

MC/14/3546

Date Received: 28 November, 2014

Location: 59 Jersey Road, Strood, Rochester, ME2 3PB

Proposal: Construction of a single storey rear extension with rooflight together with engineering works to front garden to create block paved off road parking area to front

Applicant: Mr Langford

Agent: Mr D Harman Building Drawings 6 Sheringham Close Maidstone Kent ME16 0NF

Ward Strood North

Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 4 March, 2015.

Recommendation - Approval with Conditions

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 145DL-PP-01, 145DL-PP-02, 145DL-PP-03, 145DL-PP-04, 145DL-PP-05, 145DL-PP-06, 145DL-PP-07, 145DL-PP-08, 145DL-PP-09, 145DL-PP-10, 145DL-PP-11, 145DL-PP-12, 145DL-PP-13 all received 12 December 2014.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 All materials used externally in the construction of the rear extension hereby permitted shall match those of the existing dwelling.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

For the reasons for this recommendation for approval please see Planning Appraisal Section and Conclusions at the end of this report.

Proposal

This application seeks planning permission for the construction of a single storey rear extension with rooflight together with engineering works to front garden to create a block paved off road parking area to front.

The proposed rear extension will have a projection of approximately 3.395 metres with a width of approximately 3.4 metres. The proposed rear extension will have an eaves height of approximately 2.2 metres with the height to the ridge of the mono-pitched roof being around 3 metres.

With regards to the proposed hardstanding to the front it is proposed to keep the existing garage and move the existing steps to that they are to the south of the garage. It is then be proposed to dig out the existing sloping front garden, build a retaining wall, approximately 2.9 metres in height, and form a level 5.5 metre deep and 4 metre wide hardstanding area capable of accommodating one car.

Relevant Planning History

There is no planning history relevant to this application.

Representations

The application has been advertised by individual neighbour notification to the owners and occupiers of neighbouring properties.

Three letters of representation have been received raising the following summarised objections:

- The applicant already has a garage and driveway.
- The applicant already forgoes his garage parking for on-street parking.
- The proposed drive way will have a detrimental impact on residential parking.
- To remove on street parking by installing a cross over will impact on the elderly and disabled residents for whom parking is difficult.
- Will the garage remaining and stairs being moved to make way for a new hardstanding area impact upon visibility.

It should be noted that all objections raised relate to the proposed additional parking and not the proposed rear extension.

Development Plan

The Development Plan for the area comprises the Medway Local Plan 2003. The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework, 2012 and are considered to conform.

Planning Appraisal

Street Scene and Design

This part of Jersey Road predominantly consists of 2 storey semi-detached or terraced properties, although there are some detached bungalows in the area. Design wise generally properties are grouped together in terms of their design, which depends on the date when they were built. For example situated on the eastern side of the road is a large grouping of Victorian terraced properties. One significant feature of the street scene is that dwellings situated on the western side of the road are elevated significantly above those on the eastern side of the road (by some 3 metres). Additionally the houses situated on the western side of the road generally have off-street parking facilities. In this case the application site is a detached property located on the western side of the road.

The proposed rear extension (which will not be visible from the highway) by reason of its height, width and depth will be a modest addition to the host dwelling and is therefore considered to be an acceptable enlargement of No. 59. Overall it is considered that this aspect of the application conforms to the objectives of Policy BNE1 of the Medway Local Plan 2003.

In terms of the proposed front hardstanding, there are many other examples of dwellings in the street scene, which have such facilities, such as no 61 Jersey Road (the adjacent property). Perhaps the most similar hardstanding to the one proposed is at No. 55, which has a hardstanding area and garage to the front. With many similar examples in the area it is considered that this proposal is in keeping with the streetscene's character and as such this aspect of the proposal is viewed as conforming with the objectives of Policy BNE1 of the Medway Local Plan 2003.

Amenity

Due to its siting and boundary treatments it is considered that the proposed development will not affect: the receipt of daylight and sunlight; or privacy for the occupiers of neighbouring properties. Overall it is considered that the proposed development conforms to the objectives of Policy BNE2 of the Medway Local Plan 2003.

Highways

The proposed development will introduce another parking space for the application site, which means that coupled with the existing garage the application site will provide two off street parking spaces. Whilst objections have been raised suggesting that the development will result in less parking being available on the highway due to the increased extent of the dropped down kerb, this needs to be balanced against the potential for one less car to be parked on the highway. Accordingly it is considered that the effect on on-street parking will be broadly neutral and thus unobjectionable.

The plans do not show any enlargement of the dropped down kerb which serves the garage and as such an informative is recommended to advise the applicant of the

need to apply to the Council's Highways Department to increase the length of the existing dropped down kerb.

Overall it is considered that the proposed development conforms to the objectives of Policy T13 of the Medway Local Plan 2003.

Local Finance Considerations

There are no local finance considerations.

Conclusions and Reasons for Approval

The proposed rear edition is a relatively small addition to No.59 and the proposed hardstanding is similar to others in the area. The development as a whole does not harm the character and appearance of the street scene, residential amenity or the operation of the highway and conforms with the objectives of Policies BNE1, BNE2 and T13 of the Medway Local Plan 2003 and is recommended for approval.

This application would usually fall to be determined under delegated authority, however in this case due to the number of representations contrary to officer recommendation it is being reported to the Planning Committee for determination.

Background Papers

The relevant background papers relating to the individual applications comprise: the applications and all supporting documentation submitted therewith; and items identified in any Relevant History and Representations section within the report.

Any information referred to is available for inspection in the Planning Offices of Medway Council at Gun Wharf, Dock Road, Chatham ME4 4TR and here <http://publicaccess.medway.gov.uk/online-applications/>