

Delegated Report

Householder Planning Application

Planning Application No: 20230147

Location: 3 Stanley Crescent Gravesend Kent DA12 5SZ

Description: Demolition of shed, erection of a two storey side and rear extension, including a single storey rear extension.

Applicant: Mr Drew Perkins

Site Visit Date: **Desktop Assessment**

Submitted Documents/Plans

- Application Form
- Drawing 8156/A3/09 (Site Location Map and Proposed Block Plan)
- Drawing 8156/A3/01 (Existing Ground Floor Plan)
- Drawing 8156/A3/02 (Existing First Floor Plan)
- Drawing 8156/A3/03 (Existing Section Through and roof plan)
- Drawing 8156/A3/08 (Proposed elevations)
- Drawing 8156/A3/04 (Existing Elevations)
- Drawing 8156/A3/05A (Proposed Ground Floor Plan)
- Drawing 8156/A3/06 (Proposed First Floor Plan)
- Drawing 8156/A3/07 (Proposed Roof Plan)
- Drawing 8156/A3/10 (Existing Block Plan)

Superseded Plans

- Drawing 8156/A3/05 (Proposed Ground Floor Plan)

Relevant Planning History

No relevant planning history.

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)

Consultations, Publicity and Representations

Local Ward Councillors

No comments received.

GBC – Highways Officer

This proposal increases the number of bedrooms from 2 to 3 for a property in a suburban area. Residential car parking issued by Kent County Council, but admittedly not adopted by Gravesham Borough Council, suggests this changes the car parking requirement by half a vehicle. (Note Gravesham's adopted planning guidance on vehicle parking is no longer considered appropriate as it is a maximum car parking provision, which the National Planning Policy Framework no longer considers appropriate except in special circumstances.)

Looking at the Google Street View images, the majority of car parking on Stanley Crescent, when it occurs involves pavement parking which should be deterred to leave the footways for the use of pedestrians as intended. As such, I would recommend off street car parking should be provided for one car, (ideally two but beyond the scope of the application). In addition with the additional bedroom a secure cycle parking space should be provided to conform to the requirements of SPG4.

Any front garden parking should be on a bound permeable paving.

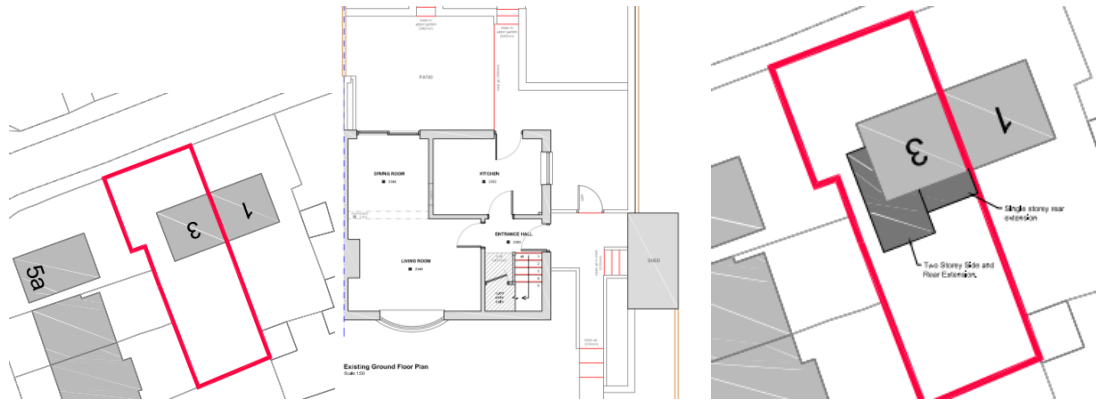
Neighbouring properties

The application was advertised by way of letters to 7 surrounding properties. The consultation period expired on 27th March 2023 and no comments were received.

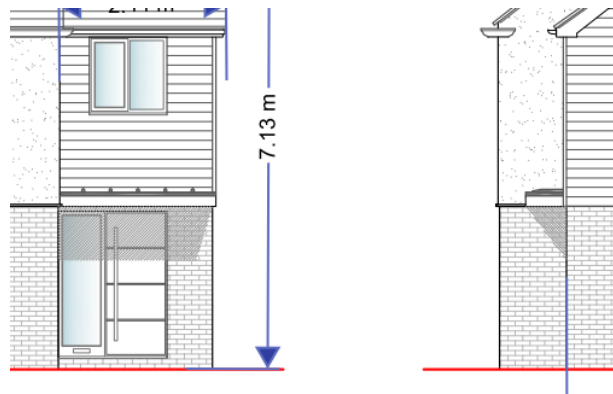
Analysis

Procedural Matters

It is noted that on the existing block plans the shed is not shown, however this is shown on the existing floor plans and most importantly it is not shown on the proposed block plan.



The proposal also includes a small canopy above the front door which was not included in the description.



Proposal

The proposal seeks to demolish an existing shed to allow for the erection of a two storey side and rear extension, including a single storey rear extension.

The two storey side extension will be set down from the roof ridge and behind the principle elevation. The extension will project approx 2.4m from the flank elevation with an overall height of approx 7.1m. To the rear the extension will have a width of approx 4.4m and an overall height of approx 6.8m. The combined depth of both of the two storey extension will be approx 8.5m.

The extension will include a door at ground floor level in the front elevation to allow for access into the house. At first floor level a window in the front elevation will serve a bathroom. In the rear elevation at ground floor level there will be a window serving a kitchen area and at first floor level there will be a window serving a bedroom. In the rear western roof slope there will be two roof lights which will serve the new bedroom.



The single storey rear extension will have a maximum height of approx 3m and will be finished with a flat roof with a parapet wall on the eastern elevation. The extension will project approx 2.3m with an overall width of approx 4.2m. This extension will include an openable roof light and a bifold door in the rear elevation. The extension will be finished with Grey Cedral cladding at first floor level and brick to match the existing at ground floor level.

Character and Appearance

The application site is a semi detached house in use as a single family dwelling which has not been previously extended. The property is finished with render at first floor level and facing brickwork at ground floor level, it is set back from the highway with a dwarf wall serving as a boundary between the public footpath and residential curtilage. The garden currently has soft landscaping with a footpath leading to the side entrance of the property. There is also a small, detached brick built shed in place which will be demolished as part of this proposal.



There is a two storey rear extension at No. 9 Stanley Crescent so such development would not be considered out of character. The extensions are subservient to the main dwelling and will not overbear the original property. The extensions are set away from the common boundaries, most notably the two storey extension which alleviates concerns of a cramped form of development.

The small canopy over the front door of the development is minimal in terms of projection at 0.5m and is set behind the main elevation, this will not have a significant impact on the development and is considered acceptable.

Below is an extract from SPD4 – Householder Alterations and Extensions Guidance 2021.



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

It is considered that the design of the proposal is acceptable, the proposed use of materials is also acceptable and the Cedral cladding would be a visual improvement in comparison to a yellow render which

is currently in place on the existing dwelling.

The proposal is compliant with the requirement of CS19 Local Plan Core Strategy 2014 and SPD4 – Householder Alterations and Extensions Guidance 2021.

Amenity of Future Occupiers

The new bedroom will have an internal size of approx 13sqm which is compliant with space standards. The resultant garden space post development will exceed 100sqm which is also compliant with the requirements of SPG2 – Residential Layout Guidance (2020) and so the proposal is considered to adequately safeguard the amenity of future occupiers.

Neighbouring Amenity

In terms of neighbouring amenity the development will have little impact on the property known as No. 1 Stanley Crescent as the 2 storey element of the proposal is set away from this property and there are no windows in the flank elevation which may impact privacy. The only part of the proposal which is in close proximity to this property is the single storey rear extension which is fairly modest in scale and not excessive in terms of height and so this proposal adequately safeguards light, outlook and privacy of No. 1 Stanley Crescent. In order to ensure the privacy of this property is maintained a condition will be imposed to ensure no openings other than those permitted on the accepted plans are inserted.

The properties known as No. 5 and 5a Stanley Crescent are closest in proximity to the two storey side and rear elements of the proposal. These properties are approx 7.6 and 8.2m away from the side extension, in terms of light levels the proposal may result in some overshadowing to the rear parts of the gardens of these properties in the mornings however this is not considered to be significant and most importantly it will not impact the dwellings and the impact on the first 5m of the garden will be minimal.

There are no windows proposed in the flank elevation of the extensions and so the privacy is adequately maintained and a further condition will be imposed to ensure no further window or door openings other than those permitted are created.

A further condition will be imposed to ensure any window serving a bathroom or w/c is obscure glazed to safeguard neighbouring privacy.

The proposal is considered to adequately safeguard the amenity of neighbouring properties.

Parking and Highways

The proposal would increase parking requirement on the site due to the increase in bedrooms. It is acknowledged that there are concerns raised by the Highways Officer regarding pavement parking however consideration needs to be given to the subsequent loss of biodiversity as a result of the creation of a front drive. CS12 of the Local Plan Core Strategy 2014 states *“There will be no net loss of biodiversity in the Borough”*.

Consideration also needs to be given to whether there are more sustainable methods of transport which could be utilised thus reducing the need of a car. The below map shows there are sufficient bus stops within the vicinity which can be utilised, reducing the need for reliance on a car.



Notwithstanding the comments of the highways officer, on balance the proposal is considered acceptable.

Conclusion & Recommendation

The application has been fully considered and permission is recommended.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	12/04/2023	Dated:	17th April 2023