accords with Policy CS19 of the Core Strategy and para. 130 of the NPPF 2021 in terms of amenity.

Parking and Highways

No objection is raised on highways grounds. A condition is recommended to ensure the finished surface is permeable or drains within the curtilage of the property.

Conclusion

The proposed extension and driveway will have no detrimental impact on the character and appearance of the area, amenity, parking or highway safety and therefore accords with the abovementioned policies and is recommended for approval.

Recommendation:

Permit

See draft Decision

Case Officer: AW	Team Leader: Richard Hart
Signed: 	Signed: <i>R Hart</i>
Dated: 29 November 2021.	Dated: 29 th November 2021