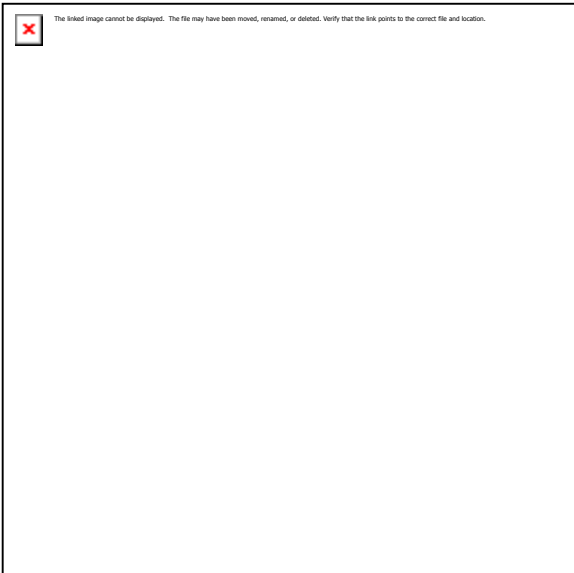




Delegated Report

Householder Planning Application

Planning Application No: 20220687

Location: 2 Salcote Road Gravesend Kent DA12 4RB

Description: Construction of a two storey side extension, front porch and dormer extension in the rear roof slope.

Applicant: Mr Georgi Georgiev

Site Visit Date: 22nd August 2022

Submitted Documents/Plans

- Application Form
- Site Location Map
- Proposed Block Plan
- Existing Block Plan
- Drawing No: 092021-GG01-Exg (Existing Plans/Elevations)
- Drawing No: 092021-GG02-Pro (Proposed Plans/Elevations)

Relevant Planning History

Reference	Description	Outcome	Decision Date
20200012	Erection of a three bedroom dwelling.	Refused	03.03.2020

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
- T5 – Access to the Identified Highway Network

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

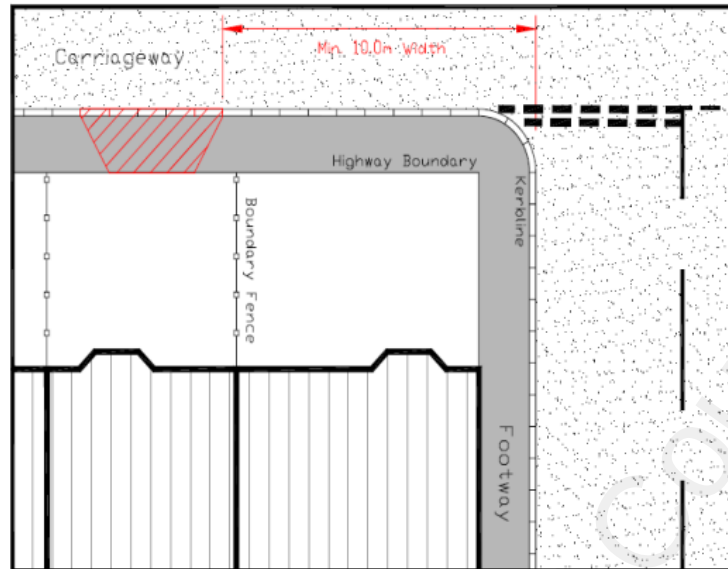
GBC – Highways Officer

This application raises some concerns for which I do not have the answer. Any open space adjacent to the highway, irrespective of who owns the land could be public highway and have utility company or highway equipment buried in it. The applicant must confirm with Kent County Council that the land he intends to fence is indeed private with no highway rights of access.

In terms of the proposal, the property remains as a three bedroom dwelling and there appears to be little if any justification for providing two additional parking spaces, particularly when this would result in one space at least being within 10 metres of a road junction which Kent County Council consider unacceptable, as it can result in a highway hazard.

“4. Distance from road junctions

If the location of the proposed crossing is closer than 10m to a road junction it would create a serious hazard and the application will be refused. This dimension may be increased to 15m on major roads or near to busy junctions. If the property is situated directly on the junction of two roads, it will generally be safer to situate the access on the minor, side road. Accordingly you may be asked to amend your proposals to comply with this requirement.”



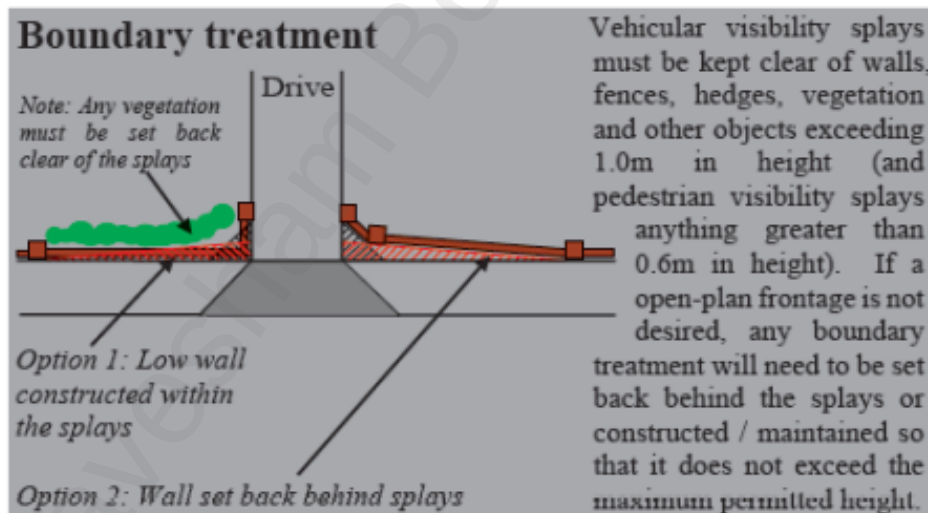
Extract from Vehicle Crossing Guidance and Self-Assessment published by Kent County Council.

In terms of the fencing, 2m x 2m pedestrian visibility splays would be required down the side of the drive with nothing over 850mm in height within the splay.

Footway visibility

X-dimension 2.0m from back of footway

Y-dimension 2.0m within these splays,



There should be no obstruction to visibility between heights of 0.85m and 2.0m above footway level. If the footway is likely to be used by small children, the height should be reduced to 0.6m. Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway.

Extract from Vehicle Crossing Guidance and Self-Assessment published by Kent County Council.

It should be noted that if permitted any extension to the parking area, should be constructed from a bound permeable material to ensure no surface water discharges onto the highway, the use of soakaways would

not be possible due to the Building Regulations not to install soakaways within 5 metres of a building or the highway.

However, as presented with the car parking provision being within 10 metres of a road junction, a distance the Highway Authority, Kent County Council consider would create a hazard and the fact that there is no pedestrian visibility splay, I would recommend refusal.

Neighbouring properties

The application was advertised by way of letter to 8 surrounding properties. The consultation period expired on 2nd August 2022 and one objection was received.

The main points raised in the objection were:

- 1. The proposed extensions would severely impact on the original planned design of the estate and when combined with the scale and width of the extension would result in the introduction of a prominent building that would appear as an incongruous and cramped form of development that would diminish the open character and appearance of the site, contrary to Policy CS14 and CS19 of the Gravesham Local Plan Core Strategy 2014 that requires new development to take into account the existing character of the area, and paragraph 70 of the NPPF where plans should resist the inappropriate development of residential gardens where the development would cause harm to the local area.*
- 2. The proposal by virtue of its siting, massing, design and proximity to adjacent properties would be harmful to the privacy of neighbouring properties and as such would be contrary to Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 which states that new development shall be located, designed and constructed to safeguard the amenity, specifically privacy, of its occupants and those of neighbouring properties and land.*
- 3. The proposed driveway and crossover positioned on Salcote Road is located too close to the junction with Cirrus Crescent and is detrimental to highway safety. The proposed driveway is also substandard in depth to fully accommodate a car off the highway and is contrary to CS11 and CS19 of the Gravesham Local Plan Core Strategy 2014 and Planning Guidance Note 6: Planning Policy for Vehicular Accesses to Classified Highways (February 2009) adopted as supplementary planning guidance.*
- 4. The applicant has failed to provide any ecological evidence to inform a habitat regulations assessment covering the impact of the development on the Thames Estuary and Marshes Special Protection Area (SPA) and Ramsar Site or offered a financial contribution towards mitigation measures to address the impact of the development on the SPA/Ramsar site. The proposal is therefore contrary to Policy CS12 (Green Infrastructure) of the Gravesham Local Plan Core Strategy 2014 which seeks to ensure that detrimental effects on the integrity of SPA/Ramsar sites are avoided.*
- 5. The erection of a 6 foot fence around the perimeter of the garden on the corner of Salcote road and cirrus crescent will harm the estates original design plans and aesthetics.*
- 6. The loft extension and dormer will overlook neighbours gardens and impact their privacy.*

Analysis

Procedural Issues

The description does not include details of the proposed extension to an existing driveway nor the erection of a boundary fence around the site. The extension of the fence line would warrant a change of use of amenity land into the properties garden curtilage. In this case the change of use would need to be assessed as a separate full planning application. The current application description also fails to mention the extension to the existing driveway and so this would require further consultation and a description change if permission is forthcoming.

Proposal

The proposal seeks the erection of a two storey side extension, front porch and dormer extension in the rear roof slope and a driveway.

The front porch will have a depth of approx 0.9m and an overall height of approx 3.1m. The porch will be finished with a mono pitched roof and will include a door in the front elevation.

The proposed two storey side extension will project 4m from the west elevation and will be built in line with the ridge of the main dwelling. The extension will be built to the same depth as the original house.

To the ground floor the extension will allow for a large lounge, and will include a window in the front elevation, a door and window in the flank elevation at ground floor level.

To the first floor the proposal will allow for internal alterations which will see a larger bedroom with an ensuite, the extension will include windows in the front and flank elevation which will serve the bedroom. A window in the rear elevation at first floor will serve the ensuite bedroom.

The roof space will be converted to allow for the creation of a master bedroom served by two dormers which will have windows in the rear elevation.

The proposal also includes the extension to an existing driveway which is made of concrete and allows for access to an existing garage. The driveway will be accessible via Cirrus Crescent and will be block paved. It will have a depth of approx. 7.2m and a width of approx. 4.89m (excluding the existing concrete drive).

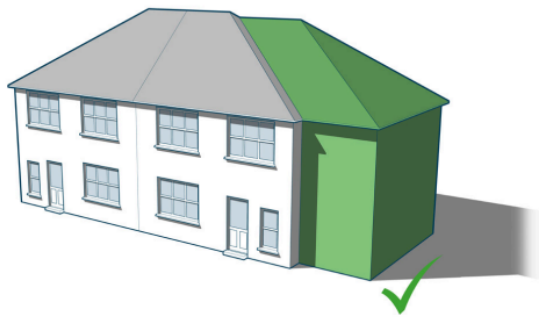
The proposal also shows a new boundary fence around the perimeter of the site, the proposal does not state the height of the fence, however it is shown as sent in from the boundary edge where it meets the footpath.

Character and Appearance

The proposed site consists of no. 2 Salcote Road, a single family dwellinghouse which occupies a corner plot at the junction with Salcote Road and Cirrus Crescent and forms one dwelling in a terrace of four. The site is roughly square in shape and includes a detached garage with a drive which can be accessed from Cirrus Crescent. The site has some fencing which surrounds the rear garden and there is some amenity land to the western side.

The site does not appear to have been previously developed, however there has been a refusal for the erection of an additional dwelling on the plot (20200012).

The current proposal would see a double storey side extension and two rear dormers to allow for the creation of an additional bedroom in the roof space. The side extension is not appropriately designed and would not be set down or set back from the front elevation. SPD4 - Householder Extensions/Alterations Design Guide (2021) states:



Matching roof style and pitch subordinate to the original dwelling with roof extension stepped down and extension stepped back at the front.

The proposed double storey side extension does not appear subordinate to the host dwelling as it is more than half the width of the original house. The extension would add approx. 43sqm of additional floor space with the original house measuring some 44sqm and so the proposed extension would result in overdevelopment which is not balanced and does not respect the scale of the host dwelling.

The proposed porch is acceptable in terms of scale and design and could possibly be built under permitted development rules.

The proposed loft conversion and subsequent addition of dormers unbalances the property. Due to the property's prominent corner location the site is highly visible from the road as would be the rear dormers. The dormers are large and do not respect the current symmetry of the original fenestration. The two dormers would appear large and would overwhelm the roof. Therefore this element of the proposal does not comply with SPD4 - Householder Extensions/Alterations Design Guide (2021), paragraph 130 of the NPPF (2021) and CS19 Of the Local Plan Core Strategy (2014).

SPD4 - Householder Extensions/Alterations Design Guide (2021) states that boundary treatment should respond to the design of the dwelling and incorporate visibility splays and sight lines for pedestrian and vehicular safety. The surrounding plots are characterised by open plots and so the enclosure of the site would detrimentally harm the character and appearance of the streetscene. The current grass verge positively contributes to the area and its enclosure would significantly and detrimentally alter the character and appearance of the streetscene.



The development is considered to be inappropriate in terms of design, size, bulk and scale, and would be harmful to the appearance of the existing dwelling and wider area. On this basis, the proposal fails to accord with the requirements of Policy CS19 of the Core Strategy, paragraph 130 of the NPPF (2021) and the Householder Extensions/Alterations Design Guide SPD, October 2021.

Amenity of Future Occupiers

The proposal would result in sufficiently sized bedrooms, the proposed loft room and first floor bedroom

would be extremely generous in term of their sizes.

Due to the plot arrangement, the rear garden area is very constrained and post development the garden would have approx 85sqm of garden space which falls below the council's technical standards which states a 4 bedroom property should have a minimum garden area of 100sqm.

The proposal is therefore contrary to Policy CS19 of the Local Plan Core Strategy 2014, paragraph 130 of the NPPF (2021) and SPG2 Residential Layout Guidelines 2020.

Neighbouring Amenity

No. 8 Cirrus Crescent has a first floor bedroom window on the flank elevation and whilst the proposed extension at first floor would only have an ensuite window facing in this direction there are two dormers proposed in the roof slope which would face directly towards this room and the neighbouring properties private amenity space. The dormer windows and bedroom window at No 8 Cirrus Crescent are considered habitable rooms for which there should be a minimum privacy distance of 21metres which cannot be achieved in this instance. The presence of the first floor flank bedroom window on No. 8 Cirrus Crescent explains why the estate was designed with the open space to the side of 2 Salcote Road. The proposal fails to safeguard the neighbour amenity of no.8 Salcote Road in accordance with Policy CS19 of the Local Plan Core Strategy, paragraph 130 of the NPPF (2021) and SPG2 Residential Layout Guidelines (2020).

Parking and Highways

The current parking arrangement for 2 Salcote Road consists of a garage and a driveway in front of the garage which is situated on Cirrus Crescent. The property essentially has two parking spaces which is adequate for a four bedroom property, however the proposal seeks to add a driveway on the side garden which is considered amenity land in which case this would require a change of use.

Kent County Council advises that there should be a minimum distance between a drive and a road junction of 10 metres, in order to allow sufficient distance for one or two vehicles to be queueing at the junction without obstructing the access. This is to reduce the risk of collision/rear end shunt. The edge of the driveway is less than 8 metres to the junction which is not considered acceptable.

The erection of the close board fencing would now allow sufficient visibility splays as mentioned by the highways officer thus resulting in risk to pedestrians and other road users.

Furthermore saved Policy T5 of the Local Plan First Review 1994 states that formation/intensification of use of existing parking accesses will not usually be permitted. In this instance the additional parking provision on the drive will result in increased usage and increase the likelihood of collisions.

It is therefore considered that the proposed parking provision is not adequate and contrary to Policy CS19 of the Local Plan Core Strategy 2014, saved Policy T5 of the Local Plan First Review 1994 and SPG 4 - KCC Parking Standards 2006.

Any Other Material Planning Considerations

Conclusion & Recommendation

The proposed development would harm the design of the estate and when combined with the scale and design of the development would result in the introduction of a prominent extension that would appear as an incongruous and cramped form of development that would diminish the open character and appearance of the site. This is contrary to Policy CS19 of the Gravesham Local Plan Core Strategy 2014 that requires new development to take into account the existing character of the area and paragraph 130 of the National Planning Policy Framework (2021).

The proposal by virtue of its siting, massing, design and proximity to adjacent properties would be harmful

to the amenity and privacy of neighbouring properties and as such would be contrary to Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 which states that new development shall be located, designed and constructed to safeguard the amenity, specifically privacy, of its occupants and those of neighbouring properties and land and paragraph 130 of the National Planning Policy Framework (2021).

The proposed driveway is detrimental to highway safety. The proposed driveway is also substandard in design and is therefore contrary to CS11 and CS19 of the Gravesham Local Plan Core Strategy 2014..

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	22 nd August 2022	Dated:	25th August 2022