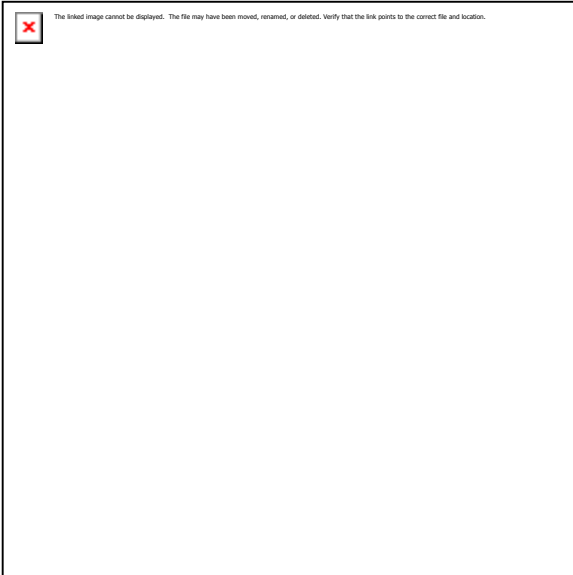




Delegated Report

Householder Planning Application

Planning Application No: 20220341

Location: 23 Pine Avenue Gravesend Kent DA12 1QY

Description: Demolition of existing garage to the side and part of the rear bath room (previous extension) and erection of a two storey side extension and part single and two storey rear extension (including roof line) and changes to the front to make it a double fronted house moving the front door.

Applicant: Mr Kam Singh

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Planning Application Form;
Drawing No. DKM/7109/01 Rev 0;
Drawing No. DKM/7109/02 Rev 01;
Drawing No. DKM/7109/03 Rev 02;
Drawing No. DKM/7901/04 Rev 01;
Drawing No. DKM/7901/05 Rev 03; and
Photos.

Relevant Planning History

Reference	Description	Decision	Decision Date
19740154	Erection of a single storey extension for a private garage, lobby and bedroom with a bathroom.	Permission	26.06.1974

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

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
- 12 – Achieving sustainable development and well-designed places

Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- Technical Housing Standards – nationally described space standard (2015);
- SPG 4 - KCC Parking Standards (2006); and
- Householder Extensions/Alterations Design Guide (2021).

Consultations, Publicity and Representations

Consultees

GBC Highways Officer

This proposal is detrimental to the car parking provision at this property. Two car parking spaces should be retained and ideally these should be perpendicular to the highway/access to improve visibility on egressing the property.

Each parking space should measure 5 metres x 2.5 metres, increasing to 6 metres in length when it's in front of a door and 2.7 metres wide when it's adjacent to an enclosed boundary. Here the perpendicular parking space measures 4.62 metres and as such is substandard. The second space as a parallel parking space should be a minimum of 6 metres long and this is achievable, but visibility is compromised, although it is not adjacent to the main carriageway and so is less of an issue as speeds should be low.

At best this proposal will safely accommodate a single vehicle which is detrimental when compared to the existing two or three spaces, if the garage is included. Also the garage if not used to park a car can be used for the secure storage of cycles which would also be lost.

My recommendation is therefore one of refusal based on the detrimental car parking/cycle parking provision that would occur.

Neighbouring properties

8 surrounding properties were consulted with an overall expiry date of 19th May 2022. One letter of objection was received making the following comments;

- The proposal substantially impacts and alters existing front and side elevation and roof pitch and roof line. Whereby changing the character and visual amenity for the property and that of the street as whole.
- Moreover the proposed property footprint builds forward on both floors of the existing property line in a substantial way totally changing the character and visual amenity of the property and that of the whole street.
- Further the proposal means destruction of feature art-decor windows to front and featured side/corner window elevation. Which has been preserved by the previous owner and owners of properties of this design in the street would change the character and visual amenity of the property and that of the whole street.
- The proposed front elevation would mean the adequacy of parking off street is reduced. Additionally from dimensions it seems the parking to front of property will eliminate perpendicular parking space and in fact only one parking space will be on property.
- Layout and density of building because the proposal contains 4 double bedrooms, there would be an additional need of 6 -8 parking spaces.
- Primarily the house being situated on an access road leading from Pine Avenue would move many vehicle parking on Pine Avenue creating highway safety concerns as both ends of Pine Avenue there are two big secondary schools.

Officer's Analysis

Site Description

The application site is a two storey detached, 4no. bed, dwelling located within the urban area of Gravesend. A single storey attached garage with 4th bedroom and bathroom behind adjoins the south facing side and rear elevations, subject of the 1974 approved planning permission (19740154).

The surrounding area is residential in character, with properties varying in architectural design, however many of the properties have a first floor wraparound corner window that is an attractive design feature that adds positively to the streetscene. The plots have a fairly spacious layout characterised by attached or integral garages to the side and off road parking to the front.

There are examples of two storey side extensions, however these are historic and feature a flat roof design which do not have a positive contribution to the streetscene (Nos. 16 and 7).

Proposal

The proposal seeks permission for the demolition of the existing garage and side and part of the rear bathroom (previous extension) and erection of a two storey side extension and part single and two storey rear extension (including roof line) and changes to the front to make it a double fronted house moving the front door. The proposal would provide a games/play room, utility room, summer/day lounge and extension to the existing kitchen dining room on the ground floor and a new bedroom with en-suite and extension and rearrangement of the existing bedrooms and floor layout on the first floor. The property would remain as a 4no. bed property.

Design, Character and Appearance

With regards to the two storey side extension proposed, this would project 2.46m from the existing principle side elevation and would project further forward by 900mm and would be in line with the existing front projection on the northern side, creating a double bay design. Due to being extended up to the common boundary, it would also significantly reduce the visual gap between the application property and the adjacent dwelling, No. 21, at two storey level.

The two storey rear extension would project 3.86m from the principle rear elevation and would extend the full width of the original dwelling. Due to the increase width and projection to the front and rear, the roof would result in a large section of flat roof to avoid increasing the ridge height.

The Householder Design Guide SPD (2021), paragraph 10.5, maintains that extensions should be subservient to the host building and setback from the front wall. A minimum gap of 1 metre should be retained between the extension and the flank boundary. Roof design should be subservient to the main property's roof and flat roofs should be avoided. The Householder SPD (2021) seeks to encourage side extensions that contribute to the positive local character. Therefore, given the scale of proposal, it would appear as an over dominant addition to the southern flank wall and, furthermore, as the two storey rear extension would project beyond the rear principle elevation of the host property, the development would also create a large façade on the northern flank. In light of the above, the proposal fails to comply with paragraph 10.5 of the Householder Design SPD (2021).

There is also a single storey rear extension proposed which projects beyond the rear wall of the original dwelling by approximately 5.93m which effectively extends the kitchen and living room areas. The overall design and roof slope would appear appropriate to the host dwelling and would not be highly visible from the streetscene.

Therefore on balance, the application is contrary to CS19 of the adopted Gravesham Local Plan Core Strategy (2014), paragraphs 126 and 130 of the NPPF (2021) and fails to comply with paragraph 10.5 of the Householder Design SPD (2021).

Amenity of Future Occupiers

The Residential Layout Guidelines SPD2 (June 2020) maintains that a dwelling of 4 bedrooms or more should have a minimum private amenity space of 100sq.m and a minimum of 10m garden depth. The retained garden area would measure 216.54m², with a depth of 19.9m. Therefore the private amenity space retained at the site would exceed the minimum standard there is no objection in this regard.

Therefore, the proposal would accord with Policy CS19 of the Core Strategy 2014 and paragraph 130(f) of the NPPF 2021.

Neighbouring Amenity

One objection was received mainly relating to design and parking provision and no comments relating to impact on neighbour amenity. Notwithstanding this, the proposed side addition being two storey and projecting to the front, and being set closer to No. 21 (which has 2no. side facing windows) could potentially be impacted by the proposal. However there are no flank windows proposed and the path of the sun is such that overshadowing should not occur to the detriment to the occupiers of No. 21.

In relation to the two storey rear extension, this would also be against the common boundary with No. 25 and would project 3.87m further to the rear. The path of the sun is such that overshadowing would occur over the rear garden and side of No. 21 during the morning but would move to the front. There are no side or rooflights within the flank of No. 25 and as such no detrimental overshadowing would occur. In terms of loss of outlook, No. 25 is set slightly further back in its plot and there should not be a breach of the 45 degree loss of light as a result of the rear extension.

There would be one additional first floor habitable room window within the rear elevation and whilst projecting further to the rear, should not afford additional views over the rear gardens or windows than is existing.

As such and in terms of amenity, the proposal would accord with Policy CS19 of the Core Strategy 2014 and paragraph 130(f) of the NPPF 2021.

Highways and Parking

The existing property is a 4-bed dwelling and as such the parking provision would not change and in line with the KCC Parking Standards (2006) should have 3 spaces. The existing block plan shows two parking spaces to the front and the existing garage to the side and as such accords with the standard. The proposal would see the removal of the garage and the side extension projecting further to the front than the existing built form. Whilst the proposed block plan still shows two parking spaces to the front, the depth of the parking space depicted, directly in front of the proposed extension, shows a parking space length of 4.6m which is 200mm shortfall of the minimum car space. The second parking space would also be perpendicular to the front boundary and overall the parking arrangement is less than ideal. There would also be an overall shortfall of one parking space. As such the proposal would result in insufficient parking provision for the property which would not meet the KCC Parking Standards (2006) and would therefore be contrary to Policy CS11 of the Core Strategy 2014 and Policy P3 of the Gravesham Local Plan First Review (1994). The proposals have not included any secure cycle storage which could be secured via condition. However, as the application is being recommended for refusal, this is not considered relevant at present.

Conclusion

The location, scale and design of the side extension would result in a bulky and un-subservient addition to the property and together with the two storey rear extension would result in overdevelopment of the property, highlighted by the flat roof element within the roof design. The development would also result in the loss of one parking space and inadequate parking arrangement for the two remaining spaces.

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

Case Officer:	Mrs Amanda Grout	Team Leader:	Miss Faye Hobbs
Signed:	<i>A Grout</i>	Signed:	
Dated:	20 th May 2022	Dated:	20 May 2022