



Delegated Report

Householder Planning Application

Planning Application No: 20230747

Location: 40 Springhead Road Northfleet Gravesend Kent

Description: Demolition of side garage and erection of single storey side and rear extension with new shower rooms and conversion of roof space for 2 additional loft bedrooms.

Applicant: Miss Martine Fante

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form Dated 12/07/2023;
Drawing Number SH-01 (OS Plan);
Drawing Number SH-02 (Block Plan – Existing);
Drawing Number SH-07 (Block Plan – Proposed);
Drawing Number SH-12A (Side Elevations – Proposed);
Drawing Number SH-03 (Floor Plans – Existing);
Drawing Number SH-10A (Front and Rear Elevations – Proposed);
Drawing Number SH-05 (Front and Side Elevations – Existing);
Drawing Number SH-04 (Loft and Roof Plan – Existing);
Drawing Number SH-09 (Loft and Roof Plan – Proposed); and
Drawing Number SH-08B (Revised - Ground and First Floor Plans – Proposed).

~~Drawing Number SH-08 (Ground and First Floor Plans – Proposed); and
Drawing Number SH-08A (Ground and First Floor Plans with Parking Plan – Proposed).~~

Relevant Planning History

Reference	Description	Decision	Decision Date
20230380	Demolition of existing conservatory and single storey rear extension and erection of a single storey side/rear extension and a two storey rear extension. Roof alterations to facilitate a gable style roof, erection of a dormer in the rear roof slope, installation of rooflights in front roofslope and conversion of the roofspace to form habitable rooms. Erection of an outbuilding in the rear garden and extension of the front light well.	Refused	19.06.2023

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development

- 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

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- Technical Housing Standards – nationally described space standard (2015);
- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide (2021).

Consultations, Publicity and Representations

Consultees

GBC Highways - Subject to these comments, the parking element of the application was removed.

This application is for alterations to a building, but has no effect on the number of bedrooms, so there is no requirement to change the number of car or cycle parking spaces.

The existing property has a substandard garage, and two parking spaces perpendicular to the carriageway.



Current vehicle parking standards issued by Kent County Council suggest a minimum of two car parking

spaces are required for a four bedroom property in a suburban area.

GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)

Kent Design Guide Review: Interim Guidance Note 3, 20 November 2008, RESIDENTIAL PARKING.

Whilst this guidance is not adopted by Gravesham Borough Council, it is the most up to date guidance available. Gravesham's guidance sets maximum standards, which the National Planning Policy Framework suggests is no longer relevant except in special circumstances, see extract below.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with [chapter 11](#) of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Current guidance for a car parking space is, it should be 2.5 metres wide by 5 metres deep. However, the width is increased by 200mm for each enclosing boundary and the depth is increased to 6 metres if it is in front of a door to the dwelling.

Here the width of the parking space adjacent to the dwelling is some 2.5 metres, so as it is between enclosing boundaries the building wall and the property boundary, it is not considered suitable for car parking as the width should be 2.9 metres. So, two car parking spaces need to be provided in front of the building.

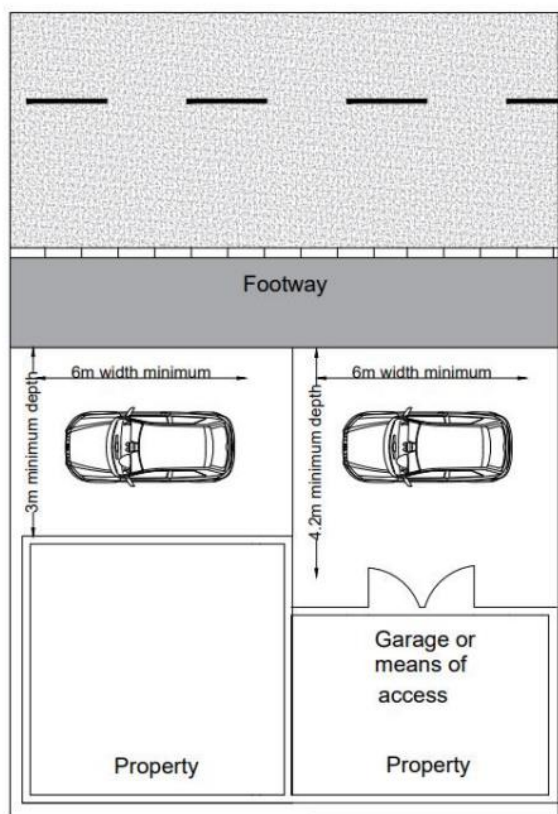
I measure the building width as 7.58 metres.

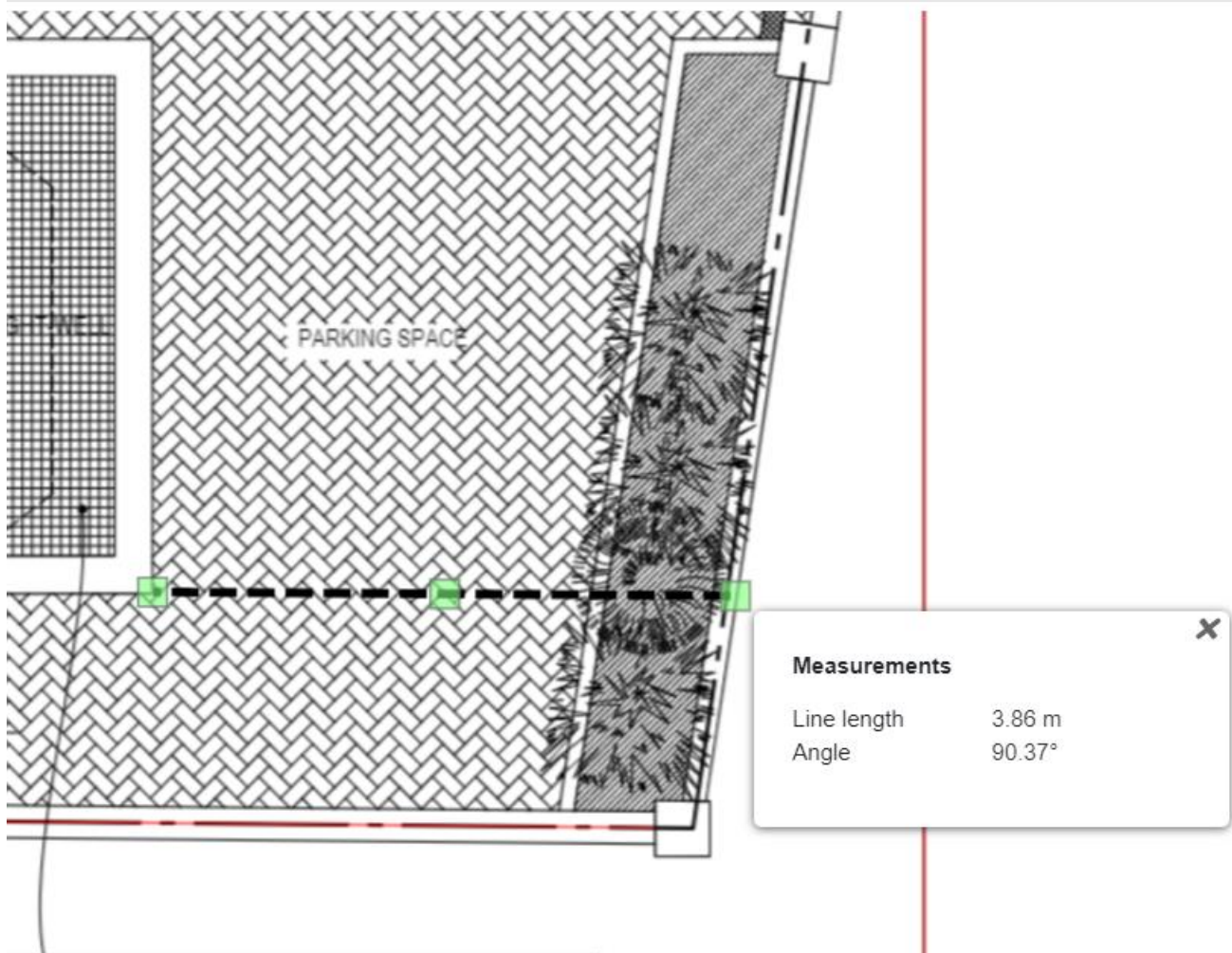
Applying the standard vehicle parking space sizes for Kent, the minimum width would be 5m plus 2.7

metres (adjacent to an enclosing boundary) or 7.7 metres/

The County Council also recommend the garden needs a minimum depth of 4.2 metres when a vehicle is parked parallel to the carriageway and is adjacent to a pedestrian access to the property.

Diagram C & D: Parallel Parking:





Therefore, as proposed I can only recommend refusal as there would be a detrimental effect on the car parking provision. However, if the existing perpendicular parking arrangement is retained, although it may be sub-standard it exists and so no objection could be justified. The change to permeable paving would also be considered to be a bonus.

Also, the existing garage could be used for the secure parking of cycles, so four cycle parking spaces should be provided to comply with the guidance in SPG4

Neighbouring properties

5 surrounding properties were consulted and representation was received with the following concerns which will be addressed in the report:

- Loss of privacy
- Proximity to neighbouring properties

The following concerns were also raised, however, they are non-material planning considerations and are not assessed in the following report:

- Loss of security and neighbouring costs to maintain security.

Preliminary Matters

The application was originally submitted to include a parking plan which raised concerns over usability as

set out in GBC Highways Officer comments. As such, the parking element was removed from the application.

Previous householder application 20230380 was submitted for the demolition of existing conservatory and single storey rear extension and erection of a single storey side/rear extension and a two-storey rear extension. Roof alterations to facilitate a gable style roof, erection of a dormer in the rear roof slope, installation of rooflights in front roofslope and conversion of the roofspace to form habitable rooms. Erection of an outbuilding in the rear garden and extension of the front light well. The application was refused on the below grounds:

Whilst the two-storey rear extension, the dormer and the outbuilding would singularly be of an acceptable design, the cumulative impact of all aspects of the proposed development would result in an overdevelopment of the modest property. Therefore, by virtue of its design, the proposal is considered to be a detrimental form of development which is harmful to character of the host dwelling and also to the wider street scene by virtue of increased built development. The application is considered to be contrary to Gravesham's Design Guidance SPD (2021), Policy CS19 (Development and Design Principles) of The Gravesham Local Plan Core Strategy (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (2021).

The proposal would result in an undersized garden area remaining which detrimentally limits the available usable area, subsequently providing unacceptable living conditions for existing and future occupiers. As such the proposal would therefore be contrary to Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (2014) and Section 12 (Achieving well designed places) of the National Planning Policy Framework 2021.

Due to the substandard distance from habitable room to neighbouring private garden space, the application does not safeguard the privacy of neighbouring properties and is therefore contrary to Policy CS19 (LPCS) and Section 12 (NPPF).

The resubmission looks to overcome these issues.

Officer's Analysis

Design, Character and Appearance

40 Springhead Road is a two-storey semi-detached dwellinghouse located on the western side of the highway. The property is blocked paved to the frontage with footprint for a garage to the side for off road parking. There is an existing conservatory to the rear and 2no outbuildings which the application looks to demolish.



The application proposes the demolition of side garage, single storey side and rear extension with new shower rooms and conversion of roof space for 2 additional loft bedrooms

Single storey side extension

The proposed single storey side extension will have a shallow pitch roof at a maximum height of 3.47m and an eaves height of 2.58m. It will measure 11.04m in length and will project from the northern flank elevation by 1.4m.

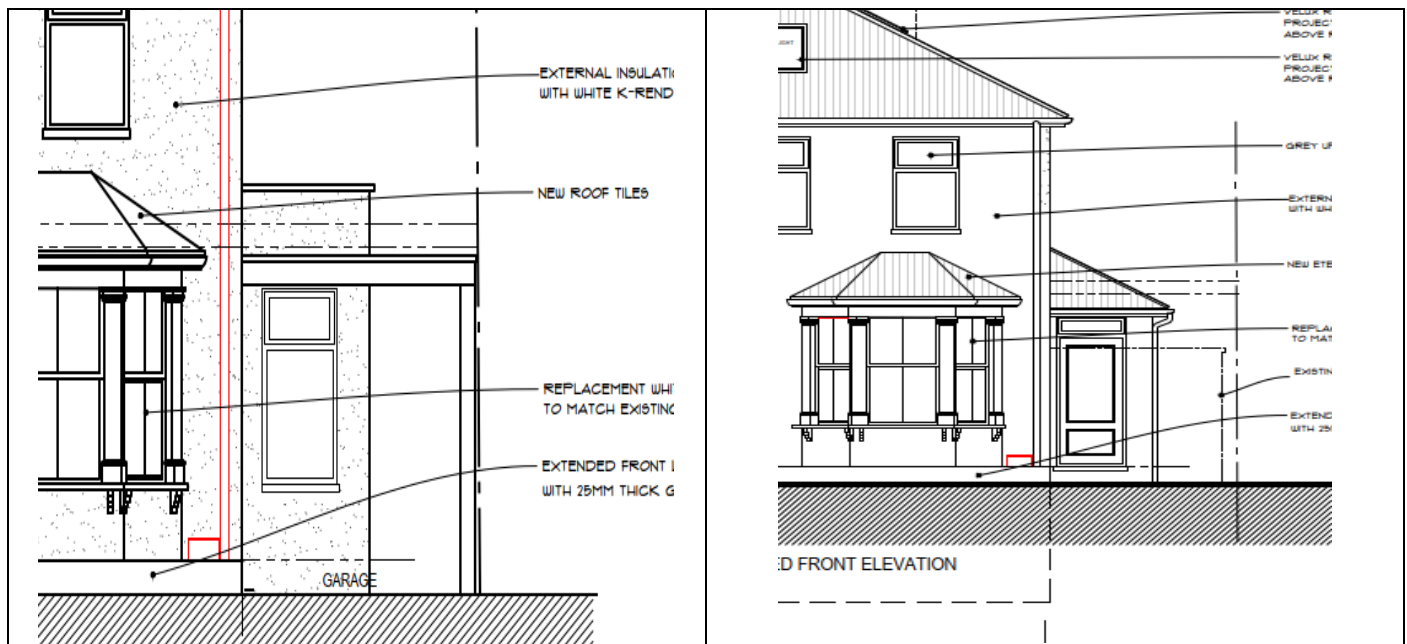
The extension will create space for a larger utility room and extended kitchen and lounge areas. There will be a door to the front elevation and 3 no windows to the flank elevation.

It will be constructed with a rendered finish decorated with a tiled roof and UPVC windows and doors to match existing.

The principle of the single storey side extension proposed on the previous application would be acceptable, however due to the prominent location, the proposed flat roof was not considered to be of good design and was not considered to reflect and respect the original character of the original roof.

The resubmitted design has replaced the flat roof with a shallow pitch roof which reflects the host dwelling:

Previous Application	Current Application
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It is therefore considered that the current application has overcome the issues and therefore the single storey side extension is not excessive in size or bulk, will be constructed using appropriate materials and will have no impact on the street scene and is therefore in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 of the NPPF (2023).

Single Storey Rear Extension

The extension will have a shallow pitched roof at the height of 3.47m and an eaves height of 2.58m. It will extend beyond the rear wall by 4.4m and have a width of 5m.

The proposal will create space for a large living area. There will be bifold doors to the rear and a flat roof light. It will have a rendered finish and grey aluminium doors.

The development hereby proposed is not excessive in size or bulk, will be constructed using appropriate materials and will have no impact on the street scene. Therefore, the application is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2023).

The Conversion of the Roofspace with Velux Windows

The application proposes the conversion of a loft space to be used as 2no bedrooms with additional bathroom and the installation of 6no Velux windows to the front, rear and side roof slopes.

The proposed bedroom sizes comply with the Residential Layout Guidelines and the Velux windows are not considered to have a negative impact on the property and surrounding area in terms of design.

The previous application proposed a hip to gable roof extension with rear dormer. However, by virtue of its design, this was not considered to be sympathetic to the existing dwellinghouse or the surrounding street scene. The current application has removed the proposed hip to gable roof extension with rear dormer and therefore these issues have now been overcome.

As such, the application is therefore in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places)

of the National Planning Policy Framework (NPPF) (2023).

The previous application also proposed the erection of an outbuilding. The principle of this was deemed acceptable in its own capacity, however it was considered that if all proposed additions were to be made to the property, the cumulative impact would be considered to be of poor design and overdevelopment. The current application has removed the proposed outbuilding and has therefore overcome this issue.

Overall, by virtue of the removal of the outbuilding, hip to gable roof alterations, proposed dormer and flat roof to the side extension, the application is considered to have overcome the design issues from the previous submittal and is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2023).

Amenity of Future Occupiers

The application looks to increase the number of bedrooms at the property from four to six. Gravesham's RLG states that the garden space for a property with four or more bedrooms should have a minimum depth of 10m from the rear elevation and a minimum useable area of 100m squared.

Post development, the garden has a remaining depth of 11.03m in line with the recommended guidelines. The proposal, inclusive of outbuilding, as shown in the proposed block plan, would retain a useable area of just 74.34 sqm, which is below the recommended guidelines. However, on balance it would be unreasonable to refuse the application on this alone.

Therefore, the proposed development is considered to safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2023).

Neighbouring Amenity

The previous application was refused as the distance from the proposed first floor bedroom window would fail to meet the recommended 21 metre distance to the private amenity space of neighbouring property known as 38 Springhead Road.

The current application has removed the first-floor aspect of the proposed extension and therefore has overcome this issue.

Neighbouring concerns were raised with regards to the potential loss of privacy and the proximity of the proposal to neighbouring properties. However, with the removal of the proposed first floor and the modest height of the current proposal, the development is not deemed to have a detrimental effect on the privacy of neighbouring properties.

Therefore, it is not considered that the development will not have any detrimental impact on neighbouring properties in terms of privacy, loss of light, overlooking, outlook or sense of enclosure.

Overall, the development is not considered to have any detrimental impact on the amenity of neighbouring properties and is in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2023).

Conclusion

By virtue of the removal of the outbuilding, hip to gable roof alterations, proposed dormer and flat roof to the side extension, the proposal is considered to have overcome the design issues from the previous application. As such, the proposal is not excessive in size or bulk, will be constructed using appropriate materials and will have no impact on the street scene. The development will safeguard the amenity of future occupiers and will have not harm the amenity of any adjoining property. As such, it is recommended that planning permission is granted, subject to conditions.

Recommendation

Permission

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

Case Officer:	Mrs Nina Goodbody	Team Leader:	Richard Hart
Signed:	<i>N Goodbody</i>	Signed:	<i>R Hart</i>
Dated:	10th October 2023	Dated:	10th October 2023