

# Delegated Report

## Householder Planning Application

**Planning Application No:** 20220634

**Location:** 1 Leander Drive Gravesend Kent DA12 4NF

**Description:** Erection of a two storey side extension and a creation of vehicle crossover

**Applicant:** Mr Dan Packman

**Site Visit Date:** 20.06.22

### Submitted Documents/Plans

Drawing No. JP/01 – Block Plan – Existing and Proposed;  
Drawing No. JP/02 – Ground and First Floor Plan – Existing;  
Drawing No. JP/03 – Elevation – Existing;  
Drawing No. JP/04 – Ground Floor Plan – Proposed;  
Drawing No. JP/05 – First Floor Plan – Proposed;  
Drawing No. JP/06 – Elevations – Proposed;  
Drawing No. JP/07 – Front Elevation – Proposed;  
Drawing No. JP/08 – Rear Elevation – Proposed;  
Drawing No. JP/09 – Side Elevation – Proposed;  
Drawing No. JP/10 – OS Plan;  
Drawing No. JP/11 – Frontage – Existing; and  
Drawing No. JP/12 – Frontage – Proposed.

### Relevant Planning History

| Reference                 | Description                           | Decision  | Decision Date |
|---------------------------|---------------------------------------|-----------|---------------|
| 19800690                  | Erection of single garage at the rear | Permitted | 23.12.1980    |
| TH/6/54/91A<br>(19540471) | Composite development of land         | Permitted | 05.06.1957    |

### Planning History Note

Application 19800690 removes permitted development rights for the property via condition 4 of the decision notice:

(iv) Notwithstanding the provisions of the Town and Country Planning General Development Order 1977, no enlargement of the dwelling house shall be carried out, and no erection, construction or placing within the curtilage of the dwelling house or any building or enclosure required for purposes incidental to the enjoyment of the occupants of the dwelling house shall be carried out without the express permission of the District Planning Authority.

Reason:

- (iv) In view of the restricted size of the site and to ensure that any future proposals for extending the property may be the subject of a planning application which the District Planning Authority would wish to determine on its merits.

## **Development Plan**

### Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- 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
- 15 – Conserving and enhancing the natural environment

### Supplementary Planning Guidance

- SPG 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).

### Other Supplementary Planning Guidance

- KCC Vehicle Crossing and Self Assessment October 2018.

## **Consultations, Publicity and Representations**

### Consultees

### Ward Councillors

No comments.

### GBC - Highways Officer

This issue raises some concern, first is the proximity of the new access to the Thong Lane/Leander Drive junction which is controlled by a mini roundabout. The property already benefits from a vehicle access to the

rear garden, which seems to be in a better location and with the driveway and the garage two parking spaces are available, which complies with standards for a four bedroom property.

Kent County Council's guidance regarding carriage crossovers should also be noted:

### **3. Separate entrance and exit**

The general rule is that increasing the number of points on a highway where vehicles turn, increases the potential for traffic conflict. Therefore, applications for two access crossings to a single property, or a second access point where one already exists, will not normally be approved for domestic dwellings unless there is strong evidence that it will add significantly to highway safety. For such applications to be considered, the applicant will need to show:-

- How a second access will add to the safety of the access arrangements
- Why such added safety cannot be achieved from a single access, or by improving or repositioning an existing access.

*KCC Vehicle Crossing and Self Assessment October 2018.*

I also note that the drawings submitted suggests a soakaway will be installed to accommodate the surface water from the driveway. Building Regulations prohibit the use of soakaways within 5 metres of a building or highway so permeable paving would be required to accommodate surface water disposal.

So as presented with the parking at the front of the property I would recommend refusal as the applicant has failed to demonstrate that the new access will be safer than the existing and having taken note of Kent County Council's guidance it is unlikely they would approve its construction. In addition the surface water disposal from the new driveway does not appear to comply with Building Regulations.

With regards to the actual extension there are no objections and I would suggest the applicant modifies his application accordingly.

### **KCC - Heritage**

The site lies within an area of multi-period archaeological potential. However, I consider it unlikely that these proposals, immediately adjacent to the existing dwelling, would have a significant below-ground archaeological impact and have no further comments to make in this case.

### **Neighbouring properties**

Four surrounding properties were consulted and 1 representation was received. The consultation period ended 07.07.22.

The response was in support of the proposed extension and the comments include:

- Improvement to the look of the existing house.

The design and appearance of the proposal will be considered in the design, character and appearance section of the report.

### **Officer's Analysis**

1 Leander Drive is a 3 bedroomed, 2 storey semi-detached property situated on a corner plot fronting both Thong Lane to the East and Leander Drive to the North; where there is currently a main entrance porch for the dwelling. There is a mini roundabout in close proximity to the property, and the eastern boundary fronts Thong Lane, a schedule 2 local distributor road. An existing garage/driveway accessed from Leander Drive is located to the rear of the property.



This application proposes the demolition of the existing garage, erection of a two storey side extension and creation of a new vehicular crossover with associated hardstanding area. The application plans also show the relocation of the existing main entrance door from fronting Leander Drive to fronting Thong Lane, and plans indicate proposed alterations/additions to the existing boundary treatments.

### Design, Character and Appearance

#### *Two Storey Side Extension*

The two storey side extension would, at ground floor level, create space to reorganise the internal layout of the property including; living room, kitchen and dining/sitting area. At first floor level, the proposal would create an additional bedroom and ensuite.

Gravesham's Householder Extensions/Alterations Design Guide (Design SPG) (2021) seeks to ensure any extensions or alterations to a home are well designed, well-built and sympathetic to their surroundings. They should:

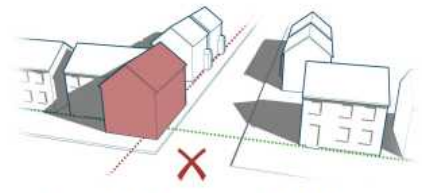
- be subservient to the main property roof
- use matching external materials and window/door frames

In addition to this, the site is located on a corner, meaning additional consideration should be made to the design of the extension in relation to the surrounding area, roof form and end walls, as corner plots are highly visible, as reference in section 10.6 of the Householder Extensions/Alterations Design SPD;

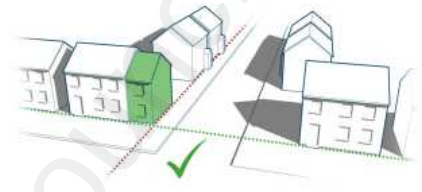
### Extensions to houses on Corner Plots

**10.6** Corner plots may provide opportunities to create large extensions that face onto the return road and in some cases can create a landmark building feature. Their location makes them highly visible from two streets and can provide an opportunity to improve the appearance of an area. Houses on corner plots may have capacity for two-storey extensions that extend to the side or rear. Extensions should follow the relevant advice given in preceding sections and ensure:

- **Building Line:** Development should generally reflect the surrounding building lines where they are a key and clear part of the local character. Any projection forward of the building line on the return street must be very carefully considered as this will be highly visible. This may be resolved through the massing (such as stepping), fenestration or material treatment of the proposal. Views along the return street to the proposed building should be understood and taken into account.
- **Roof Form:** The relationship between the roof of the existing property and an extension on a corner is carefully considered.
- **End Walls:** Extensions that result in overbearing end walls, including blank, uncharacteristic gables, or flank walls, will generally not be acceptable. Walls to extensions should not form the site boundary with the public highway, as these can be oppressive and encourage antisocial activities.



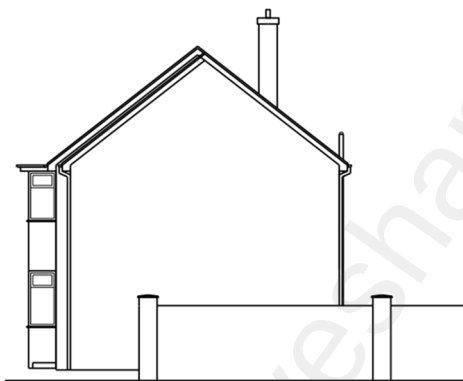
Development should not dominate the street corner.



Development should generally reflect the surrounding building lines

The proposed extension is to be set back from the front of the building by 0.35m and set down from the existing roof, with the roof form to be sympathetic to the existing. The extension is also set in more than 1.00m from the flank boundary which helps to maintain the existing rhythm of the street scene and allows a gap, characteristic of the area, to remain. However, the site is located on a prominent corner plot and the appearance from the return road must be considered. At the rear, the extension is not set down from the roof or set back from the rear wall and therefore the extension does not appear subservient from the rear vantage point.

**Proposed Elevation**



SIDE ELEVATION TO LEANDER DRIVE  
SEE 1:50 SCALE DRAWING JP/09

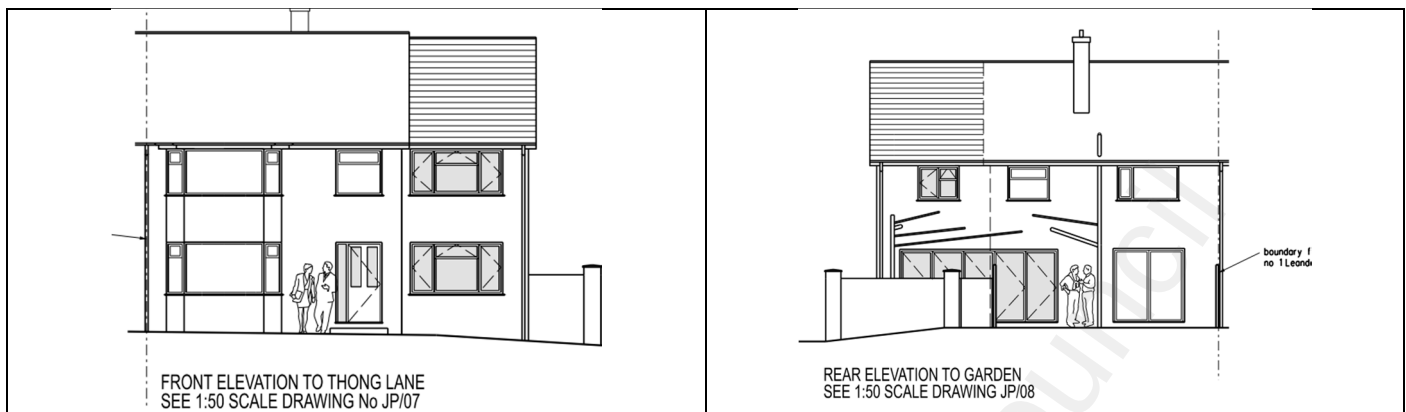
**Photo showing the prominent corner plot location**



The width of the proposed extension is 3.30m which is half the width of the existing dwelling, the height of the extension is 3.85m, the depth is 3.25m and the eaves are shown to be in line with the existing eaves of the main dwellinghouse. The end wall of the extension is to have no fenestration, and although this will have the benefit of being partially screened by the existing boundary wall and large shrub, the Design SPG (2021) indicates blank, uncharacteristic gables, or flank walls, will generally not be acceptable. It is noted the existing flank wall has some brick detailing to break up the render, as shown by the photo above.

As indicated by the application form and plans, the proposed external walls are to be painted render, along with the rest of the existing property. The new roof is to have profiled concrete tiles to match the existing, windows are to be white UPVC, and doors white aluminium. In addition, the new timber panel fence will match the existing. Although the colour of the windows and doors would be acceptable, the window shape,

size and alignment do not match the original property exactly as shown by the proposed elevations below:



The Design SPG (2021) sets out the design expectations for development. As aforementioned in this report, the design of the extension along with the proposed external materials should generally match the existing dwellinghouse. As evidenced by the plans, the window frames do not match the shape of those of the existing dwelling. While it would be preferable for the windows to match exactly, they are not significantly differently. The existing windows are quite dated and it would not be unexpected for these to be replaced and upgraded in the future.

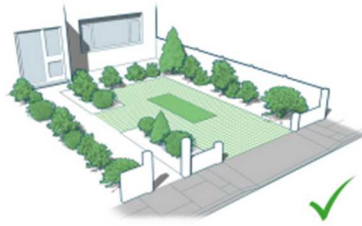
The proposed materials for the roof (concrete tiles) and boundary treatments (timber fence) are considered acceptable, however, the complete rendering of the existing dwelling along with the new proposed extension is not. It is noted that the adjoining neighbouring property is rendered, and this is evidence of the harm rendering has on the street scene, because on the whole, the prevailing material of the local area is facing brickwork. Therefore, the rendering of the entire dwellinghouse is not in keeping with the street scene and disrupts the character of the local area. Additionally, as aforementioned in this report, the extension is not set down from the rear roof or set back from the rear wall and therefore the extension does not appear subservient from the rear vantage point. As such the proposal fails to accord with Policy CS19 Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

#### *Vehicular crossover with associated hardstanding area*

As per Gravesham's Design SPG (2021), 10.21- Front Gardens and Parking - the following considerations should be made:

- Hardstanding should be proportionate to the dwelling size and avoid paving over a significant amount of the forecourt.
- There should be a soft landscaped planted border along all boundaries in all spaces not specifically defined as parking or turning spaces.
- Proposals should avoid removing existing trees or established hedges and introduce new planting wherever possible.
- Pedestrian visibility splays should be provided.
- Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues, as per the requirements of Permitted Development.
- There should be no water run-off from the forecourt onto the public highway

The below image taken from the Design SPG (2021) indicates how a frontage could look when taking into account the balance of hardstanding and planting opportunities:



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.

Thong Lane is a classified road, and therefore planning permission is required to form a vehicular access. As shown on the proposed plans, a 7.4 X 5.91 section of the existing grass frontage would be hard paved to allow parking for two vehicles. Although part of the existing grass frontage is shown to remain, no border planting is proposed on the plans to soften the appearance of the hardstanding or to provide biodiversity opportunity to offset the loss of the verge. Moreover, the proposed hardstanding would reduce the quality of the street scene, giving it a harsh and overdeveloped appearance. As such the proposal is contrary to Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

#### Amenity of Future Occupiers

Although the proposal would involve removal of the garage, the new hardstanding would create space for 2 vehicles. In addition to this, the plans show the driveway to the rear of the property is to be retained which would mean 3 spaces in total which is the maximum provision for a 4 bedroomed property as defined in SPG 4 - KCC Parking Standards (2006).

Post development, the living room, along with the open plan kitchen/dining/sitting area would comply with Gravesham's SPG 2 - Residential layout guidelines (RLG) (2020). At first floor level, the new proposed bedroom at approximately 13.63sqm would also comply with the RLG and Technical Housing Standards - Nationally Described Space Standard (NDSS) (2015). Although the adjoining ensuite falls slightly under the amount set out by the RLG, at approximately 3.55sqm, more space is available in the nearby family bathroom and so this is deemed to be acceptable.

The resultant garden area (including removal of the garage) is approximately 104.12sqm, with a garden depth of 9.80m when measured from the rear wall of the house. The garden area meets the criteria as set out by the RLG but the depth falls slightly under the 10.00m requirement. On balance, it is considered there is sufficient private garden space for a 4 bedroomed property.

As such, the proposed development is considered to safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

#### Neighbouring Amenity

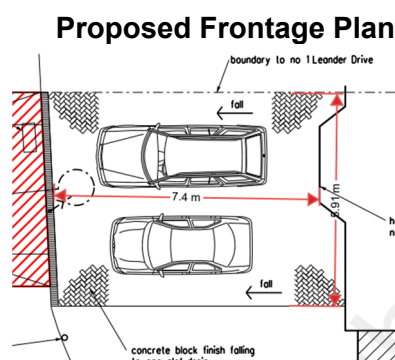
Due to the orientation of the plot, and the location of the proposed extension, the proposal would not have a detrimental impact on neighbouring privacy, outlook, loss of light or cause a sense of enclosure. The upper floor window on the rear elevation is to serve a bathroom and is shown on the plans as obscure glazed.

As such, the proposed development is considered to safeguard the amenity of neighbouring properties in accordance to Policy CS19 (LPCS) and Section 12 (NPPF).

#### Highways and Parking

The Design SPG (2021) states pedestrian and vehicle visibility splays should be provided as part of the application and in this case, none were provided. Although there are no boundary walls in the vicinity of the proposed hardstanding, plans should demonstrate how the development would not impede pedestrian/vehicle safety. This could be conditioned as necessary and would not be reason to refuse the application.

In line with the Design SPG (2021) and SPG 4 - KCC Parking Standards (2006), the proposed hardstanding would have sufficient space to park two cars, as indicated by the plan below:



Although there is enough space to park two cars, Gravesham's Highways Officer highlights several issues as a result of the proposal. They are as follows:

- The proximity of the new access to the Thong Lane/Leander Drive junction which is controlled by a mini roundabout
- The existing parking arrangements already comply with standards for a 4 bedroomed property
- The existing parking arrangements are in a better location
- KCC Vehicle Crossing and Self Assessment October 2018 guidance states two access crossings to a single property, or a second access point where one already exists will not normally be approved unless there is strong evidence that it will add significantly to highway safety (and in this case, the proposal does not do this.)
- Building Regulations prohibit the use of soakaways within 5 metres of a building or highway so permeable paving would be required to accommodate surface water disposal.

As indicated by the Highways Officer, the proposal fails to address drainage and soakaway issues, however these issues could be addressed by conditions and therefore would not constitute a reason for refusal. In addition, the Highways Officer is concerned regarding the proximity of the new access to the mini roundabout and Thong Lane/Leander Drive junction. It is noted that the proposed access would be 10.00m from the junction, however concerns remain regarding highways safety. The Highways Officer makes reference to KCC Vehicle Crossing and Self Assessment Guidance, October 2018, which states that KCC would be unlikely to approve the construction of a second access unless strong evidence is provided that it will contribute to highway safety. In this case, it has not been demonstrated that the new access is a safer option. Lastly, the existing parking arrangements already comply with standards for a 4 bedroomed property and it is situated in a better location, away from the junction and mini roundabout. As such, the proposal would be contrary to KCC Vehicle Crossing and Self Assessment October 2018, Gravesham's Design SPG (2021), SPG 4 - KCC Parking Standards (2006), Policy CS19 (LPCS) and Section 12 (NPPF) (2021).

#### Any Other Material Planning Considerations

##### *Archaeology*

The site lies within an area of archaeological potential. However, the proposal would be unlikely to have any archaeological impact as confirmed by the comments from KCC- Heritage.

### *Impact on Biodiversity*

The proposal would clear a large grass area from the front of the property. This is contrary to Section 15 of the NPPF (2021), which states that developments should result in a biodiversity net gain. The proposal does not demonstrate how biodiversity net gain is to be achieved, therefore it is contrary to both local and national policy.

### **Conclusion**

The application has been fully considered and is contrary to local and national planning policy.

The extended property will be poor design by virtue of the bulk, massing and materials that result in a proposal which is harmful to the appearance of the property and character of the street scene. The site is situated on a prominent corner location and the development is not set in from the rear elevation or set down from the rear roof. Furthermore, the rendering of the entire existing dwelling and new proposed extension is not in keeping with the street scene and disrupts the character of the local area. As such, the proposal is contrary to key design principles set out in Gravesham's Design SPD (2021) and fails to accord with Policy CS19 (LPCS) and Section 12 NPPF (2021).

The proposed hardstanding reduces the soft landscaping to the front of the dwelling which positively contributes to the character and appearance of both the host dwelling and wider street scene. Additionally, the removal of soft landscaping means there is a biodiversity net loss on the site. As such the development is contrary to Policies CS12 (Green Infrastructure) and CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014, as well as the Section 12 (Achieving Well-Designed Places) and Section 15 (Conserving and Enhancing the Natural Environment) of the National Planning Policy Framework (2021).

The proposed vehicular access would be an additional access that is not demonstrated to be required in terms of highway safety. It would also be in close proximity to a mini roundabout and the Leander Drive/Thong Lane junction. Therefore the proposal is contrary to KCC Vehicle Crossing and Self Assessment October 2018, Design SPG (2021), SPG 4 - KCC Parking Standards (2006), Policy CS19 (LPCS) and Section 12 (NPPF) (2021).

### **Recommendation**

Refusal

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

|                      |                 |                     |                                                                                       |
|----------------------|-----------------|---------------------|---------------------------------------------------------------------------------------|
| <b>Case Officer:</b> | Mrs Lucy Hankin | <b>Team Leader:</b> | Miss Faye Hobbs                                                                       |
| <b>Signed:</b>       | L Hankin        | <b>Signed:</b>      |  |
| <b>Dated:</b>        | 3rd August 2022 | <b>Dated:</b>       | 09 August 2022                                                                        |