



Delegated Report

Householder Planning Application

Planning Application No: 20231111

Location: 1 Read Way Gravesend Kent DA12 5TQ

Description: Demolition of existing single storey side extension and erection of part two storey and part single storey side extensions with a pitch roof dormer. Alterations to fenestration in rear elevation, alterations to land levels and extension of hard landscaping to the front to create additional parking.

Applicant: Mr Steve Smith

Site Visit Date: 16.11.2023

Submitted Documents/Plans

- Application form
- Drawing No: 21-30-10A (Existing/Proposed Block Plans and Proposed Site Layout)
- Drawing No: 21-30-09 (Proposed Elevations)
- Drawing No: 21-30-01 (Site Location Map)
- Drawing No: 21-30-02 (Existing Site Layout)
- Drawing No: 21-30-03 (Proposed Site Layout)
- Drawing No: 21-30-04 (Existing Plans)
- Drawing No: 21-30-05 (Existing Elevations)
- Drawing No: 21-30-07 (Proposed Plans)
- Drawing No: 21-30-08 (Proposed Elevations 1)
- Drawing No: 21-30-06 (Existing Elevations)
- Drawing No: 21-30-D&S (Design and Access Statement)

Relevant Planning History

Reference	Description	Outcome	Decision Date
20220051	Erection of a two storey side extension.	Refused	15.03.2022
20211527	Erection of a two storey side extension.	Withdrawn	21.01.2022
20211054	Erection of a two storey side extension.	Withdrawn	19.10.2021
20210428	Demolition of single storey outbuilding on southern side elevation and dormer window in the side roof slope, erection of a first floor side extension, erection of a two storey rear extension and construction of a raised deck in the rear garden.	Permitted	01.06.2021

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 (2023) 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 (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- 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)
- Technical Housing Standards – Nationally Described Space Standard (2015)

Consultations, Publicity and Representations

Consultees

Local Ward Councillors

No comments received.

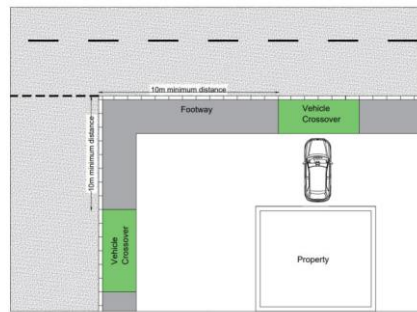
GBC – Highways Officer

As proposed, I consider the application unacceptable due to the proximity of the extended carriage crossover to the junction of Read Way with Dobson Road. However, if the parking space is relocated to the other side of the existing parking space there would be no objection, as it would comply with Kent County Council carriage crossover guidance.

5/ Distance from Road Junction

If the location of the proposed crossing is closer than 10 metres to a road junction and creates a hazard, the application will be refused. This dimension may be increased to 15 metres on major roads or near busy junctions.

Diagram: Distance to Road Junction



Residential Dropped Kerb Guidance and Self-Assessment v3

www.kent.gov.uk May 2023

https://www.kent.gov.uk/data/assets/pdf_file/0003/139485/Dropped-Kerb-Application-Guidance.pdf

The extended driveway would have to be constructed from a bound permeable material, so no surface water can discharge onto the highway.

To maximise visibility both vehicular and pedestrian at the extended drive, there should be no boundary treatment or soft or hard landscaping over 1 metre in height within 2 metres of the highway.

I note the proposal to provide cycle parking for the additional bedroom.

Neighbouring properties

The application was advertised by way of site notice and letters to 6 surrounding properties. The consultation period expired on 01.12.2023 and no comments were received.

Officer's Analysis

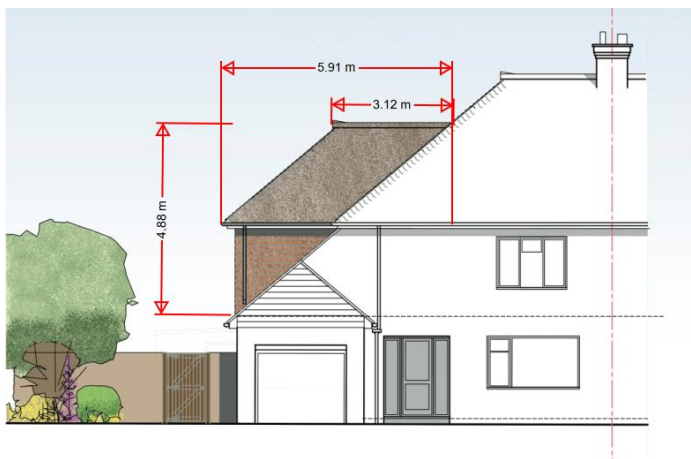
Background

The proposal is a resubmission of application 20220051 which was refused on the below ground:

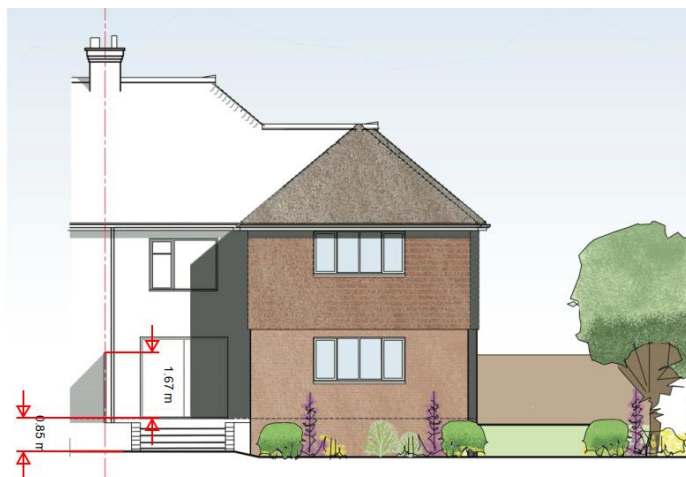
By virtue of the location, size and scale, the proposed two storey side extension is considered to be unacceptable as it is a dominant and un-subservient addition to the application property, resulting in an overdevelopment of the plot, erosion of the building line and loss of open character of the corner plot, that is considered to be detrimental to the character and appearance of the property itself and character of the wider area. As such, the proposal would fail to comply with the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy (2014) and paragraph 130 of the National Planning Policy Framework (2021) and the Householder Extensions/Alterations Design Guide SPD, October 2021.

There is also an extant permission in place (ref 20210428) however this has not been utilised.

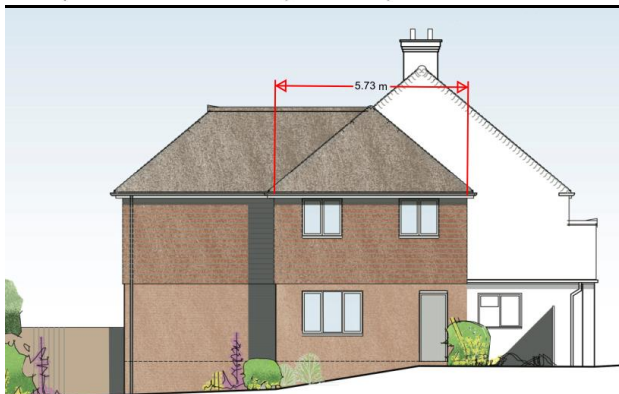
Below are the plans from 20210428 which was permitted.



Proposed Front Elevation (north east)

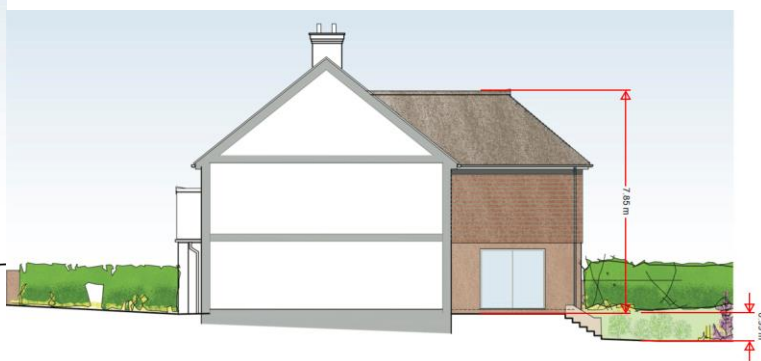


Proposed Rear Elevation (south west)



Proposed Side Elevation (south east)

Scale 1:100



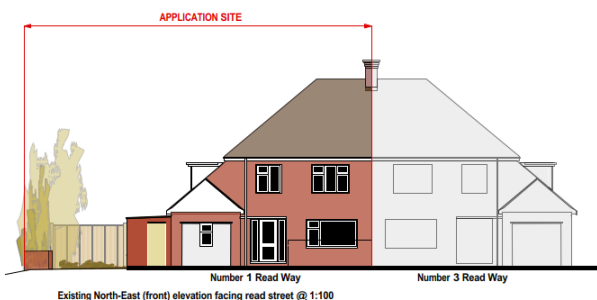
Proposed Side Elevation (north west)

Proposal

The application seeks to demolish the existing single storey side extension and erect a part two storey and part single storey side extensions with a pitch roof dormer. The proposal will require alterations to the fenestration in rear elevation, alterations to land levels and extension of hard landscaping to the front to create additional parking.

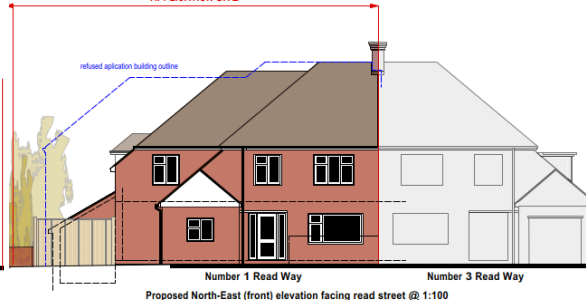
The overall proposal would result in an open plan kitchen/dining area on the ground floor and increase the bedrooms from 3 to 4.

Existing Front Elevation



Existing North-East (front) elevation facing read street @ 1:100

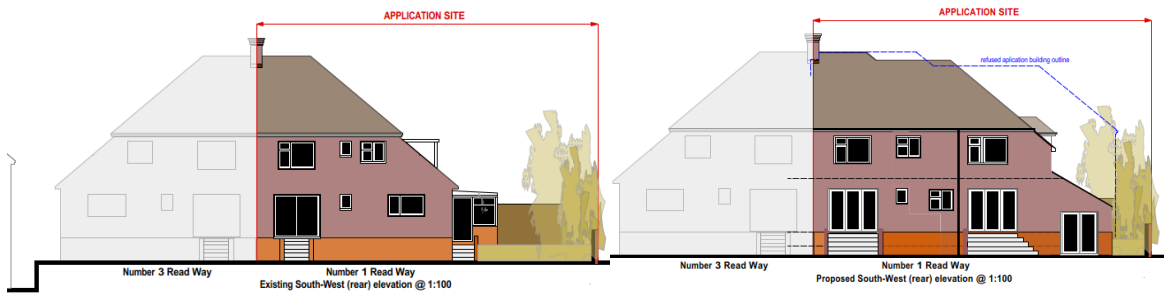
Proposed Front Elevation



Proposed North-East (front) elevation facing read street @ 1:100

Existing Rear Elevation

Proposed Rear Elevation



Existing Side Elevation

Proposed Side Elevation



Design, Character and Appearance

The site is within the urban area of Gravesend, within a residential area characterised by similar design semi-detached houses within the immediate street scene. The application property is a semi-detached dwelling located in a prominent corner plot location, surrounded by a low-level brick wall and mature hedging to the front and side which follows the curve of the path line. The property benefits from an existing integral garage and block paved driveway for more than one vehicle which is served by a single width dropped kerb.



Below is a paragraph from the previously refused application (ref 20220051)

Whilst it is acknowledged that the proposed extension has been set back from the principle front elevation and would have a lower ridge height than the main property, it would have a projection of more than half the width of the host dwelling, resulting in a dominant and un-subservient addition to the dwelling. Together with the loss of the catslide roof, which is a prominent design feature within the immediate streetscene, together with the loss of fenestration, it is considered that the proposed extension is an unacceptable addition to the host dwelling and the character of the area as a whole.

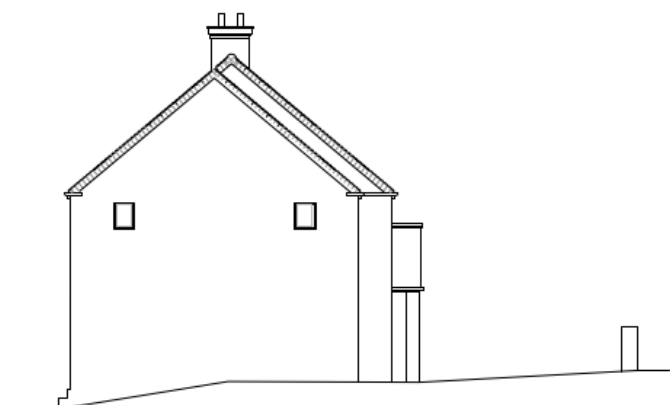
As can be seen from the below the current proposal is a vast improvement to the previously refused application (below are the plans from planning application 20220051 which was refused)



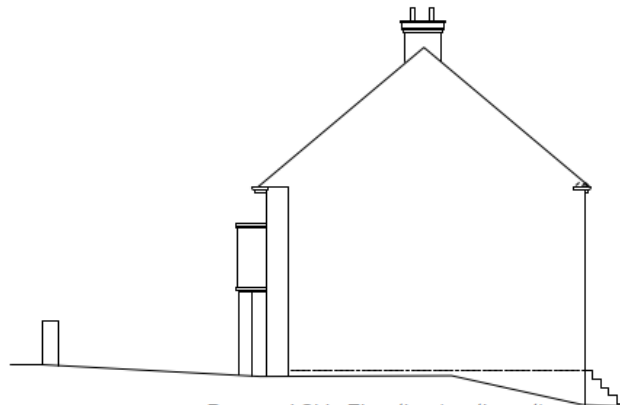
Proposed Front Elevation (north east)
Scale 1:100



Proposed Rear Elevation (south west)
Scale 1:100



Proposed Side Elevation (north east)
Scale 1:100



Proposed Side Elevation (south east)
Scale 1:100

The proposed extension has been set back from the principle front elevation and has a lower ridge height than the main property, the projection has been markedly reduced and allows for a more subservient addition which respects the host dwelling. The introduction of a side dormer retains the character of the original house and the single storey side extension is deemed to be proportionate. The proposed fenestration has been appropriately arranged with the extension being constructed using materials to match the host dwelling.

Overall, it is considered that the proposed two storey side extension has been appropriately designed and is a vast improvement to the previously refused application (ref 20220051).

The proposal is considered to be acceptably designed and of a scale which is respectful of the host dwelling and therefore accords with the requirements of Policy CS19 of the Core Strategy (2014) and SPD4 - Householder Extensions/Alterations Design Guide SPD, October 2021.

Amenity of Future Occupiers

It is considered that the proposal complies with the Council's residential layout guidelines and the Technical Housing Standards - Nationally Described Space Standards in terms of the proposed accommodation and retained garden. The proposal accords with Policy CS19 of the Core Strategy (2014) and SPG2 – Residential Layout Guidelines (2020) in respect of the living conditions for future occupants of the dwelling.

Neighbouring Properties

The proposed extension would be located to the side of the corner plot and would be set sufficiently away from the surrounding properties. The bedroom windows would be located to the front and rear elevations and would afford the same views as the existing windows, the proposed dormer window in the flank elevation due to its proximity would not result in any loss of privacy to neighbouring properties.

The proposed extension would not result in a detrimental impact in terms of neighbour amenity and accords with Policy CS19 of the Core Strategy (2014) and SPG2 – Residential Layout Guidelines (2020).

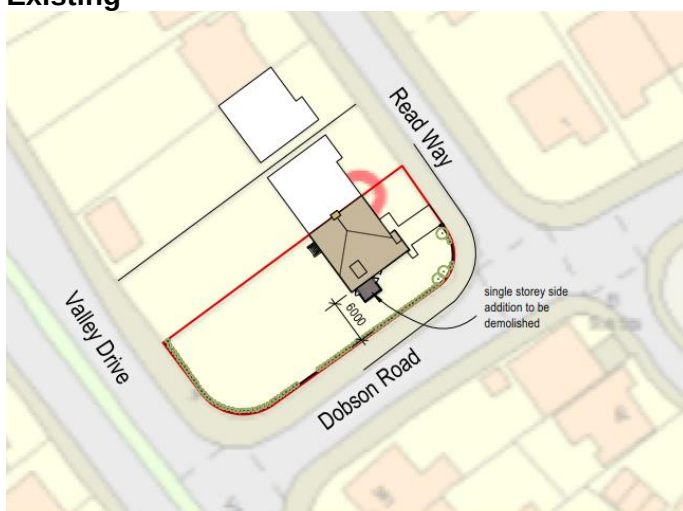
Parking and Highways

The proposal would result in one additional bedroom, increasing the property from three bedrooms to four. The existing garage would be converted into a habitable living space reducing the parking from two to three, however as per the plans the proposal would increase the front drive and introduce a double width dropped kerb to facilitate an additional parking space to replace the loss of the garage.

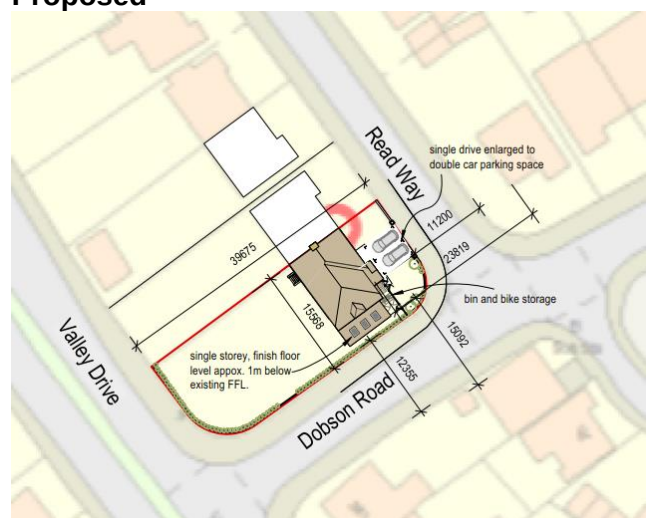
In order to accord with KCC Vehicle Parking Standards there should be a 10m distance between the cross over and the parking space however the proposed falls short of this by approx. 0.70m. It is noted that the existing single width dropped kerb is already within 10m of the junction and the proposed extension is situated away from the junction. It is therefore considered that a refusal on this basis would not be justified. The proposed plans do not provide sufficient visibility splays and so a condition will be imposed to ensure these are provided.



Existing



Proposed



A further condition will be imposed to ensure the double width driveway and the driveway is implemented

prior to the occupation of the new extension and that the driveway is constructed using permeable materials. Furthermore in order to ensure there are no highway hazards a condition will also be imposed to ensure no gates are constructed across the driveway entrance.

Notwithstanding the comments of the highways officer the proposal is deemed acceptable with regards to parking.

Conclusion

The application has been fully considered and it is recommended that planning permission be permitted subject to conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	15.12.2023	Dated:	18 th December 2023