

Delegated Report

Householder Planning Application

Planning Application No: 20230179

Location: 1 Struttons Avenue Northfleet Gravesend Kent

Description: Erection of a two-storey rear and side (wrap-around) extension to the corner plot with demolition of existing rear storage & conservatories.

Applicant: B. OMohegbe

Site Visit Date: **Desktop Assessment**

Submitted Documents/Plans

- Application Form
- Drawing Reference SA-2111-EGF Rev V2 (Existing Ground Floor Plan)
- Drawing Reference SA-2111-ERP Rev V2 (Existing Roof Plan)
- Drawing Reference SA-2111-EBP Rev V2 (Existing Block Plan)
- Drawing Reference SA-2111-EFF Rev V1 (Existing First Floor Plan)
- Drawing Reference SA-2111-EFE Rev V1 (Existing Front Elevation)
- Drawing Reference SA-2111-ERE Rev V1 (Existing Rear Elevation)
- Drawing Reference SA-2111-ELSE Rev V1 (Existing Left Side Elevation)
- Drawing Reference SA-2111-ERSE Rev V1 (Existing Right Side Elevation)
- Drawing Reference SA-2111-OS Rev V1 (OS Map)
- Drawing Reference SA-2111-PGF Rev V2 (Proposed Ground Floor Plan)
- Drawing Reference SA-2111-PRE Rev V1 (Proposed Rear Elevation)
- Drawing Reference SA-2111-PFE Rev V1 (Proposed Front Elevation)
- Drawing Reference SA-2111-PLSE Rev V1 (Proposed Left Side Elevation)
- Drawing Reference SA-2111-EPDPM Rev V1 (Existing/Proposed Diagrams and Proposed 3D Model)
- Drawing Reference SA-2111-PRSE Rev V1 (Proposed Right Side Elevation)
- Drawing Reference SA-2111-PFF Rev V1 (Proposed First Floor Plan)
- Drawing Reference SA-2111-PRP Rev V2 (Proposed Roof Plan)
- Drawing Reference SA-2111-PBP Rev V3 (Proposed Block Plan)

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

Paragraph 33 of the NPPF (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) general conform with the National Planning Policy Framework (2021), the Council will also seek to replace these.

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)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)

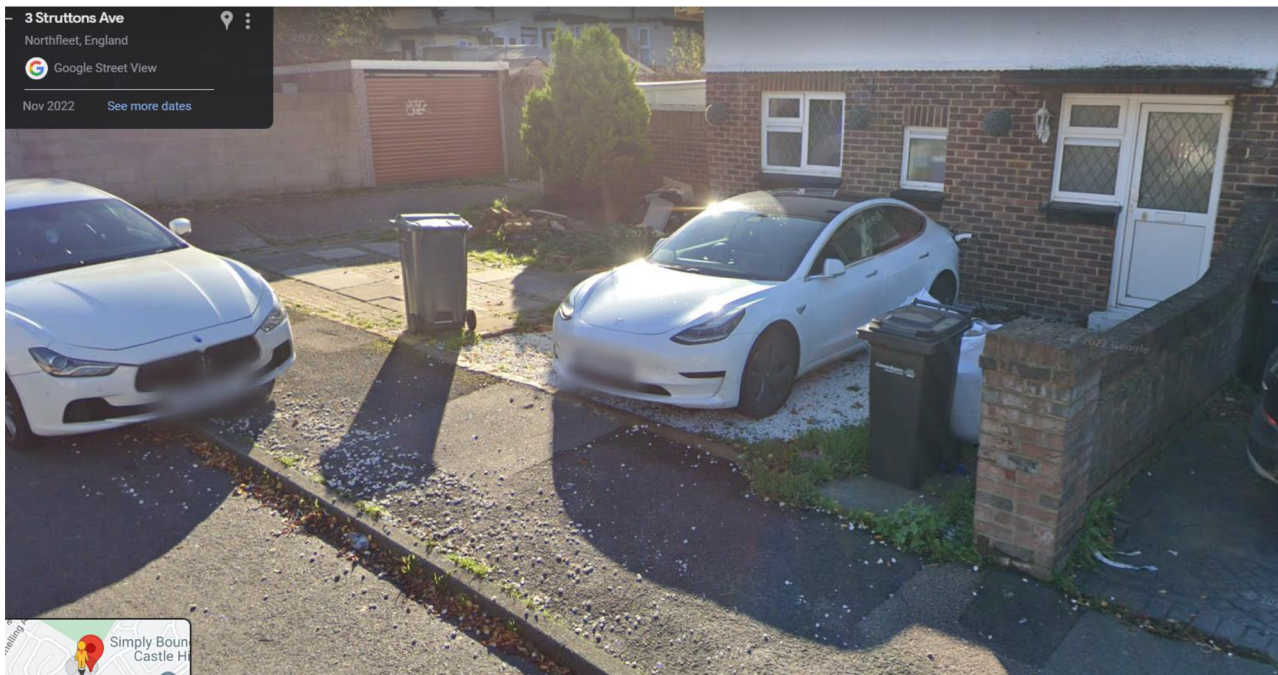
Consultations, Publicity and Representations

Local Ward Councillors

No comments received.

GBC – Highways Officer

“I have no objections providing a carriage crossover is constructed to serve the car parking. (the Google Street View Image for November 2022 suggests that there is no current provision for accessing the car parking). This is assuming the drawings are correct, the ground floor plan shows the front garden as 5 metres deep, but a Tesla Y, is 4.751 metres long, with a Tesla Model 3 being slightly shorter at 4.694metres. It is considered essential the car parking is provided before any alterations take place to ensure it can be delivered. I also note the area proposed for the car parking in November 2022 was in stone that was being transferred to the highway, this is an offence under the 1980 Highways Act, this should be rectified.



In addition, a secure cycle parking space should be provided for the new bedroom to comply with the requirements of SPG4 of one cycle space per bedroom."

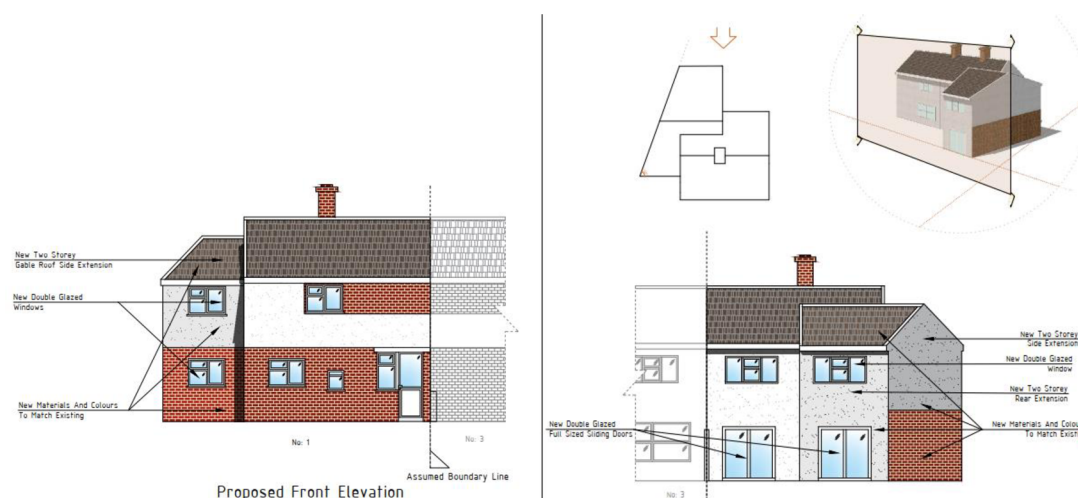
Neighbouring properties

The application was advertised by way of site notice and letters to 10 surrounding properties. The consultation period expired on 28.04.2023 and no comments were received.

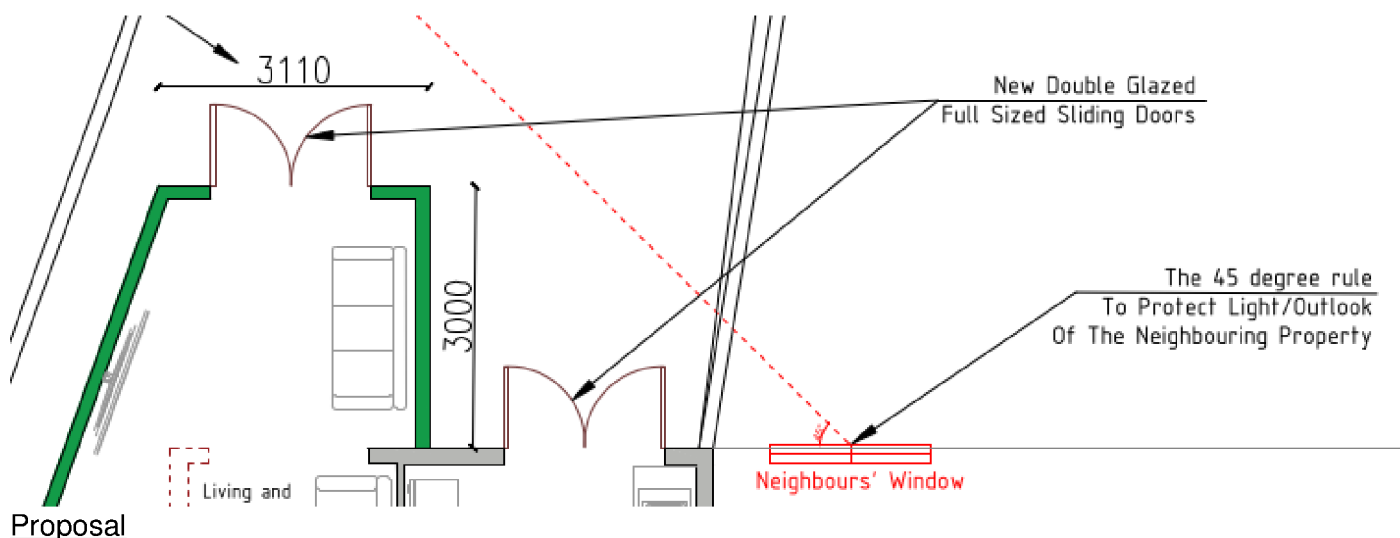
Analysis

Procedural Matters

The proposed front elevation shows a hipped roof form, whilst the rear and 3d elevations show what appears to be a gable end. As the application is not being supported the agent has not been asked to remedy this issue.



The proposal also states that there will be sliding doors in the rear elevation but these are shown as double doors which open outwards.



The proposal seeks to demolish an existing storage shed and conservatories to allow for the erection of a two-storey rear and side (wrap-around) extension to the corner plot.

The two storey extension will project 2.7m from the south eastern flank elevation and taper in to the rear, it will have a depth of approx. 8m and an overall height of approx. 6.2m. The extension will be set 1.6m from the front elevation and will be set below the main roof. It will wrap around the rear where it will only span part width with a depth of 3m.

To the front the extension will include a window at ground floor level and a window at first floor level which will serve a bedroom at first floor level and a kitchen/dining area at ground floor level. To the rear the extension will include a sliding door to serve the kitchen/diner and a window at first floor level to serve a bedroom.

The proposal will increase the number of bedrooms from 2 to 3.

Character and Appearance

The application site is an end of terrace two storey house in use as a single family dwelling. The site does not have any previous planning history, however there is an existing lean to type conservatory to the side and a part width conservatory to the rear. There is also an existing brick built shed in place which will be demolished as part of this proposal.



The site is located next to an access way and so there are no immediate neighbours to the southeastern side. The plot is irregular in shape and tapers in towards the rear. This is reflected in the proposed extension which is designed to taper in at the rear. Policy CS19 of the Local Plan Core Strategy 2014

states:

“New development will be visually attractive, fit for purpose and locally distinctive. It will conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area.”

The proposed two storey side extension is not visually attractive and is an awkward addition to the host dwelling. The tapered design is harmful to the character of the area as there are no similar two storey extensions in the vicinity and so this is not reflective of the locality. It is acknowledged that there is a single storey example of an extension which tapers in, however due to its position and neighbouring plot's structures it does not appear awkward and is not visually prominent.



The proposal will result in an awkward addition which is harmful to the character and appearance of the application site and surrounding area and is therefore contrary to the requirements of CS19 Local Plan Core Strategy 2014.

Amenity of Future Occupiers

Post development the application site will have in excess of 100sqm of garden space which is acceptable for a property with three bedrooms.

The proposed bedrooms will both be of an acceptable size to comply with the Council's Technical standards and so the proposal is considered to comply with the requirements of SPG2 Residential Layout Guidelines 2020 and will safeguard the amenity of future occupiers.

Neighbouring Amenity

The proposal is not liable to harm the amenity of the adjoining property known as No. 3 Struttons Avenue as the main bulk of the proposal is positioned approx. 3.2m from the common boundary. Furthermore the 45 degree test was carried out to ensure that there was no loss of outlook to this property and the test result satisfied the Council's requirements. There are no privacy concerns as the development will not have any window openings in the flank elevation. A condition will be imposed that no further openings are allowed should permission be forthcoming.

The properties located towards Harden Road are over 21 metres away and so there is no concern that they will be impacted in terms of loss of light or outlook and in the absence of window openings in the flank the privacy of these properties is adequately maintained.

Parking and Highways

The proposal shows two parking spaces to the front of the property, however as per the highways officer's comments there is no dropped kerb in place and the driveway is constructed using stones.

The applicant would need to provide a cross over and details of adequate hard standing prior to any

development taking place in the interests of highway safety and to ensure there is adequate parking provision to serve the development. Should permission be forthcoming a condition will be imposed to ensure that details of adequate parking provision are provided and authorised by the council prior to the commencement of development.

Conclusion & Recommendation

The proposed development fails to enhance or positively contribute to the host dwelling and surrounding area and so refusal is recommended.

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	
Signed:		Signed:	
Dated:	10 th May 2023	Dated:	