



Delegated Report

Householder Planning Application

Planning Application No: 20241110

Location: 103 Jubilee Crescent Gravesend Kent DA12 4JQ

Description: Retention of boundary wall, demolition of existing storage buildings and erection of a two-storey side extension to form kitchen, family room, w/c, bedroom and ensuite with 2 car parking space to the frontage.

Applicant: Mr Stanley Mushawatu

Site Visit Date: 29.10.2024

Submitted Documents/Plans

- Application Form
- Drawing No: SM/10 A (Site Plan & Boundary Wall Drawing)
- Drawing No: SM/09 B (Proposed Car parking Plan)
- Drawing No: SM/08 A (Proposed Side Elevation)
- Drawing No: SM/07 A (Proposed Rear Elevation)
- Drawing No: SM/06 A (Proposed Front Elevation)
- Drawing No: SM/05 A (Proposed First Floor Plan)
- Drawing No: SM/04 A (Proposed Ground Floor Plan)
- Drawing No: SM/03 (Existing Plans and Elevations)
- Drawing No: SM/02 A (Existing & Proposed Block Plans)
- Drawing No: SM/01 (Site Location Plan)

Relevant Planning History

Reference	Description	Outcome	Decision Date
20240802	Erection of a two storey side extension to form kitchen, family room, wc, bedroom and ensuite with 2 car parking space to the frontage.	Refused	05.11.2024
20240515	Demolition of existing storage buildings and erection of a two storey side extension, to form an additional kitchen, family room, WC, bedroom and en-suite.	Refused	09.08.2024

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 34 of the NPPF (2024) 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 (2024), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2024)

- 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)
- Design for Gravesham – Design Code (2024)
- Technical Housing Standards – Nationally Described Space Standard (2015)

Other Relevant Guidance

- Kent County Council Dropped Kerb Guidance and Self-Assessment (2023)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)
- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)

Consultations, Publicity and Representations

Local Ward Councillors

No Comments received.

KCC Highways

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do

not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority. Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Neighbouring properties

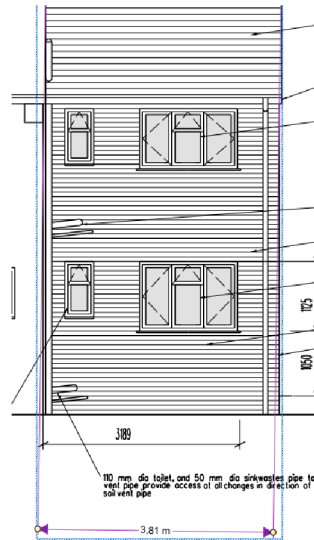
The application was advertised by way of letters to 15 surrounding properties. The consultation period expired on 03.01.2025 and no comments were received.

Analysis

Procedural Matters

The originally submitted application required a few amendments in order for permission to be granted, the changes were discussed and agreed with the agent to achieve a favourable outcome.

It is noted that on Drawing No: SM/06A (Proposed Front Elevation) the agent has annotated a width of 3.18m when in fact the width of the extension is closer to 3.81m, this appears to be an error and a revision has not been requested as the rear elevation shows the correct width annotation.



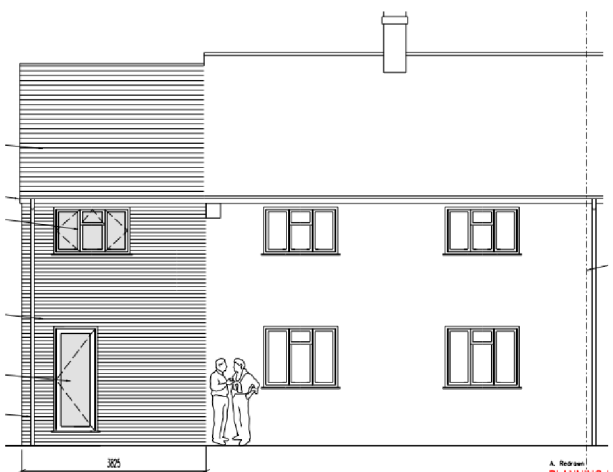
Proposal

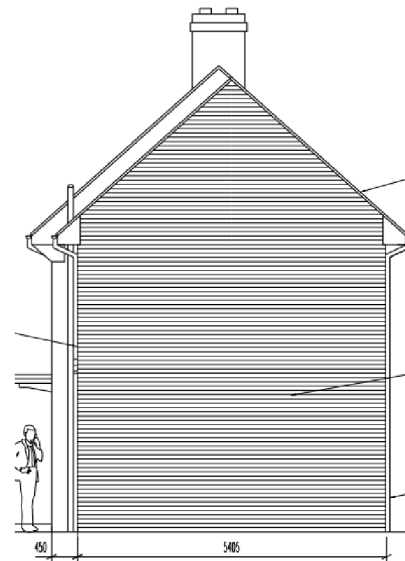
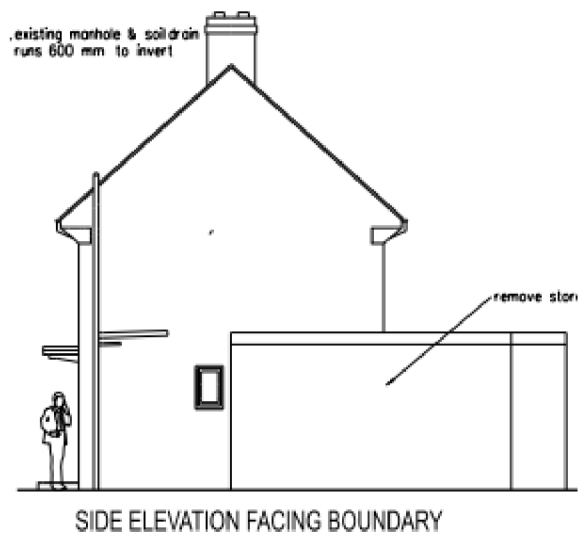
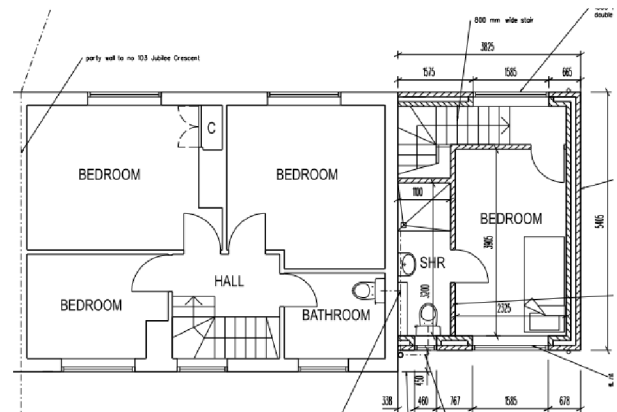
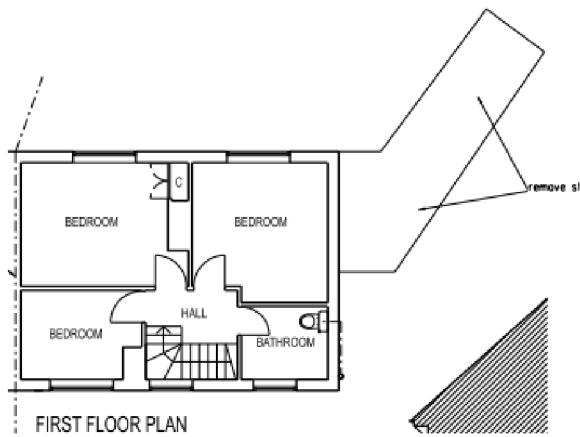
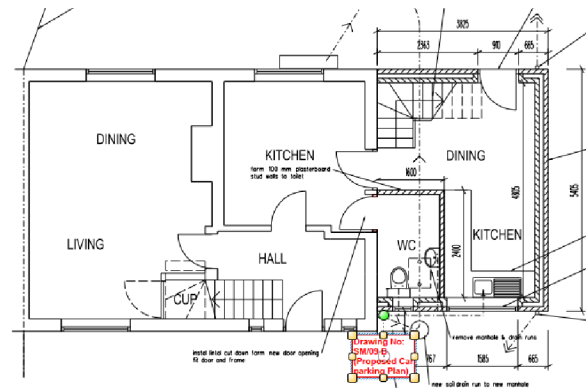
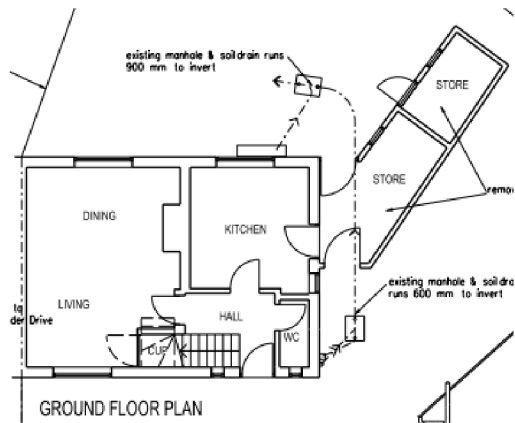
The proposal seeks to demolish two outbuildings and erect a two storey side extension to form an additional kitchen, family room, w.c and bedroom with ensuite at first floor. The proposal also seeks to create a hardstanding to facilitate two parking spaces in the front garden.

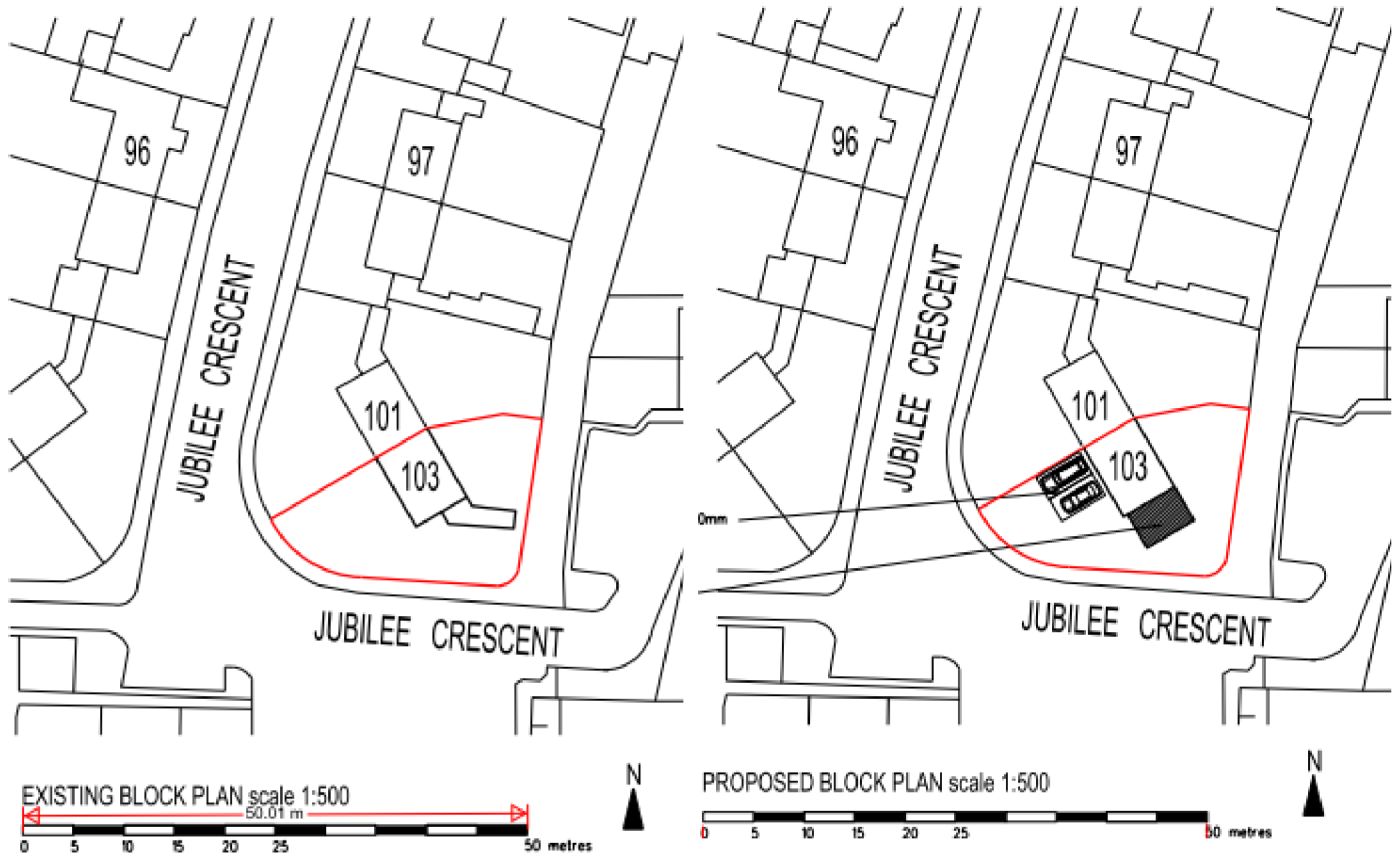
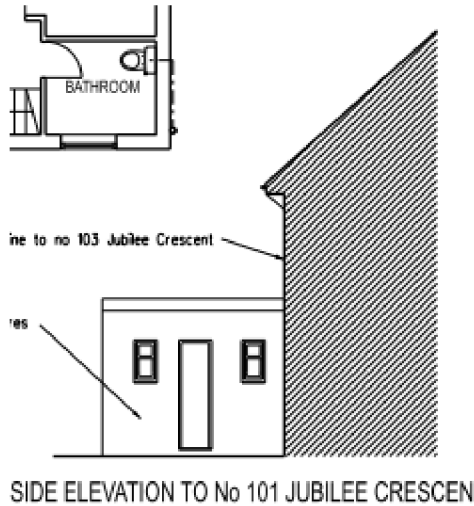
Existing



Proposed







Background

The application site has had two previous planning application refused for similar development. The first application under reference 20240515 was refusing owing to the below:

The two-storey side extension represents disproportionate development that would unbalance the semi in which it is situated, furthermore it will result in the site having an overdeveloped appearance, which is considered detrimental to the character of the existing dwelling and wider street scene, contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (LPCS) (2014), and Section 12 of the National Planning Policy Framework (NPPF) (2023 and SPD4 - Householder Alterations and Extensions Guidance 2021.

The second application under reference 20240802 was refused due to the below two grounds:

The proposed hardstanding will have an urbanising effect and fails to demonstrate adequate retention of biodiversity which would reduce the harsh impact of a hard-paved driveway. The existing boundary treatment is unacceptable and harmful to the established character of the wider area and therefore the proposal is considered to be detrimental to the visual amenity of the street scene. The proposed development is contrary to Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy (2014), SPD4 - Householder Alterations and Extensions Guidance (2021), Design for Gravesham - Design Code (2024) as well as Section 12 of the National Planning Policy Framework (2023) achieving well-designed places.

The existing boundary treatment which surrounds the proposed parking area poses a significant highway hazard on highway and pedestrian safety due to inadequate visibility splays. As such the proposal is contrary to Policy CS11 (Transport) of the Gravesham Local Plan Core Strategy, September 2014, KCC Parking Standards (2006) and Paragraphs 115 and 116 of section 9 of the National Planning Policy Framework (2023).

Since the previous refusal the applicant has reduced the boundary treatment.

Previous Boundary treatment



Boundary Treatment as of 02.12.2024



Character and Appearance

The application site is a two storey semi detached house situated on an irregular shaped plot within an urban estate. At present the property has a single storey side and rear projection which will be removed to facilitate the proposed two storey side extension. The single storey side projection which accommodates storage is a common feature in these semi's and would have been an original feature of the dwelling.

103 Jubilee Crescent is situated on a prominent corner plot and so the revised proposal must demonstrate subservience and good design so not to harm the character of the wider area. Furthermore the revised proposal should demonstrate that the previous reasons for refusal have been adequately overcome.

The proposed two storey side extension has remained the same in terms of depth and design to the proposal submitted under 20240802. Under 20240802, it was considered that the extension was acceptable in terms of its design and appearance as it was of an appropriate width and subservient appearance.

Previous Proposal

Current Proposal



As can be seen above, the depth, width, design and fenestration are identical to the previous application under reference 20240802 in which it was stated that:

The applicant has reduced the width of the extension by 1m, the extension is still large, however, it is considered that this would be acceptable provided that no further extensions are added to the site. If permission is forthcoming a condition would be imposed to ensure that Classes A, B and C permitted development rights are removed to safeguard the character of the dwelling and wider area, as well as protecting future occupant amenity. The extension is set down and behind the principal elevation and has been designed to demonstrate subservience.

The Council's adopted design guidance states:

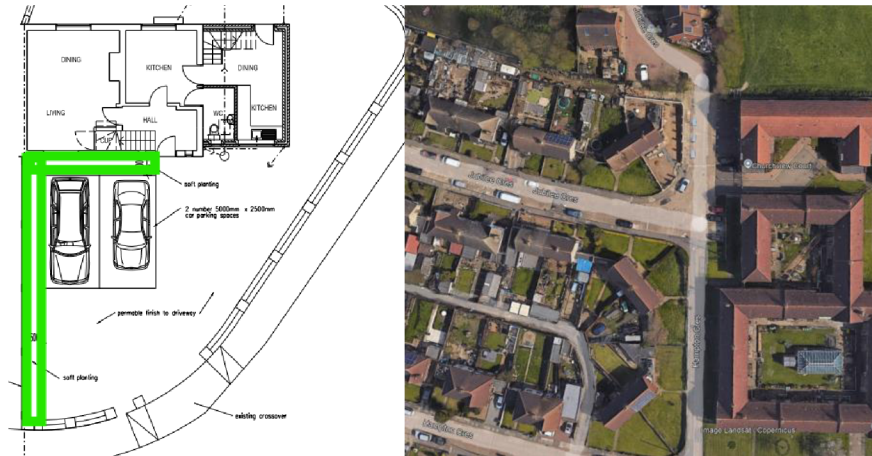
Width: Extensions should generally be no greater than half the width of the host building. The existing rhythm of the street, including for example characteristic gaps between properties, the symmetry of pairs of semi-detached homes or groups of terraced houses, should not be unreasonably interrupted. A minimum gap of 1 metre should be retained between the extension and the flank boundary.

It is considered that the revised proposal complies with the guidance and whilst large is acceptable in terms of scale and design.

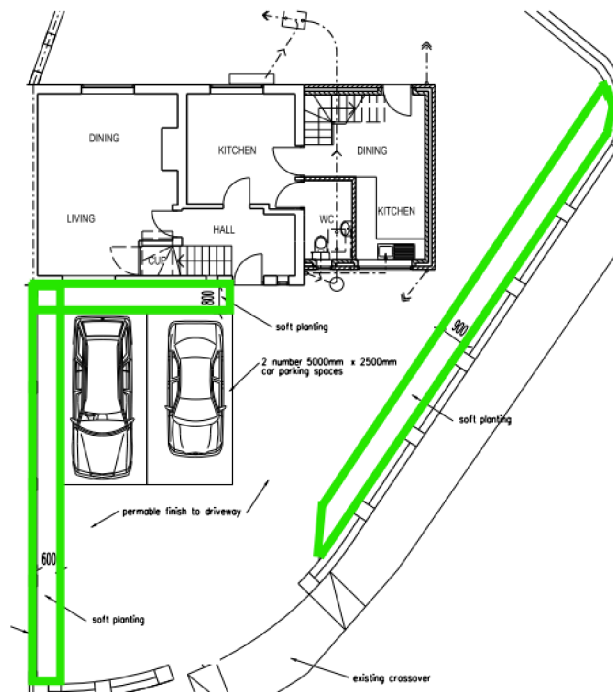
As stated above should permission be forthcoming then the permitted development rights would be restricted under classes A,B and C.

The proposal also seeks to create two vehicle parking spaces, the garden frontage will include a large section of permeable paving with some soft planting. Under the previous proposal the officer stated:

The proposed parking would result in a vast reduction of soft landscaping and the installation of a substantial hardstanding which would result in a harsh developed appearance which diminishes the positivity which soft landscaping provides. The boundary wall with the piers are a stark contrast to the wider streetscene which is characterised by low levels wall and soft landscaped frontages.



Under the current proposal the applicant has introduced a larger amount of soft landscaping. This is considered to overcome the previous reason for refusal and increases the onsite biodiversity.



The current boundary treatment has been reduced and the single pillar at the front of the drive has been removed in the proposed plans, a condition will be imposed to ensure this pillar is removed prior to the occupation of the new extension. The proposal is now considered to be acceptable in terms of its height and impact on the character of the area.



It is noted that the internal layout could result in subdivision of the dwelling as the extension has an additional kitchen and living area, this could result in the extension being sublet. It is also noted that the upstairs bedroom cannot access the existing upstairs living space and it has its own independent staircase. In order to prevent any future subdivision of the dwelling should permission be forthcoming a condition will be imposed which prohibits this as any subdivision or creation of a self-contained area will require a separate grant of planning permission.

It is considered that the current proposal addresses the previous reasons for refusal and now complies with the requirements of CS19 Local Plan Core Strategy 2014 and SPD4 – Householder Alterations and Extensions Guidance 2021.

Amenity of Future Occupiers

The proposal will result in the creation of an additional bedroom which measures approx. 9sqm which is compliant with the Council's adopted standards and the nationally described space standards. The bedroom will be served by sufficient light and outlook.

The resultant garden space will equate to approx. 91sqm, the council's adopted guidance states:

Table 2

Accommodation with :	Minimum garden area (sq. metres)	Minimum depth from rear wall of house (metres)
1-2 bedrooms	37.2	7.6
3 bedrooms	60.0	10.0
4 or more bedrooms	100.0	10.0

Whilst the resultant garden space is marginally below the adopted guidance it is considered that a balanced approach needs to be taken. The imposition of a relevant condition would safeguard the amenity space and should permission be forthcoming Class A permitted development rights will be restricted.

On balance the proposal is considered to adequately safeguard future occupiers' amenity in line with CS19 Local Plan Core Strategy 2014.

Neighbouring Amenity

Due to the siting of the extension it is not considered to impact the amenity of No. 101 Jubilee Crescent as this neighbour will not be able to see the extension from within their home.

Should permission be forthcoming a condition will be imposed to prevent any further window or door openings in the flank elevation of the extension and any windows serving a w/c are obscure glazed and top hung to protect neighbouring amenity.

The proposed extension is considered to safeguard neighbouring amenity.

Parking and Highways

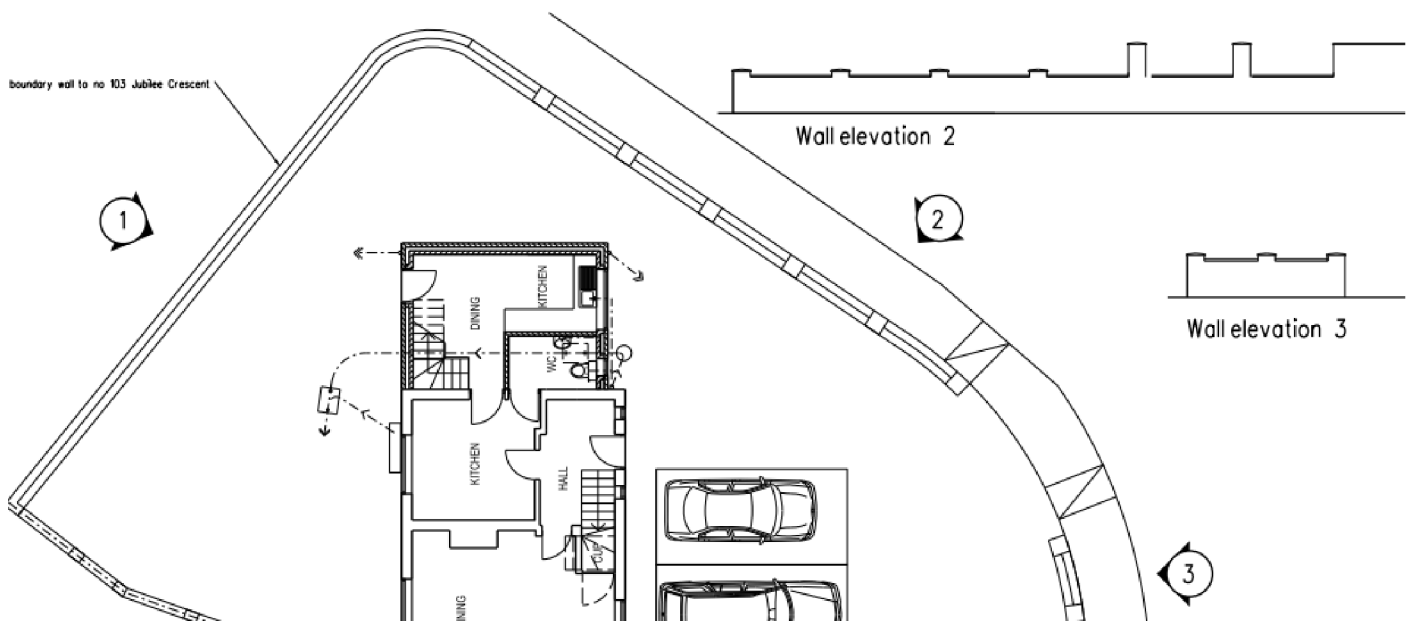
It should be noted that *Pedestrian visibility splays* are generally 2m x 2m and are measured down the side of the driveway and not from the centre of the drive or a vehicle parked on the drive. Below is a diagram from the Council's adopted design guide.

Visibility Splay



Pedestrian visibility splays should be protected and there should be no landscaping or boundary treatment exceeding 850mm in height within a 45°, 2m base triangle either side of the driveway and no boundary wall, fence or other means of enclosure or obstruction exceeding 0.6m in height within the visibility splays.

It is noted that the proposed submission does not correctly show the visibility splays. It is also noted that the boundary treatment exceeds 850mm. However, it should be noted that Jubilee Crescent is not a classified highway and has low levels of traffic. Whilst the proposed boundary treatment is above the preferred requirements, it is only slightly above and on balance a refusal is not considered balanced.



On balance the revised proposal is considered to overcome the previous reasons for refusal and is compliant with the requirements of CS19 Local Plan Core Strategy 2014.

Conclusion & Recommendation

The proposal is recommended for permission subject to conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	
Dated:	27.01.2025	Dated:	31st January 2024