



1 Delegated Report

Householder Planning Application

Planning Application No: 20221050

Location: 39 St Georges Crescent Gravesend Kent DA12 4AR

Description: Construction of a two storey side extension, single storey rear extension, and demolition of the shed.

Applicant: Mrs Laura Vidlay

Site Visit Date: **Desktop Assessment**

Submitted Documents/Plans

- Application Form
- Site Location Map
- Drawing No 01 Rev A (Existing and Proposed Block Plans)
- Drawing No 01 Rev A (Proposed Plans and Elevations)
- Drawing No 01 Rev A (Existing Plans and Elevations)

Relevant Planning History

Reference	Description	Outcome	Decision Date
20220835	Construction of a two storey side extension, single storey rear extension, off road parking to the front, a new pedestrian access and demolition of the shed.	Refused	14.09.2022

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

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

GBC – Highways Officer

This proposal creates an additional bedroom, so to comply with the requirements of SPG4, a secure cycle parking space should be provided to serve the new room.

The issue of car parking is more complex, Gravesham's adopted planning guidance are for a maximum provision, but this type of guidance is no longer relevant under the National Planning Policy Framework. Paragraph 108 states:-

“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.”

The only other local residential vehicle parking standards are those issued by Kent County Council the Highway Authority. For a suburban area, a three bedroom property should have on average a minimum of 1.5 spaces whilst for a four bedroom dwelling it would be 2 spaces, see extract from Interim Guidance Note 3 of the Kent Design Guide, Residential Parking below:

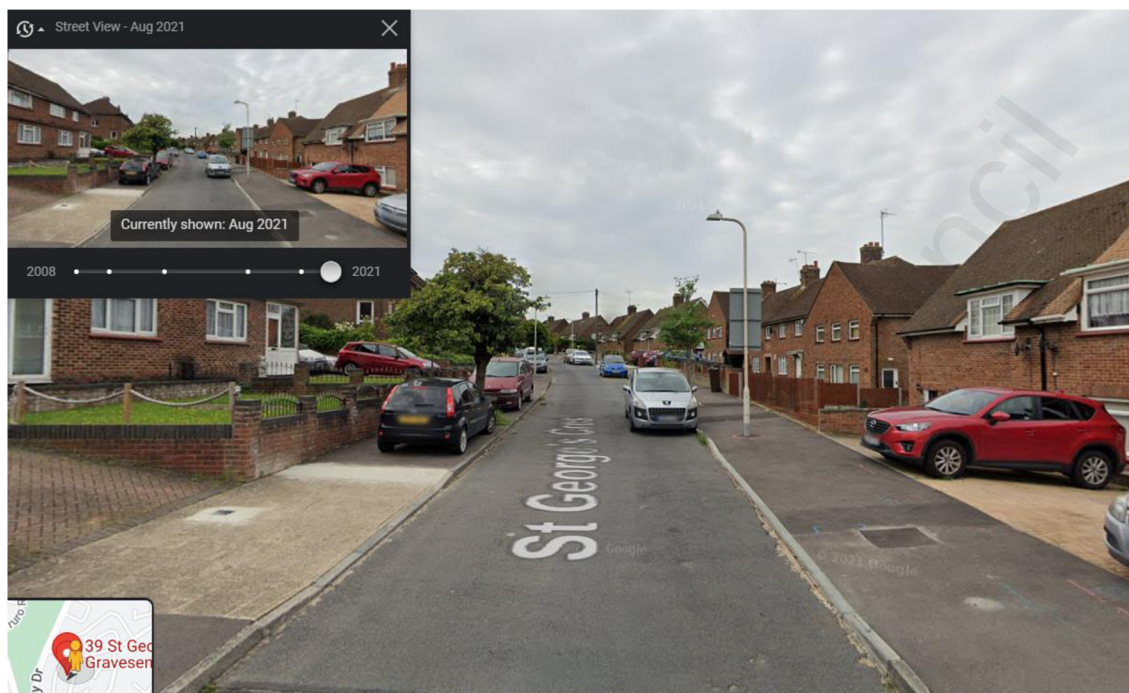
GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
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	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible 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)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

NOTES

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

Google Street View shows the area suffers from parking stress with vehicles parked wholly on the footway opposite.



August 2021



April 2021

Given the circumstances it would seem appropriate that an off street/additional parking space should be provided and the applicant needs to show this on the drawings.

Neighbouring properties

The application was advertised by way of letter to 7 surrounding properties. The consultation period expired on 18th October 2022 and no comments were received.

Analysis

Background

The existing proposal is a reworking of 20220835 which sought the construction of a two storey side extension, single storey rear extension, off road parking to the front, a new pedestrian access and demolition of the shed.

This application was refused on the following grounds:

The proposed two storey side extension by virtue of its design and siting near the boundary would be an overly dominant addition and unsubservient form of development harmful to the character of the host dwelling and the street scene. The proposal would diminish the open character of the area by reducing the visual gap between properties. As such the proposal would therefore be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy 2014, paragraph 130 of the National Planning Policy Framework (2021) and the Householder Extensions/Alterations Design Guide SPD (2021).

The proposal by virtue of its siting, massing, design and proximity to the neighbouring property would be harmful to the amenity and privacy of neighbouring properties to the south and would generally be an unneighbourly extension. As such the proposal would be contrary to Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 which states that new development shall be located, designed and constructed to safeguard the amenity, specifically privacy, of its occupants and those of neighbouring properties and land, paragraph 130 of the National Planning Policy Framework (2021) and SPG2 Residential Layout Guidelines (2020).

The proposed driveway will result in the removal of soft landscaping and a biodiversity net loss which contribute to the quality of the street scene and the loss results in a harsh, developed appearance. As such the proposal is contrary to Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy 2014 as well as Sections 12 and 15 of the National Planning Policy Framework 2021.

The proposal fails to demonstrate adequate visibility splays which results in the driveway posing a danger to pedestrian and highway safety. As such the development is considered to be unacceptable and contrary Policy CS11 (Transport) of Gravesham's Local Plan Core Strategy (2014), saved Policies P3 (Vehicle Parking Standards) and T5 (Access to the Identified Highway Network) of the Gravesham Local Plan First Review 1994, the Adopted Kent Vehicle Parking Standards (SPG4), Kent County Council vehicle crossing guidance (2016) and Section 9 of the National Planning Policy Framework (2021).

It will be necessary to determine whether the previous reasons for refusal have been adequately addressed in the current submission.

Proposal

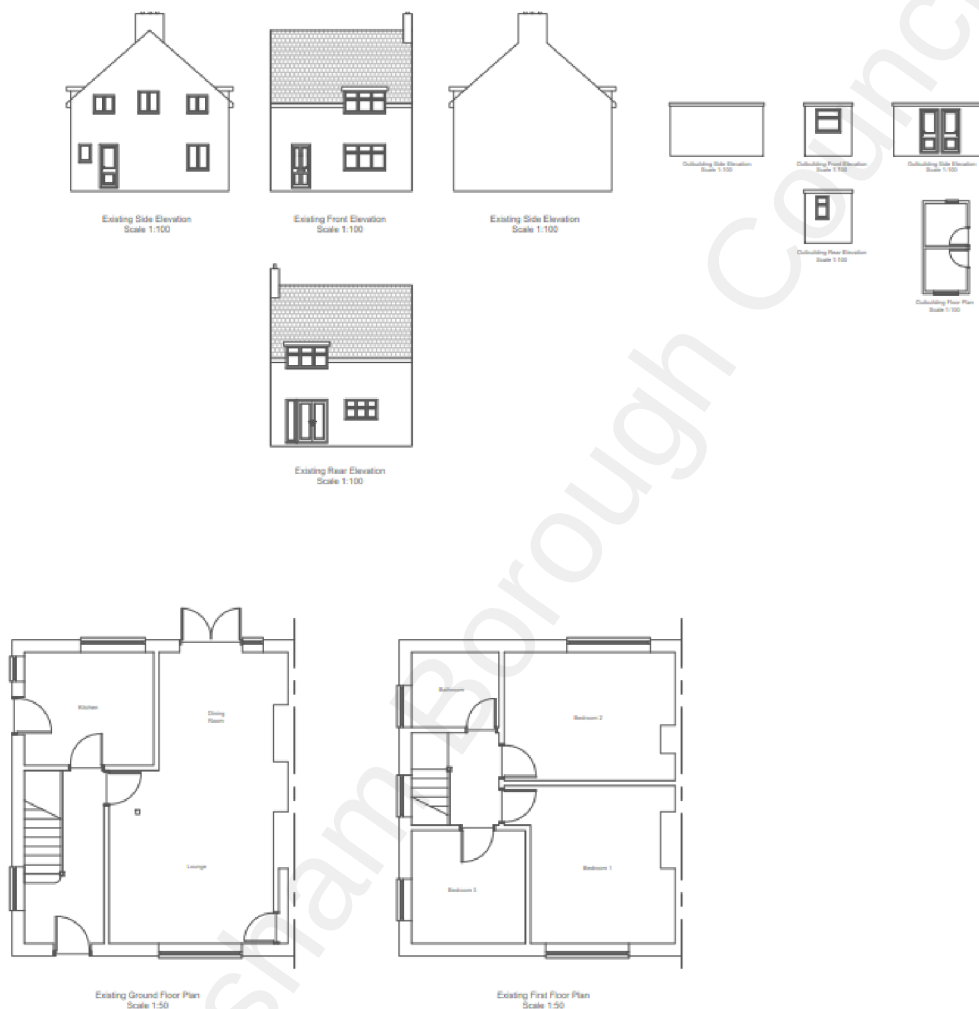
The proposal seeks to construct a two storey side extension, single storey rear extension and demolition of the shed.

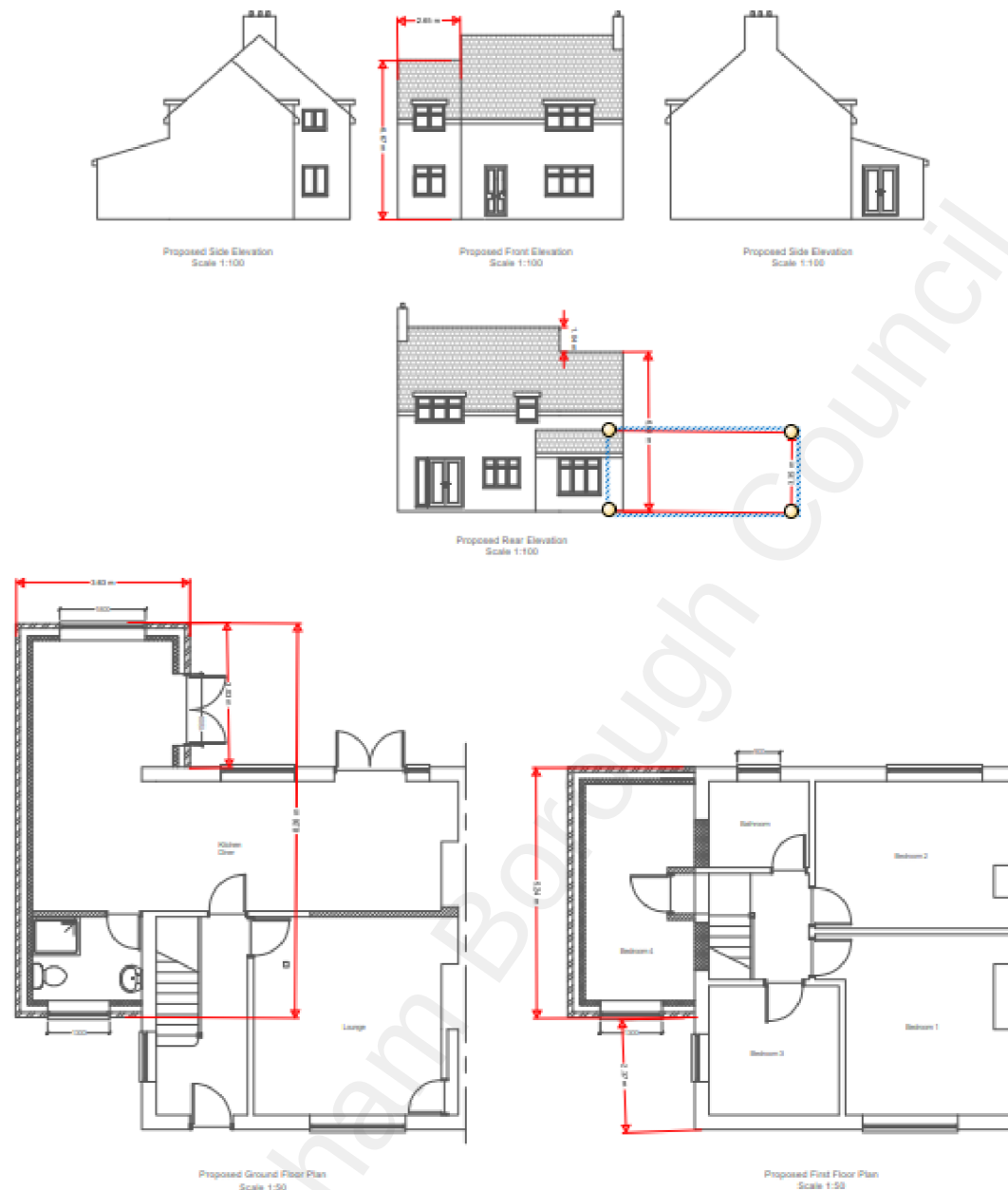
The shed will be demolished to make way for the erection of the two storey side and rear extension.

The two storey side extension will project approx. 2.63m from the southern elevation and will have a depth of approx. 5.24m, it will be set back by approx. 2.37m from the front elevation. The extension will be set below the main roof ridge height by approx. 1m and have an overall height of approx. 6.7m, it will be

finished with a dual pitched roof. The extension will include a window at ground floor level in the front elevation which will serve a shower room. To the first floor there will be a window in the front elevation which will serve a bedroom. The two storey extension will allow for a shower room and an extended kitchen diner to the ground floor level.

To the rear the single storey extension will project 3m and span approx. 3.67m with an overall height of approx. 3.44m. The extension will be finished with a mono pitched roof and include a window in the rear elevation and double door in the northern elevation. The extension will form part of the kitchen diner area.





Character and Appearance

It will be necessary to ascertain whether the previous reasons for refusal have been adequately addressed in this application.

The current proposal completely removes the parking element of the proposal which addresses the concern relating to an overall net loss of biodiversity.

The property is set back from the highway with the front garden and pathway providing access to the house sloping down towards the house. There is a shed situated to the rear which shares a party wall with the neighbouring property. This shed is to be removed to make way for the two storey side and single storey rear extension.



The streetscene is strongly characterised by the visual gaps which exist between the rows of terraces and pairs of semis. Without these gaps the streetscene would be detrimentally impacted and risk a terracing effect which would result in a harsh overdeveloped appearance.

There are no examples of two storey side extensions in St Georges Crescent, there is only one two storey rear extension situated at 43 St Georges Crescent, the rearward positioning of this extension maintains the visual gap between the neighbouring pair of semis.



The Householder Extension/Alterations Guidance states that a proposal should respect the original character of neighbouring properties in the local area, in this case the proposal would result in the loss of the visual gap between the properties. Whilst there would still be some space within the neighbouring properties' boundary, this gap could potentially end up non-existent if the neighbouring property decided to apply for a similar extension. The current proposal as can be seen below still retains the two storey side extension which would result in closure of the visual gap between the properties. It is acknowledged that the height of the extension has been lowered and a set back has been implemented to demonstrate subservience but this does not acknowledge the fact that a two storey side extension would harm the wider appearance of the streetscene.

Current Proposal

Previous Proposal



The single storey rear extension is modest in terms of scale, its position would be adjoined to the rear elevation of the two storey side extension and so in this regard it is unacceptable, however the principle of a modest single storey extension adjoined to the main house could be explored and possibly be constructed without the benefit of planning permission.

Therefore it is considered that in terms of design, the current application has not adequately addressed the previous reason for refusal. The development is therefore considered to be inappropriate as it would be harmful to the character of the wider area. On this basis, the proposal fails to accord with the requirements of Policy CS19 of the Core Strategy, paragraph 130 of the National Planning Policy Framework (2021) and the Householder Extensions/Alterations Design Guide SPD, October 2021.

Amenity of Future Occupiers

The proposal would result in sufficiently sized bedrooms and garden space and so the proposal is compliant with Policy CS19 of the Local Plan Core Strategy 2014 and SPG2 Residential Layout Guidelines 2020.

Neighbouring Amenity

Due to the positioning of the development the proposal is not liable to impact the amenities of the adjoining part of the semi as the development is located to the southern side of the plot.

The property known as No. 37 St Georges Crescent is not liable to suffer any considerable loss of light due to the path of the sun. However, despite its reduction in scale, the development is still considered to be an unneighbourly development due to its close proximity to the boundary which will result in an overbearing appearance to this property.

The proposal has failed to adequately address the previous reasons for refusal therefore, the proposal by virtue of its proximity to the neighbouring property would be overbearing on the occupiers of the neighbouring property to the south and would generally be an unneighbourly extension. As such the proposal would therefore be contrary to Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (September 2014) and paragraph 130 of the National Planning Policy Framework 2021.

Parking and Highways

The proposal would result in an increase in the number of bedrooms from 3 to 4 and as such would require 2 parking spaces in accordance with the KCC's minimum parking standards. The proposal does not identify how the increased need for parking can be met and is contrary to SPG 4 - KCC Parking Standards (2006).

Conclusion & Recommendation

The proposal has failed to address the previous reasons for refusal and is not considered compliant with CS19 of the Core Strategy 2014, paragraph 130 of the National Planning Policy Framework (2021) and the Householder Extensions/Alterations Design Guide SPD (2021). Furthermore the proposal will now result in an increased requirement for parking and fails to provide adequate parking contrary to the requirements of SPG 4 - KCC Parking Standards (2006).

The proposed two storey side extension by virtue of its design and siting near the boundary would be harmful to the character of the street scene. As such the proposal would therefore be contrary to Policy CS19 of the Core Strategy 2014, paragraph 130 of the National Planning Policy Framework (2021) and the Householder Extensions/Alterations Design Guide SPD (2021).

The proposal by virtue of its siting and proximity to the neighbouring property would be overbearing on the occupiers of the neighbouring property to the south and would generally be an unneighbourly extension. As such the proposal would therefore be contrary to Policy CS19 of the Core Strategy and paragraph 130 of the National Planning Policy Framework (2021).

The proposal will result in an increase in parking requirement whilst failing to demonstrate how this increase will be achieved contrary to SPG 4 - KCC Parking Standards (2006).

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

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