



Delegated Report

Householder Planning Application

Planning Application No: 20221080

Location: 12 Cruden Road Gravesend Kent DA12 4HD

Description: Erection of a two storey side extension, a part two storey and part single storey rear extension

Applicant: Mr Stanley Akwaeze

Site Visit Date: 12th October 2022

Submitted Documents/Plans

- Application Form
- Site Location Map and Proposed Block Plans
- Existing Block Plan
- Existing Floor and Roof Plans
- Existing Elevations
- Proposed Elevations
- Proposed Floor and Roof Plans

Relevant Planning History

Reference	Description	Outcome	Decision Date
20220158	Erection of a first floor rear extension and porch to front	Permitted	11.04.2022
20220159	Application for a Lawful Development Certificate in respect of the proposed construction of a dormer extension in the rear roof slope, hip to gable roof alterations, conversion of loft to form habitable rooms, installation of rooflights in the front roof slope and erection of a front porch.	Certificate Granted	22.04.2022
20220160	Single storey rear extension with a depth of 6.00 metres, maximum height of 2.70 metres and eaves height of 2.40 metres.	Prior Approval Not Required	04.05.2022
20220867	Erection of a two storey side extension, a part two storey and part single storey rear extension and a front porch. Erection of a rear dormer extension in the rear roof slope, with a hip to gable roof alteration.	Refused	30.09.2022
20220996	Retention of single storey outbuilding.	Permitted	10.11.2022

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)
- Gravesham Landscape Character Assessment

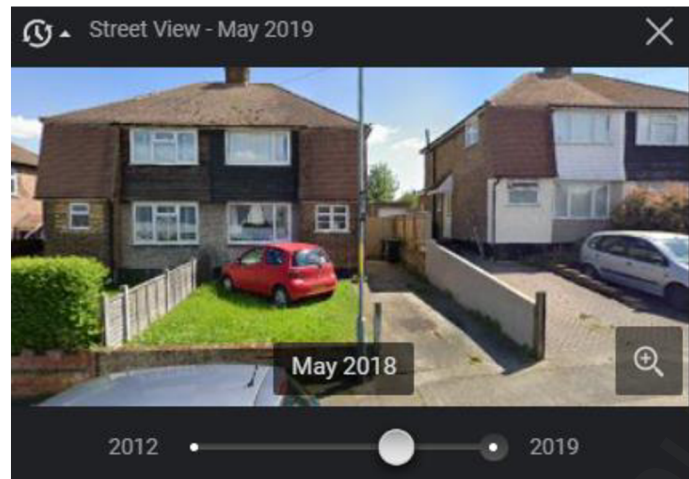
Consultations, Publicity and Representations

Regulatory Services

GBC – Highways Officer

I note there is no increase in the number of bedrooms, so there is no need to alter the car parking provision, it being impossible to park a vehicle adjacent to the building whilst maintaining a pedestrian route to the property.

The May 2018 Google Street View image demonstrates that vehicles would be parked on the grass rather than adjacent to the building.



The width of the front garden appears to be less than the 7.9 metres required given in the guidance in SPG4. $2.7\text{m} + 2.5\text{m} + 2.7\text{m}$

B8. The preferred sizes for parking bays in Kent provided as part of development proposals are:

	Length	Width
Parking Bay Size for Powered Two-Wheelers ⁽¹⁾	2.5m	1.5m
Parking Bay Size for Cars ⁽²⁾	5.0m	2.5m
Parking Bay Size for People with a Mobility Handicap	5.5m	3.6m
Parking Bay Size for Light Goods Vehicles	7.5m	3.5m
Parking Bay Size for Minibuses ⁽³⁾	8.0m	4.0m
Parking Bay Size for Coaches ⁽³⁾	14.0m	4.0m
Parking Bay Size for Rigid Heavy Goods Vehicles	12.0m	3.5m
Parking Bay Size for Articulated Heavy Goods Vehicles	16.0m	3.5m
Notes:	1. A minimum space of 1.0m should be allowed between each motorcycle. 2. Where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive the preferred bay size should be 6.0m x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2.7m 3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.	

The proposed parking plan should be therefore reduced to two parking spaces and as it may require the relocation of a lamp column, which can be a costly exercise, the carriage crossover should be constructed prior to the alterations to the main dwelling.

There should be no boundary treatment, hard or soft landscaping over 850mm in height within 2 metres of the highway boundary, (back edge of footway) to protect pedestrian visibility splays.

Neighbouring properties

The application was advertised by way of site notice and letters to four surrounding properties. The consultation period expired on 11th November 2022 and one objection was received.

The main points raised in the objection were:

- There is already an outbuilding on the site
- The extension will result in the loss of the drive and raises concerns about parking
- The extension will look down onto a neighbouring property
- Bus stop would be interrupted by works to property
- Concern about noise levels emanating from works

- Concerns that builders obstruct neighbouring parking

Some of the points raised are not material planning considerations, however should permission be forthcoming an informative for Working Hours would be included. Should works be carried outside of the usual construction hours residents are able to make a complaint to the Environmental Protection Team who are able to assess for statutory noise nuisance.

Analysis

Proposal

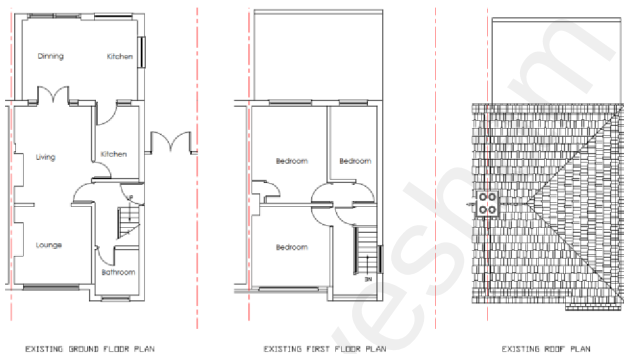
The proposal seeks the erection of a two storey side extension, a part two storey and part single storey rear extension, the plans also show the creation of off road parking in the front garden.

The two storey side extension will project 1m from the flank elevation and span approx 10.82m with an overall height of approx 7.5m. This element of the proposal will include three windows at ground floor level which will serve a kitchen area, a utility room and a w.c. To the first floor there will be a window in the flank which will serve a bathroom. The extension will be finished with a hipped roof which will be set below the main roof and behind the furthest part of the front elevation. This element of the proposal will allow for the creation of a bathroom at first floor level and a larger bedroom.

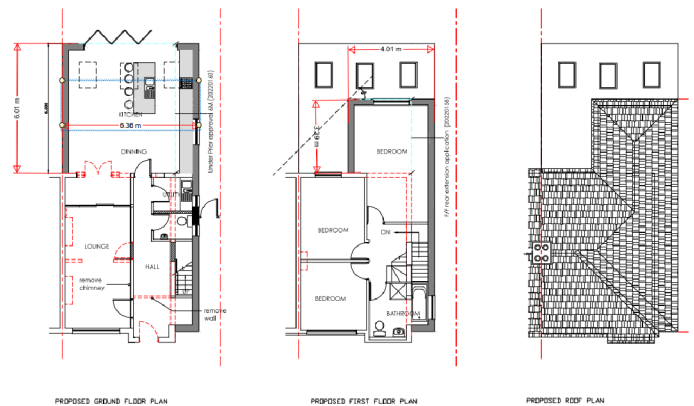
To the rear of the property at ground floor level there will be a single storey rear extension which will project 6m from the rear elevation and span the entire width of the development, the proposal will include a bifold in the rear elevation and three roof lights and will serve a kitchen and dining area.

At first floor there will be a rear extension which will project 3.3m from the rear elevation and span 4m, the extension will include a window in the rear elevation and will follow the roof form of the two storey side extension.

Existing Plans



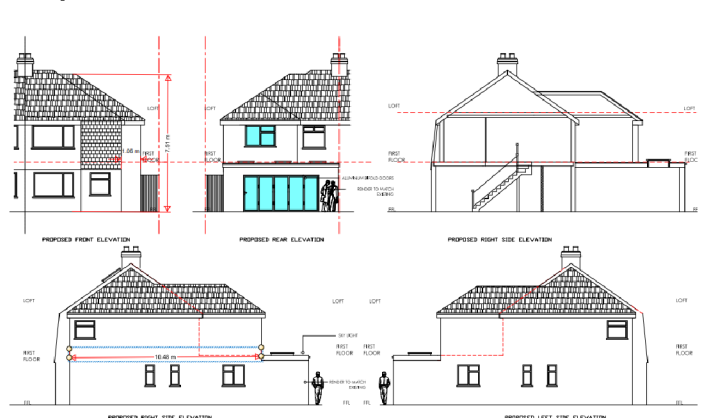
Proposed Plans



Existing Elevations



Proposed Elevations



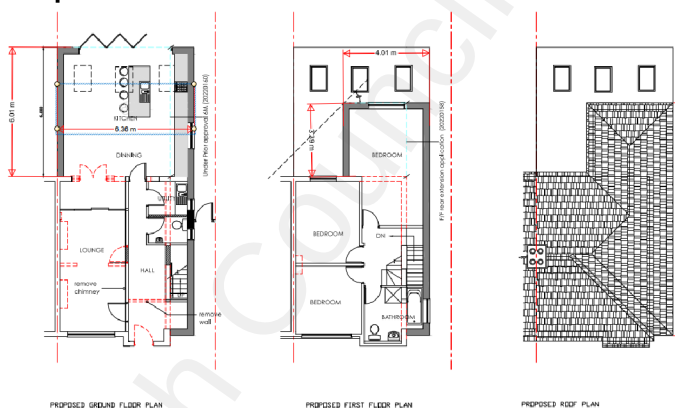
Character and Appearance

The current proposal is a resubmission of a 20220867 which was refused. Below a comparison is shown between the previous and current proposal.

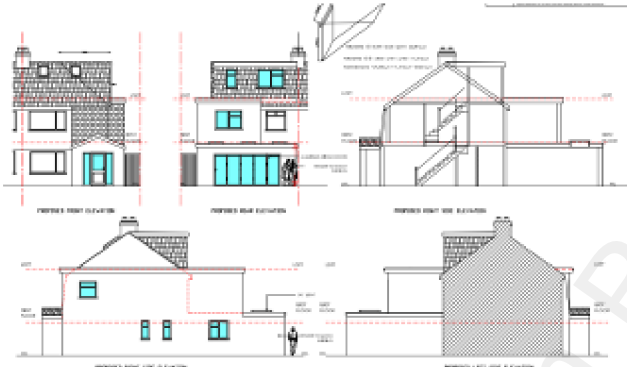
Previous Plans



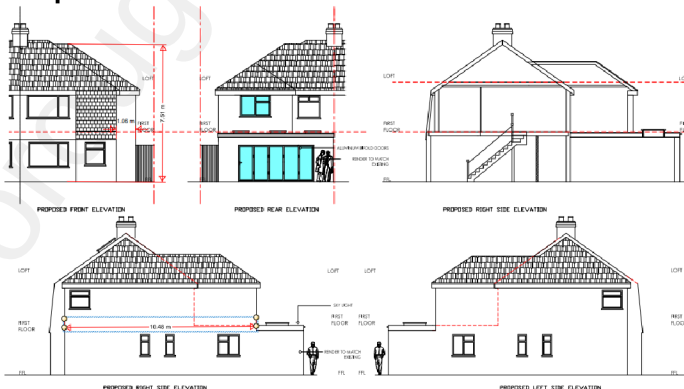
Proposed Plans



Previous Elevations



Proposed Elevations



It will be necessary to determine whether the proposal has addressed the previous reasons for refusal and whether the current proposal is considered acceptable and in accordance with planning policy.

It is also necessary to point out that there is a 36sqm outbuilding in place on the site which is not shown on the plans as this was given retrospective consent before this application was determined. There is also a lawful development certificate in place for a hip to gable enlargement with a rear dormer to allow for habitable rooms in the roof space as well as a Prior Approval consent for a 6m single storey rear extension.

The first element of the proposal will see a modest 1m two storey projection from the flank elevation, this element of the proposal will be set behind the front elevation and below the main ridge so t demonstrate subservience. As can be seen from the previous proposal the extension has been scaled back and will maintain the existing roof form. This element of the proposal is now deemed to be of a more acceptable design and scale.

The second element of the proposal will see a ground floor single storey rear extension. Part of this extension has been permitted under a prior approval consent, however the proposal will span 1m wider than what was permitted under the prior consent.

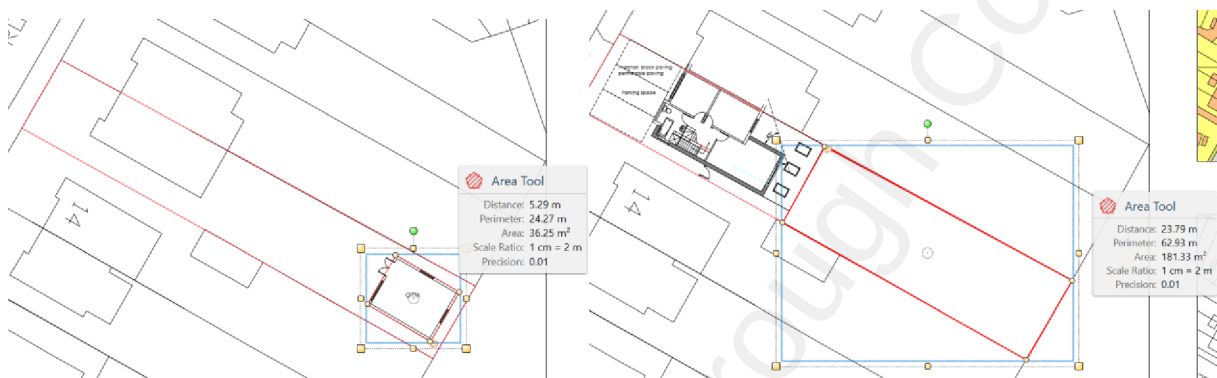
The councils adopted SPD4 – Householder Alterations and Extensions guidance states that an extension should respect the scale of the host dwelling and should not exceed the width of the main dwelling as it was originally built. In this instance the original host dwelling at ground floor level (this excludes any subsequent extensions) measured 40sqm, the proposed single storey extension under this permission will measure 38sqm which is almost doubling the footprint of the original floor plan. This demonstrates that the extension will constitute overdevelopment of the site and does not respect the scale of the original dwelling.

To the first floor the proposal will result in the addition of a bedroom which will project approx 3.3m from the rear elevation and span approx 4m. This extension is acceptable in terms of design and scale.

The proposal, by virtue of the cumulative forms of development is considered to be inappropriate in terms of scale, and would constitute overdevelopment of the site. 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

Post development the bedrooms will all accord with the Council's technical standards and the garden will have an area of approx 145sqm when including the outbuilding which is not shown on the current submission, this proposal therefore complies with the minimum standards.



The proposal adequately safeguards the amenity of future occupiers.

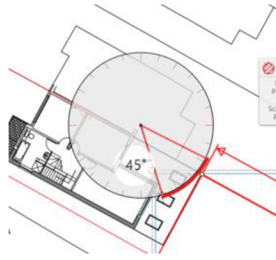
Neighbouring Amenity

The proposed extensions will not result in a material impact from loss of light and outlook to the property known as No 14 Cruden Road due to the distance between the properties and the path of the sun. However there are three window openings at ground floor level in the southern flank elevation of which one serves a w/c, should permission be forthcoming, then this window would be conditioned so that it is obscure glazed and top hung only.

The proposed window serving the kitchen diner is not considered to result in any harm as there is a fence to offer some screening and furthermore the application site is on lower ground in comparison to the neighbour at No.14. The window at first floor level will serve a bathroom which means should permission be forthcoming, then this window would be conditioned so that it is obscure glazed and top hung only.

There are windows in the flank elevation of the neighbouring property, however it is not clear what these windows serve, however given that the windows in the proposed flank elevation are not serving habitable rooms they are not liable to result in material overlooking or harm.

The proposed double storey side extension is not considered to impact the amenity of the adjoining property known as No.10 due to the positioning. The first floor rear extension is set away from the boundary and not considered to impact outlook.



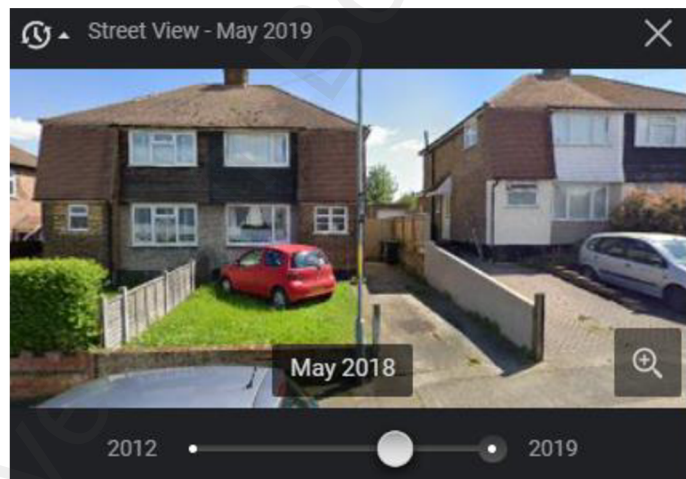
The single storey rear extension whilst large is not excessive in terms of height, there is currently an extension at the adjoining property which may lose some light levels due to the path of the sun, however this would not be excessive nor result in significant material harm which would Warrant a refusal.

The proposal is considered to adequately safeguard the amenity of future occupiers.

Parking and Highways

Post development the site will result in the creation of a driveway which shall be constructed using permeable materials. As per the highways officer's comments should permission be forthcoming a condition will be imposed to ensure the carriage crossover is constructed prior to the alterations to the main dwelling and that there is no boundary treatment, over 850mm in height within 2 metres of the highway boundary, (back edge of footway) to protect pedestrian visibility splays.

It is also noted that the highways officer states that the parking area is substandard for parking three cars off road due to insufficient width, the minimum requirement is 7.9m and the drive measures at approx 7.1m. It is considered that on balance this would not be a reason able reason to base a refusal on however consideration should be given to the lamp post which will act as an obstruction to and from the driveway.



A parking plan can be requested to show only two cars, however a condition cannot be imposed to prevent more than two cars parking at any one time on the driveway.

Conclusion & Recommendation

The proposal, by virtue of the cumulative forms of development is considered to be inappropriate in terms of scale, and would constitute overdevelopment of the site. 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.

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
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Signed:		Signed:	
Dated:	25th November 2022	Dated:	25th November 2022

Gravesham Borough Council