

Delegated Report

Householder Planning Application

Planning Application No: 20220537

Location: 63 Harden Road Northfleet Gravesend Kent

Description: Erection of a single storey rear extension and construction of a vehicular access over grass verge.

Applicant: Nigel Luck

Site Visit Date: 15.06.22

Preliminary Matters

The application was made deficient after initially being made valid due to an encroachment issue, an ownership certificate query and a request for further plans. The agent was contacted regarding this on 07.06.22, and on 09.06.22 this was rectified, and the application was revalidated. The description was also altered 15.06.22 as the previous description included the erection of a garage which is incorrect.

Submitted Documents/Plans

Application Form;
Block Plan Existing (received 23.05.22);
Block Plan Proposed (received 20.05.22);
Drawing No. PL001 – Plans and Elevations – Existing and Proposed;
Site Location Plan (received 23.05.22); and
Site Location Plan Proposed (received 20.05.22.)

Relevant Planning History

No relevant 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

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)

- 2 – Achieving Sustainable Development
- 12 – Achieving sustainable development and well-designed places
- 15 – Conserving and enhancing the natural environment

Supplementary Planning Guidance

- SPG 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); and
- KCC Vehicle Crossing Guidance Self Assessment (2018.)

Consultations, Publicity and Representations

Consultees

Ward Councillors

No Comments

GBC - Highways Officer

The Highways Officer provided two comments for the application because consultees were reconsulted when the application was revalidated:

The proposal in terms of the off street parking gains an automatic recommendation of refusal, the proposed extension has no impact on the highway and so there are no comments to make on this part of the application. **(8th June 2022.)**

I do not see any modifications to this proposal that alter my views of the 8th June, repeated below.

“Supplementary Planning Guidance SPG4 issued by Kent County Council and adopted by Gravesham Borough Council requires each parking space to be 5 metres deep by 2.5 metres wide generally, but the width increases to 2.7 metres when adjacent to an enclosed boundary to provide the space that would be borrowed from an adjacent parking space when accessing the vehicle. Similarly a parking space length is increased to 6 metres in length when it is parallel to and immediately adjacent to the access to provide manoeuvring space. In locations such as demonstrated here there would need to be a 6 metres wide aisle to accommodate vehicle turning into and out of the space and there is insufficient space to provide this.

Extracts from SPG4

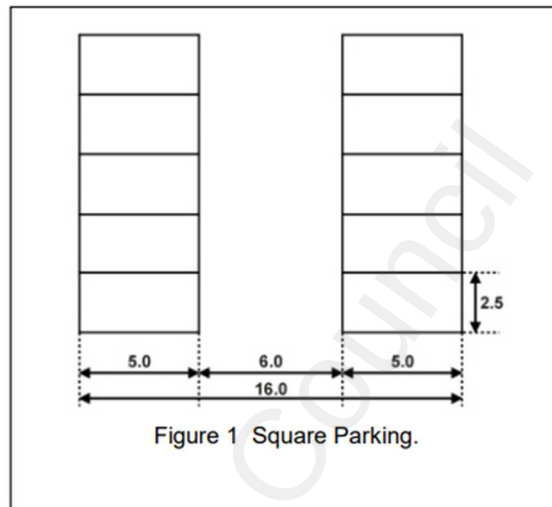
B8. The preferred sizes for parking bays in Kent provided as part of development proposals are:

	Length	Width
Parking Bay Size for Powered Two-Wheelers ⁽¹⁾	2.5m	1.5m
Parking Bay Size for Cars ⁽²⁾	5.0m	2.5m

Configuration of Car Parking

B11. The most common layout and the one often regarded as the most economical in terms of land use, is square parking with parallel aisles (see Figure 1). A width of 6.0m is required for the aisles to give direct access to square parking. Such a layout can be used with either one-way or two-way traffic using the aisles.

B12. Where a developer intends to employ a one-way system for the car park, a clearly marked route for drivers should be provided using appropriate road markings and road signs.



In terms of the depth of the car parking spaces, there may be some slight flexibility as Kent County Council have issued other, but not adopted guidance that a parking space may be 4.8 metres deep, this depth may just be possible on part of the front garden, but only sufficient for a single vehicle.

It is recommended that if you are minded to approve the application as presented or in any way modified to accommodate a parked vehicle that the application should provide the necessary cables to support a future electric vehicle charging point, as this could save considerable expense later. "

KCC – Heritage

The site lies within an area of multi-period archaeological potential. However, I consider it unlikely that these proposals, immediately adjacent to the existing dwelling, would have a significant below-ground archaeological impact and have no further comments to make in this case.

Neighbouring properties

A site notice was displayed 15.06.22, six surrounding properties were consulted and no responses were received. The consultation period expired 07.07.22.

Officer's Analysis

63 Harden Road is a two storey semi-detached corner property located to the east of the highway. The boundary of the property is framed by a grass verge which is typical of the properties in the surrounding area.



This application proposes the demolition of the existing rear store, erection of a single storey rear extension and construction of a vehicular access over grass verge.

Design, Character and Appearance

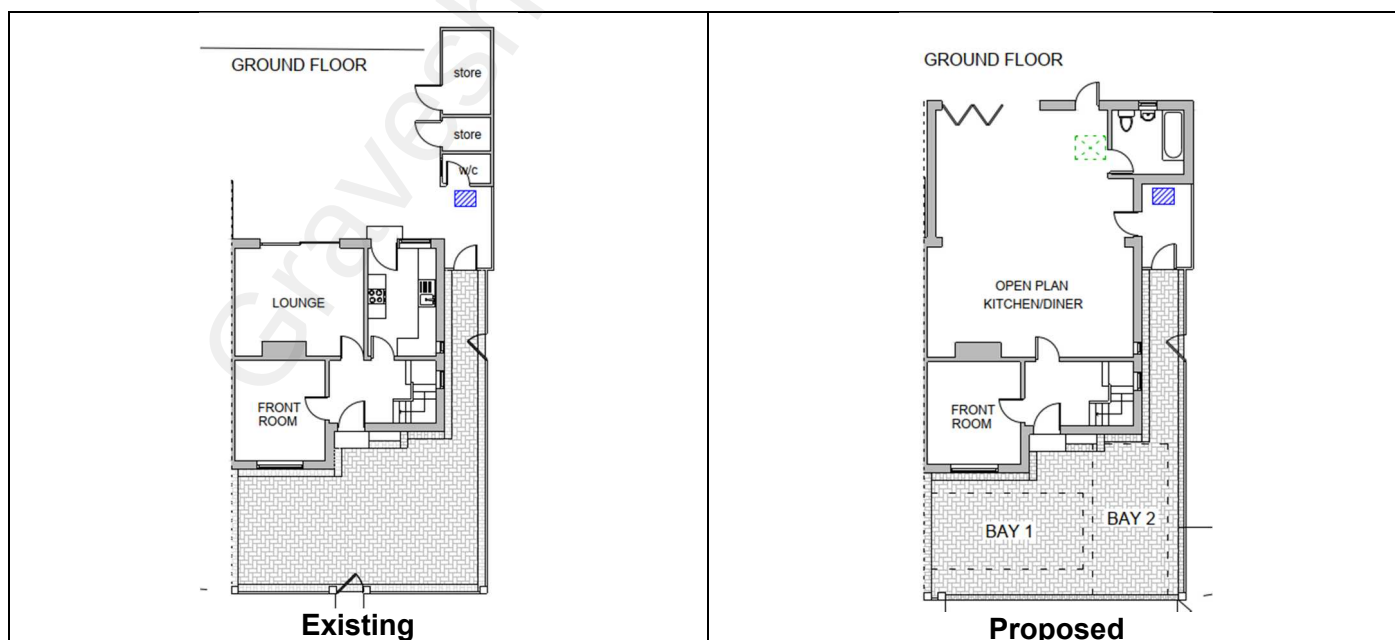
Single Storey Rear/Side Extension

The proposed single storey extension would create space for an open plan kitchen/diner and a bathroom. The materials are acceptable and will match the existing; brick walls, tiled roof and white UPVC windows and doors. It has been designed to have a dual pitched roof and the extension will project out beyond the side wall. In addition to the doors and windows in the south elevation, there will be a rooflight and door in the west elevation to provide additional access and light. The maximum height of the extension is 3.44m, eaves height is 2.26m, maximum width is 8.73m and depth is 4.50m.

Gravesham's Householder Extensions/Alterations Design Guide (Design SPG) (2021) seeks to ensure any extensions or alterations to a home are well designed, well-built and sympathetic to their surroundings. As set out by the guide:

- Generally, extensions should not be of greater width than the original building
- Care should be applied to extensions to properties on open corners
- Patterns, design and proportions of windows should reflect the original building and local character. Walls to extensions should not form the site boundary with the public highway, as these can be oppressive and encourage antisocial activities
- The relationship between the roof of the existing property and an extension on a corner is carefully considered.
- New windows should be arranged to line up vertically and horizontally with those of the original house, to give a sense of balance and proportion

In design terms, the single storey extension extends beyond a side wall and is more than half the width of the original house. Although it is noted that the existing store is to be demolished to make room for the development, this extension would overwhelm the original dwelling and would almost double the building footprint as indicated by the floor plans below:



In addition to this, the proposed off-centre dual pitched roof is not sympathetic to the existing dwelling and the windows and doors are not aligned with the original house meaning it fails to give a sense of balance and proportion.



As such it is considered that the proposal is contrary to Policy CS19 (Development and Design Principles) (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2021.)

Vehicular Access Over Grass Verge

In addition to the single storey rear extension, the application also proposes the construction of a vehicular access over grass verge. This would involve removal of the front boundary wall, gate and a 7.66m X 4.09m section of grass verge situated outside the property boundary. The plans indicate that the existing block paving in the front garden would remain to provide parking for two cars.

Similar proposals have been dismissed at appeal stage. In the report for appeal APP/K2230/D/19/3241135 (13 Harden Road), the inspector confirms “the soft landscaping forms a verdant character and appearance to the street scene. Overall, the grass verge is a characteristic feature of Harden Road which gives a strong sense of local distinctiveness and uniformity” and “the black tarmac would contrast undesirably with the appealing view the grass verge provides creating a discordant feature that would harmfully erode the verdant character and appearance of the area.” Other proposals for crossovers that would remove grass verges have been refused within the Borough. The inspector for APP/K2230/D/21/3266269 (176 Livingstone Road), dismissed the appeal and stated “the proposal would have a harmful effect on the character and appearance of the host dwelling and the street scene.” Under APP/K2230/D/21/3288644 (37 Scott Road), the inspector noted that “grass verges are a feature which make a positive contribution to the spacious, open and suburban character and appearance of the locality” and “Together and amongst other things Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy 2014 (CS), require new development to be visually attractive, fit for purpose and that it should conserve and enhance the character of the local built environment. There should be no loss of biodiversity and opportunities to enhance, restore, re-create and maintain habitats will be sought.” Furthermore, the inspector deduced “the proposal would unacceptably harm the character and appearance of the host property and the street scene.” As such, the proposed vehicular access over grass verge has been shown by the above appeal decisions to be unacceptable and damaging to the character, appearance and biodiversity of the site and surrounding area.

Moreover, the grass verge is a positive characteristic of the local vicinity and the introduction of a hard paved/tarmac surface would interrupt the streetscape and have a detrimental impact on the area. Therefore, the proposal is contrary to Policy CS19 (Development and Design Principles) (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

The proposed room sizes comply with the Nationally Described Space Standard (2015) and the Council's SPG 2 - Residential layout guidelines (RLG) (2020). The garden area and depth is in accordance with the RLG (2020.) In addition, two car parking spaces are proposed. As such, the proposed development is considered to safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) and Section 12 (NPPF) (2021.)

Neighbouring Amenity

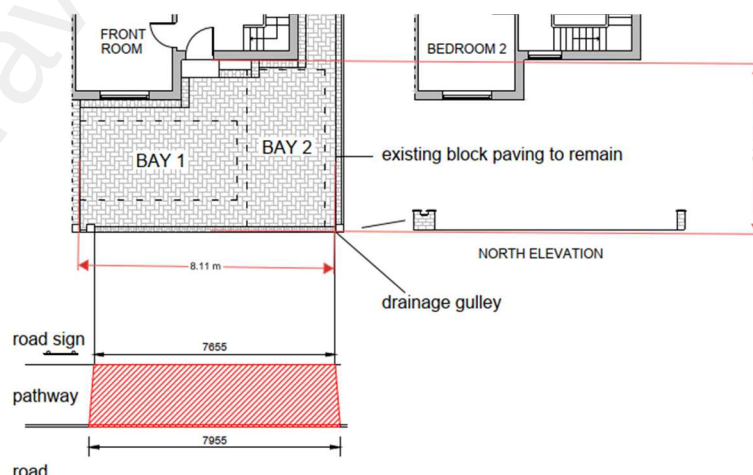
The extension and crossover would not cause any material harm to the amenity of any adjoining properties in terms of loss of light, outlook, privacy or sense of enclosure. No windows or doors are proposed in the flank elevation of the extension facing No. 61 Harden Road so privacy should not pose an issue. There should not be a detrimental loss of light because the extension is single storey and there is an existing single storey rear extension at No. 61 Harden Road. Therefore, the proposed development is considered to safeguard neighbouring amenity in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Parking and Highways

As indicated by Gravesham's Highways Officer, there is insufficient space to park cars in the front garden in accordance with SPG 4 - KCC Parking Standards (2006). Gravesham's Design SPD (2021) also states the following:

- Front garden parking must be designed to avoid cars overhanging the pavement. Car parking spaces a minimum of 2.5m wide (2.7m where spaces adjoin an enclosed boundary) and 5m deep should be provided.
- Pedestrian and vehicle visibility splays should be provided.
- Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt. Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces
- Sufficient space should be allowed between the car and the dwelling to allow access to the front door and side of the property. 1 metre should be the minimum space between or around car parking spaces.

As shown by the measurements on the proposed plan below, there is insufficient space to park a vehicle and allow the additional 1.00m space to access the front door which is contrary to Policy CS11 - Transport, SPG 4 - KCC Parking Standards (2006) and KCC Vehicle Crossing Guidance Self Assessment (2018.)



Any Other Material Planning Considerations

Impact on Biodiversity

The proposal would clear a large area of grass verge outside the property and introduces no soft landscaping to the frontage contrary to Policy CS12 (LPCS) and Section 15 NPPF (2021).

Archaeology

The site lies within an area of archaeological potential. However, the proposal would be unlikely to have any archaeological impact.

Groundwater Source Protection Zone

The site lies within Groundwater Source Protection Zone 2. The proposed development would be unlikely to have an effect on this constraint due to the shallow nature of the foundations.

Conclusion

The application has been fully considered and is contrary to local and national planning policy.

The proposed extension is not sympathetic to the existing dwelling in terms of window alignment, window placement, roof shape, building placement and building footprint. The extension extends beyond a side wall and is more than half the width of the original house and the proposed footprint is not subservient to the footprint of the original dwelling which therefore fails to accord with Policy CS19 (LPCS) and Section 12 NPPF (2021).

The proposed vehicular access would have a detrimental effect on the character and appearance of the street scene. The development would interrupt the grass verge by forming a hard paved/tarmac access which would reduce biodiversity and have an adverse impact on the visual appearance of the surrounding area, contrary to Gravesham's Design Guidance SPD (2021), Policy CS19 (LPCS) and Section 12 NPPF (2021).

Furthermore, the frontage would be substandard in depth, contrary to Gravesham's Design Guidance SPD (2021), Policy CS11 - Transport, SPG 4 - KCC Parking Standards (2006) and KCC Vehicle Crossing Guidance Self Assessment (2018.)

Lastly, the proposed development fails to provide any biodiversity opportunity and instead reduces biodiversity opportunity by removal of the grass verge, contrary to Policy CS12 (LPCS) and Section 15 NPPF (2021.)

As such, it is recommended that the application is refused.

Recommendation

Refusal

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

Case Officer:	Mrs Lucy Hankin	Team Leader:	Richard Hart
Signed:	L Hankin	Signed:	<i>R Hart</i>
Dated:	22nd July 2022	Dated:	22nd July 2022

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Gravesham Borough Council