



Delegated Report

Householder Planning Application

Planning Application No: 20230615

Location: 82 Snelling Avenue Northfleet Gravesend Kent

Description: Erection of a single storey side extension

Applicant: Mr Ajit Singh

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form Dated 08/06/2023;
OS Plan received 09/06/2023;
Drawing Number SAP.01R (Ground Floor Plans – Existing and Proposed);
Drawing Number SAP.02 (First Floor Plans – Existing and Proposed);
Drawing Number SAP.03 (Roof Plans – Existing and Proposed);
Drawing Number SAP.04 (Front and Rear Elevation – Existing and Proposed);
Drawing Number SAP.05 (Side Elevations – Existing and Proposed);
Drawing Number SAP.07R (Block Plan – Existing); and
Drawing Number SAP.08R (Block Plan with Parking Plan –Proposed).

~~Drawing Number SAP.01 (Ground Floor Plans – Existing and Proposed);~~
~~Drawing Number SAP.07 (Block Plan – Existing); and~~
~~Drawing Number SAP.08 (Block Plans –Proposed).~~

Relevant Planning History

Reference	Description	Decision	Decision Date
20230047	Demolition of two out houses and building two storey side extension. Enlargement of first floor landing at the top of the stairs,	Refused	16.03.2023
20110244	Erection of detached garden shed at rear to replace garage previously approved under planning permission reference number 20100743.	Permitted	04.05.2011
20110030	Application for non-material amendment to planning permission reference number 20100743 to replace the flat roof with a pitched on single storey rear extension.	Approval of Non-Material Amendments	31.01.2011
20100743	Erection of part single and part two storey rear extension and single storey front extension to form kitchen/dining room, shower room/wc and porch at ground floor level with a bedroom at first floor level; erection of side gate and a detached garage at the rear.	Permitted	27.09.2010

20070418	Construction of a vehicular access	Permitted	13.08.2007
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Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- 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);
- Householder Extensions/Alterations Design Guide (2021); and

Consultations, Publicity and Representations

Consultees

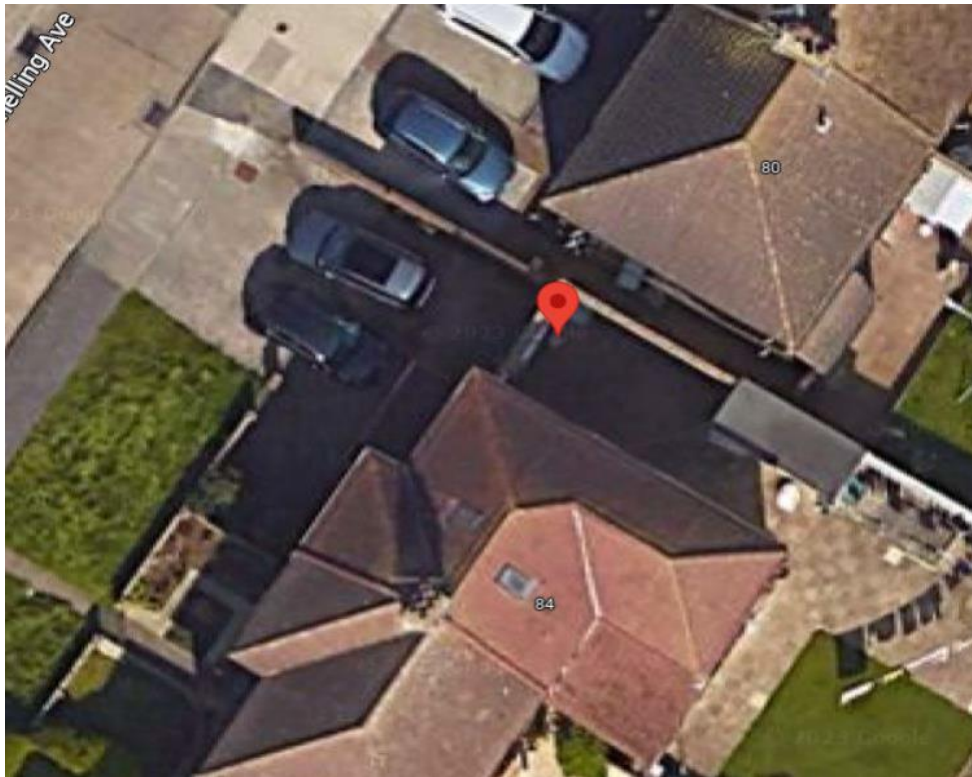
GBC Highways Officer

My recommendation would be one of refusal, unless the applicant can demonstrate they can provide two parking spaces that can comply with the requirements of the Kent County Council SPG4 and carriage crossover guidance within the site boundaries and not extending onto the accessway outside their ownership.

Despite showing two bedrooms on their drawings the property has three rooms upstairs that could be used as a bedroom.

The Google Satellite image clearly demonstrates two things,

1. There is a parking space behind the garage door and
2. The occupiers use the access as part of their parking area, even though it is public and outside their ownership.



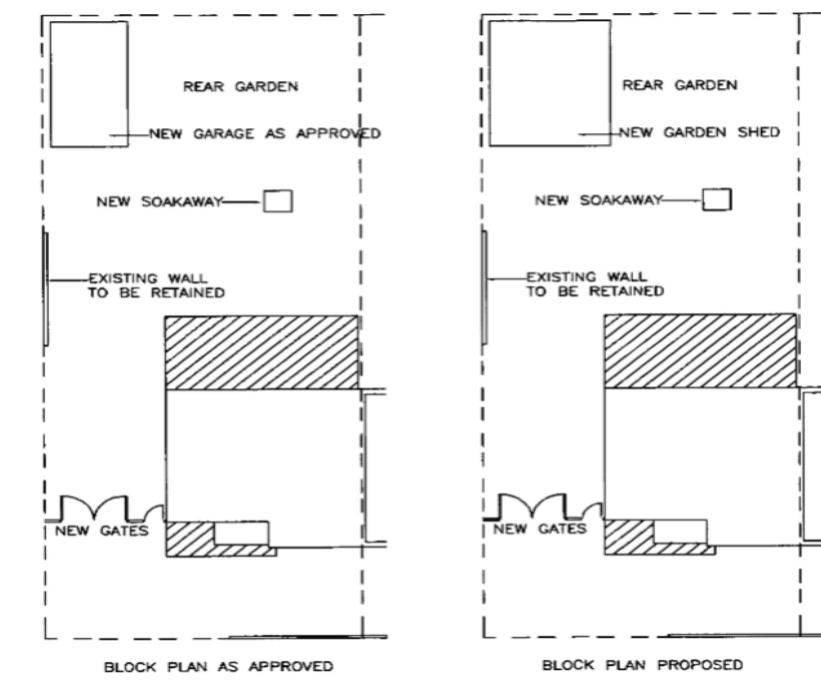
The driveway was constructed prior to October 2008 at which time the wall and garage door did not exist, this was built at some stage between October 2008 and July 2012 as demonstrated by the Google Street View images below.





At the time of the original approval for the carriage crossover 20070418 there was some ten metres between the open gates and the brick wall at the rear of the parking area, which would have complied with the requirements of the time.

It appears the garage door was introduced as part of planning permission 20110244, when permission was requested for the erection of garden shed to replace the previously approved garage (20070418)



At which time there was no hindrance to parking behind the gates/door, between the door and the garage/shed and so two cars could be readily accommodated to the side of the house and in the rear garden.

Subsequent changes appear to have reduced or removed this parking, (It is believed these changes would not have involved a planning permission).

However as far as the Highway and Planning Authority are concerned the property did have two readily available parking spaces and in the interests of nil detriment these should be retained.

The current Gravesham adopted parking guidance is no longer considered relevant as the National Planning Policy Framework states that maximum parking standards should not be set except in certain special circumstances. The only other guidance is Kent County Council's Interim Guidance Note 3 of the Kent Design Guide which suggests for a three- bedroom property in a suburban area an average of 1.5 parking spaces should be provided.

Currently the property does not appear to have retained any parking except for behind the gate as the distance between the property boundary and the façade of the building is only some 3.8 metres, which is well below any parking standard and in general the requirements would be increased to ensure pedestrian access/egress to the doors is maintained.



Parking space requirements are a standard 2.5 metres x 5 metres, but the 2.5 increases to 2.7 metres when adjacent to an enclosed boundary and the length increases to 6 metres when in front of a door to ensure pedestrian access is maintained.

Preliminary Matters

A Householder application was submitted for the demolition of two outhouses and erection of two storey side extension and enlargement of first floor landing at the top of the stairs under application 20230047. The application was refused on the below grounds:

1. *The proposal, by virtue of its siting, bulk, massing and poor design, would result in an incongruous and disproportionate addition, which would not respect the character or appearance of the existing building, would be an overdevelopment of the application site and have an unbalancing impact on the pair of semi-detached properties, of which the application property is a part. As such, the proposal would be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014, the Householder Extensions/Alterations Design Guide (2021) and Paragraph 130 of the National Planning Policy Framework 2021.*
2. *The proposal, by virtue of its height and proximity to the boundary with no. 80 Snelling Avenue, would be likely to be severely oppressive and overbearing, causing overshadowing and curtailing outlook for the occupants of that dwelling. The proposal is therefore contrary to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 and Paragraph 130(f) of the National Planning Policy Framework (2021).*
3. *The proposal would make insufficient provision for the parking of cars within the site in accordance with the Borough Council's adopted Vehicle Parking Standards and would be likely to lead to cars parking on the public highway, inconvenient to other road users and detrimental to highway safety. As such, the proposal would be contrary to Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.*

The resubmission looks to overcome these issues.

Neighbouring properties

Four surrounding properties were consulted and no responses were received. The consultation period ended on 10th July 2023.

Officer's Analysis

Design, Character and Appearance

82 Snelling Avenue is a two-storey semi-detached dwellinghouse located on the Eastern side of the highway. The property currently has a porch extension and garage door to the front and a part two storey, part one storey extension to the rear.

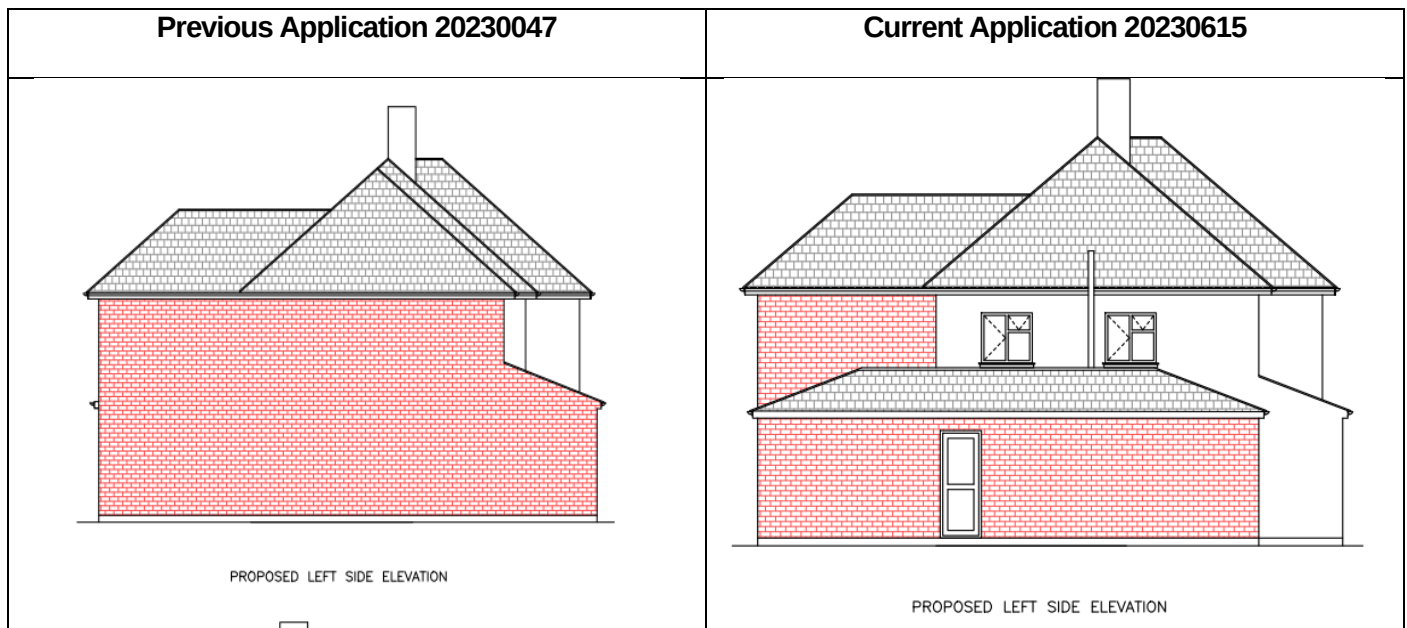


The application proposes the erection of a single storey side extension. The extension will have a shallow pitched roof at a maximum height of 3.5m and an eaves height of 2.5m and be set back from the front elevation by 1.18m. It will be 3.85m in length and project 3.5m from the flank elevation.

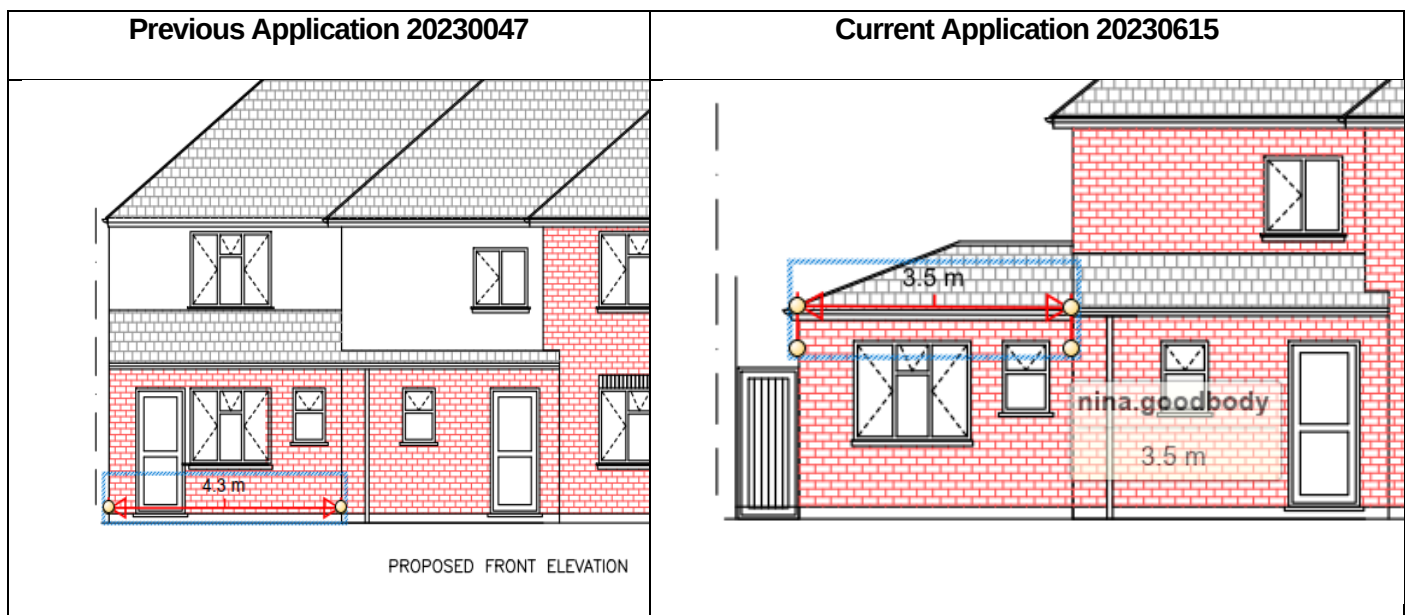
The extension will accommodate a kitchen and utility area. There will be two windows to the front elevation, a window to the rear elevation and a door to access the kitchen from the side elevation. The extension will be constructed with UPVC windows and a brick finish to match the host property.

The previous application was refused as the proposal was considered to be of an incongruous and disproportionate design and would not respect the character or appearance of the existing building and would be detrimental to the visual amenities of the surrounding street scene.

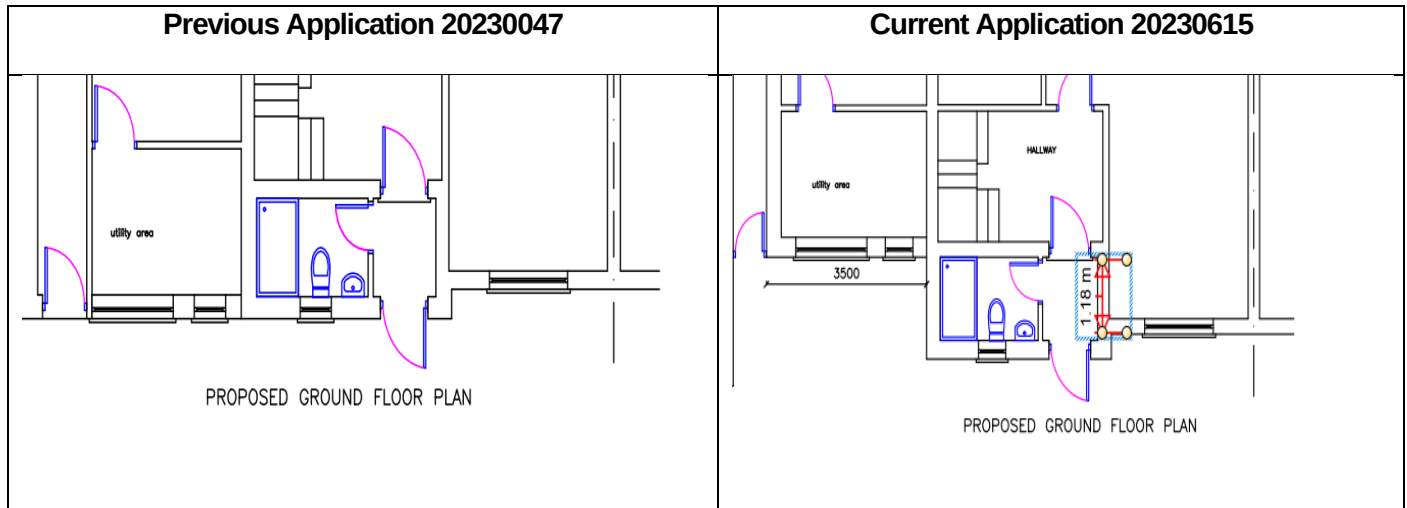
The current application has reduced the development from a two storey to a single storey side extension, largely reducing the overbearing bulk of the previous proposal as shown below:



The previous proposal had a width of 4.3m which was greater than half the width of the host dwelling of 7m and therefore contrary to Gravesham's Design Guidance. The current application has now reduced the width to 3.5m, in line with current policies, which also provides an important gap to the boundary:



The ground floor of the extension for previous application 20230047 was proposed to be built in line with the existing porch. This would have projected beyond the principal elevation and therefore was not subservient to the host dwelling and contrary to Gravesham's Design Guidance. The current application has now introduced a set back from the principal elevation by 1.18m and is therefore considered to be subservient to the host dwelling.



Therefore, it is now considered that the current application has addressed the issues of the incongruous and disproportionate design by way of removal of the second storey, reduction of width to half that of the host dwelling and set back from the host front elevation.

Therefore, by virtue of the removal of the second storey, the reduction in width and the introduction of a set back from the principal elevation, the resubmitted application is considered to have overcome the previous grounds for refusal in terms of design and is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

The development will safeguard the amenity of future occupiers. The garden area complies with the recommendations within Gravesham's Residential Layout Guidelines (RLG) (2020) for a 3-bedroom property, with a depth of 14.62m and a useable area of 146.64m². The proposed rooms are also appropriately sized. There were concerns over the intended use as the plans were not fully annotated, but these were helpfully revised by the Agent. As such, the side extension is in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2021).

Therefore, the proposed development is considered to safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2021).

Neighbouring Amenity

Previous application 20230047 was refused due to its height and proximity to the boundary with no. 80 Snelling Avenue as it was considered likely to be severely oppressive and overbearing, causing overshadowing and curtailing outlook for the occupants of that dwelling.

The current application has looked to address this area of refusal with the removal of the second storey. Whilst the sloping nature of the ground levels at the site leaves neighbouring property 80 Snelling Avenue on slightly lower footing, the removal of the second storey has greatly alleviated the oppressive and overbearing structure and reduced the overshadowing for the neighbouring property. The proposal has also been set in from the boundary which also helps reduce any impact and overcome the previous ground of refusal.

Therefore, it is considered that the current application has addressed the neighbouring amenity issues of overbearing and overshadowing.

The current proposal includes a door to the flank elevation facing neighbouring property 80 Snelling Avenue. This door serves the kitchen which is not considered to be a habitable room and therefore does not detrimentally affect the privacy of this property.

No neighbouring representations have been received.

As such, the proposed development is considered to safeguard the amenity of neighbouring properties in terms of loss of light, outlook or cause a sense of enclosure and is therefore in accordance with Policy CS19 (LPCS) and Section 12 with the NPPF (2021).

Parking and Highways

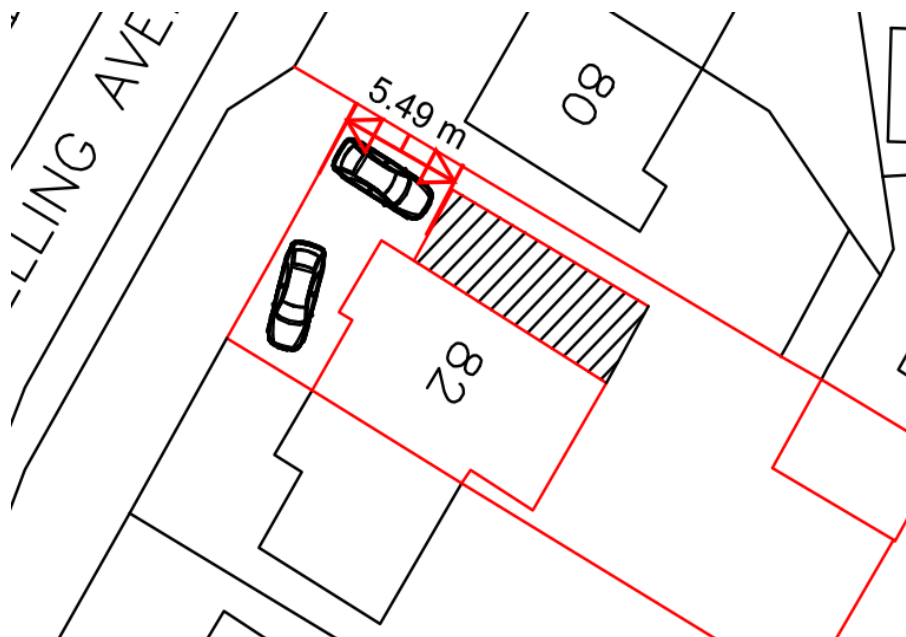
The previous application was refused as there was considered to be insufficient provision for the parking of cars within the site in accordance with the Borough Council's adopted Vehicle Parking Standards and would be likely to lead to cars parking on the public highway, inconvenient to other road users and detrimental to highway safety.

The previous development proposed to be built in line with the existing porch, significantly reducing the depth of parking to the frontage:

Previous Application 20230047



The current proposal is now set back from the principal elevation which has increased the depth of parking to the frontage from the previous proposal (although the initially submitted block plan was incorrect). However the Agent was contacted to request the proposed side extension be set back further from the principal elevation as the on-site parking arrangement would benefit from a greater depth. The Agent did not action this request but instead provided a parking plan to illustrate that the post development site could still accommodate for 2 vehicles as shown below:



Therefore, it is considered that whilst it could benefit from a greater depth, the application site does retain the current parking arrangement and as such provides sufficient on-site parking, with no additional bedrooms proposed.

Overall, as the proposed application does not look to increase the number of bedrooms at the property and as shown on the parking plan can retain on-site parking for two vehicles, the application is considered to have over come the issues in the previous submittal and is in accordance with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Conclusion

By virtue of the removal of the second storey, the reduction in width, and set back from the principal elevation, the resubmitted application is considered to have overcome the previous grounds for refusal in terms of design, neighbouring amenity and adequate on-site parking. Therefore, the application for the erection of a single storey side extension is not deemed to be excessive in size or bulk, has been constructed using appropriate materials and has no impact on the street scene, would provide sufficient on-site car parking and is in accordance with Policy CS19 (Development and Design Principles) and CS11 of Gravesham's Local Plan Core Strategy (LPCS) (2014), Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2021) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Recommendation

Permission

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

Case Officer:	Mrs Nina Goodbody	Team Leader:	Miss Faye Hobbs
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Signed:	<i>N Goodbody</i>	Signed:	
Dated:	8 th August 2023	Dated:	10 August 2023