

Delegated Report

Householder Planning Application

Application No:	20211299
Location:	10 Crockenhall Way, Istead Rise, Gravesend, Kent, DA13 9DB
Description:	Demolition of garage and erection of single storey rear and front extensions and conversion of the side store into habitable rooms.
Applicant:	Mr Sam Kirkby
Site Visit:	16 th December 2021

Submitted Documents/Plans

Application Form - dated 15/10/2021;
Drawing no. SK/01 - Site Location Plan with Existing and Proposed Block Plans;
Drawing no. SK/02 - Existing Ground Floor Plans and Elevations;
Drawing no. SK/03 - Existing Side Elevations;
Drawing no. SK/04A - Proposed Ground Floor Plan;
Drawing no. SK/05A - Proposed Front Elevation;
Drawing no. SK/06 - Proposed Side Elevation (facing 8 Crockenhall Way);
Drawing no. SK/07 - Proposed Rear Elevation;
Drawing no. SK/08A - Proposed Side Elevation (facing 12 Crockenhall Way);
Drawing no. SK/09A - Section A-A.

~~Drawing no. SK/04 - Proposed Ground Floor Plan - SUPERSEDED;~~
~~Drawing no. SK/05 - Proposed Front Elevation - SUPERSEDED;~~
~~Drawing no. SK/08 - Proposed Side Elevation (facing 12 Crockenhall Way) - SUPERSEDED;~~
~~Drawing no. SK/09 - Section A-A - SUPERSEDED.~~

Plan Error

The proposed block plan drawing does not show the revised front extension with a reduced depth. As such, an informative will be attached to the decision notice to highlight this error and to ensure that the proposed block plan is not an approved document/drawing.

Relevant Planning History

No relevant planning history

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 (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)

- Section 2 - Achieving Sustainable Development
- Section 12 - Achieving sustainable development and well-designed places

Supplementary Planning Guidance

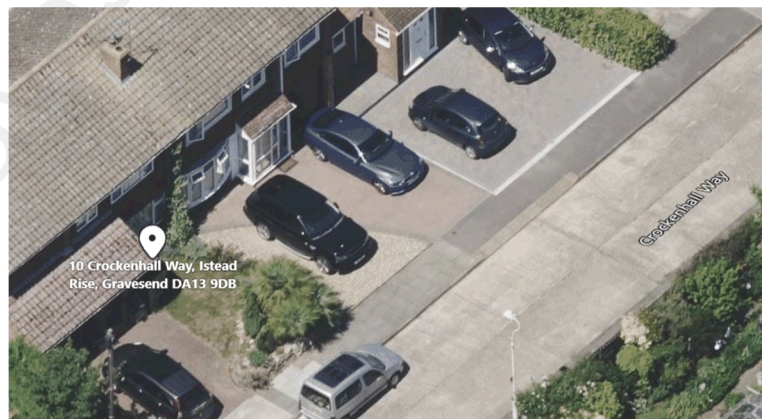
- SPG 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 - amended June 2020;
- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide SPD (2021);
- Gravesham Landscape Character Assessment (2009).

Consultations, Publicity and Representations

Consultees

KCC - Heritage - The site lies within an area of multi-period archaeological potential, however, I consider it unlikely that the proposed works will have a significant archaeological impact and have no further comments to make in this case.

GBC - Highways Officer - No details are given regarding car parking provision and the latest Google Street View Image is dated October 2016 so may not reflect the current situation. However, Bing Maps bird's eye view suggests that some limited works have been undertaken to permit two vehicles to park on the front garden/drive.



As can be seen there is more than adequate space to accommodate two vehicles and so comply with standards, but it would appear that the carriage crossover has not been widened to accommodate a double width drive and it would appear that the area used for the second car is not a bound material. It should be a

requirement that suitable provision should be made for the loss of the garage and this should be in the form of a widened carriage crossover and a bound but permeable material for any additional driveway over the existing blocked paved access.

Both requirements are in the interest of road safety, any loose material that is dragged onto the highway is a safety hazard as it can be thrown up by passing vehicles risking damage to objects or injury to people. The incorrect construction of an area of paving used by vehicles can be damaged by cars passing over and form a trip hazard to pedestrians.

Neighbouring properties

Four surrounding properties were consulted and one representation was received. The representations have been separated into material and non-material planning considerations (only the material planning considerations are relevant to this decision).

Material Planning Considerations:

- Outlook
- Loss of light
- Sense of enclosure
- Excessive bulk and massing
- Proposed materials are unacceptable
- Impact on biodiversity

Non-Material Planning Considerations:

- Neighbours' personal circumstances
- Damage to property

The consultation period expired 9th November 2021.

Preliminary Matters

The application as originally submitted proposed a full width front extension at a depth of 1.5m. This extension up to the shared boundary with the neighbour (no.12 Crockenhall Way) was considered to create an unacceptable sense of enclosure and to be an unneighbourly form of development. Other properties within Crockenhall Way and Istead Rise have undertaken front extensions, however these extensions have staggered depths in order to mitigate any potential impact on neighbouring properties.

The agent was contacted and advised to reduce the depth of the extension along the shared boundary with the neighbour. The revised plans reduced the depth of the front extension significantly along the boundary, not extending beyond the existing bay window. These plans were received 20/12/2021 and accepted by the Local Planning Authority.

Officer's Analysis

Design, Character and Appearance

10 Crockenhall Way is a two storey semi-detached dwelling located on the northern side of the highway. The property has not previously been extended, but has a detached garage in the garden, which is accessed by a covered through-store.



This application proposes the demolition of the detached garage and the erection of single storey front and rear extensions. The dimensions of the extensions are as follows:

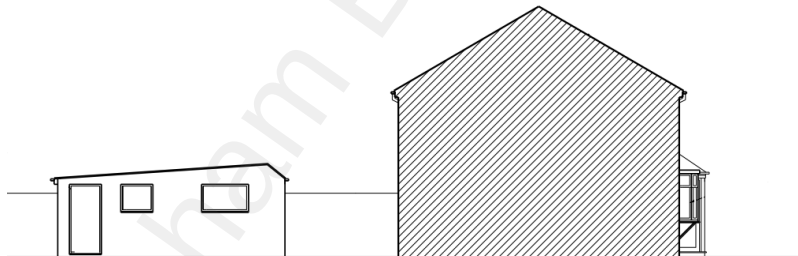
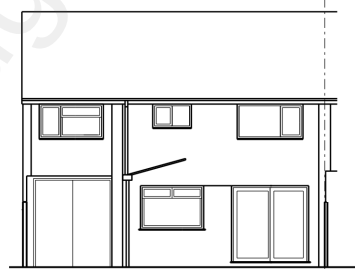
Front Extension:

- Depth - 1.5m
- Width - 5.1m
- Height (max) - 3.25m
- Height (eave) - 2.56m

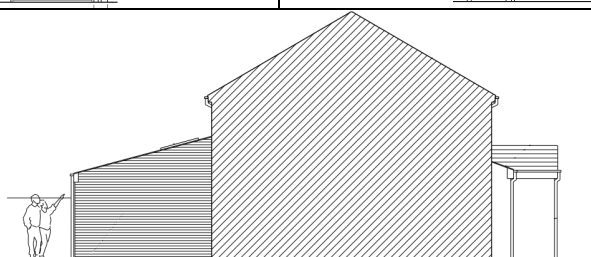
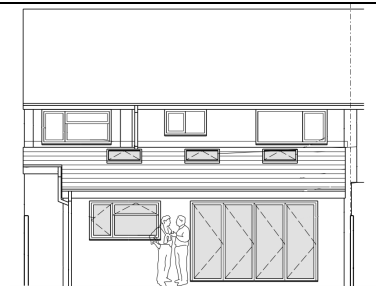
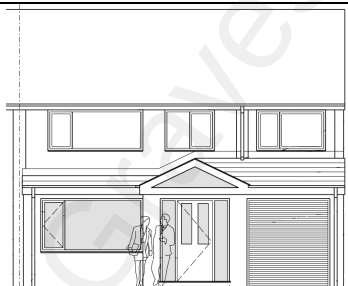
Rear Extension:

- Depth - 4m
- Width - 8.1m
- Height (max) - 3.52m
- Height (eave) - 2.46m

Existing Elevations



Proposed Elevations



As aforementioned in the report, the front extension has been amended to a staggered design. The depth has been reduced on the western side, along the boundary with the adjoining neighbour. This staggered design is a characteristic for other front extensions within Crockenhall Way, and Istead Rise more generally. The extension will have a gable element with a roof light window above the front access and will have a pitched roof above the garage door. The gable element differs from other front extensions within the locality, but this architectural element is not considered to be visually unattractive nor harmful to the street scene to a degree that warrants refusal of the application in design terms.

In addition, the front extension includes a slight alteration to the bay window on the western edge, adjacent to the boundary with the adjoining property. This part of the extension is set in from the boundary and does not extend beyond the depth of the existing bay, which is considered to lessen the impact on the neighbouring property (discussed in the Neighbouring Amenity section below).

The rear extension has been designed with a pitched roof and is set-in from both boundaries. The set-in from the eastern boundary is more significant than on the western edge due to the existing manhole in the garden. It is not excessive in size or bulk, is set-down from the rear windows and will not be visible from any public vantage point.

The development will create space for a new utility room, shower room and family rooms, whilst enlarging the lounge, dining room and kitchen, as well as the porch. The front extension will also create room to retain an area for storage and the existing garage doors will remain.

The neighbour expressed concerns with the proposed materials. The existing front elevation of the property is finished with mixed materials including cream painted render/pebble dash, facing brickwork and hung concrete tiles. The application form highlights that the materials using will match existing and therefore the relevant conditions will ensure that the extensions are constructed similarly to the main dwelling.

Overall, the development is considered to be appropriate in terms of design. The rear extension will include the demolition of the large bulky garage, is not excessive in size or bulk and will not be visible from any public vantage point. The front extension has a staggered design in terms of depth with a pitched roof and gable element above the main entrance. The garage door will be retained and the staggered design is a feature within the surrounding area. Both extension will be constructed using materials that match the main dwelling and as such are in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

The proposal will provide acceptable living conditions that safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS). The garden, post-development, will have a depth of 13.9m and an approximate area of 121m², which complies with recommendations for a five bedroom property within Gravesham's Residential Layout Guidelines (RLG) (2020).

Neighbouring Amenity

There are not considered to be any impact on the amenity of neighbouring properties in terms of loss of privacy, loss of light, outlook or sense of enclosure.

A representation received from a neighbouring property expressed a number of material planning considerations, which included loss of light, outlook and sense of enclosure. The other areas of material planning considerations raised have been addressed in the Character and Appearance section above, with the exception of impact on biodiversity which will be assessed below.

The reduction in depth of the front extension is considered to mitigate any potential loss of light, outlook or sense of enclosure. The front extension will not extend beyond the depth of the existing bay window and will therefore not impact on the living room window of the neighbour. There are no concerns with the rear

extension by virtue of the orientation of the properties and the extension being set-in from the boundary with the adjoining neighbour.

The other concerns raised by the neighbour related to personal circumstances and damage to property. These are not material planning considerations and are not relevant to the determination of this application.

Overall, the proposed extensions are not considered to have any material impact on the amenity of neighbouring properties. The reduction in the depth of the front extension mitigates against the potential loss of light, outlook and sense of enclosure for the adjoining property. As such, the development safeguards the amenity of neighbouring properties in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Parking and Highways

There are no parking or highway issues related to this proposal. Although the detached garage will be demolished and the existing through-store reduced, there is sufficient space on the frontage for vehicular parking. The Highway Officer has not registered objection to the proposal but has requested that further work is undertaken on the front to ensure that the driveway is formed using a bound material and not loose material that will litter the highway. As such a condition will be attached to the decision notice to ensure that a bound driveway is created and approved in writing by the Local Planning Authority.

Any Other Material Planning Considerations

Impact on the Landscape - In addition to being inset from the Green Belt, the application site is located within the Istead Arable Farmlands Landscape Character Area. This area is characterised by gently undulating topography of open arable farmland, dissected by minor open roads with the exception of the larger A227. The site is located within the Istead Rise housing development. Policy CS12 (LPCS) seeks to protect the Green infrastructure within the Borough and states at 5.7.26 the overall landscape character and valued landscapes will be conserved, restored and enhanced.

There is not considered to be any detrimental impact on the Landscape Character Area as the property is within the rural settlement.

Impact on Biodiversity - the neighbour representation expressed concern with loss of biodiversity, specifically a jasmine bush. The extensions will not result in a significant loss of biodiversity as both the front extension and rear extensions will be constructed on areas of hardstanding. Whilst it is acknowledged that the jasmine bush at the front of the neighbours' property may be harmed in the building process, this is a civil matter between neighbours.

Conclusion

The application has been fully considered and it is in accordance with local and national planning policy.

The extensions are considered to be acceptable in terms of design and appearance, they are not excessive in size or bulk and will be conditioned to ensure they are constructed using matching materials. The development will safeguard the amenity of future occupiers and neighbouring residents, will have no impact on parking or highways and will protect the Istead Arable Farmlands landscape character area.

As such, it is recommended that planning permission is granted – subject to conditions.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mr Ethan Bonthron	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	6 th January 2022	Dated:	07 January 2022