Gravesham Borough Council

Delegated Report

Householder Planning Application

Planning Application No: 20231090

Location: 102 St Hildas Way Gravesend Kent DA12 4AY

Description: Erection of part two storey and part single storey side and rear extension with alterations to fenestration on rear elevation.

Applicant: Mr Gurpreet Singh

Site Visit Date: 20.11.23

Submitted Documents/Plans

Application Form
Site Location Plan
Existing Block Plan
Proposed Block Plan
2388-001 – Ground Floor Plan Existing
2388-002 – First Floor Plan Existing
2388-003 – Roof Plan Existing
2388-004 – Elevations Existing
2388-005 – Ground Floor Plan Proposed
2388-006 – First Floor Plan Proposed
2388-007 – Roof Plan Proposed
2388-008 – Elevations Proposed

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)

- T1 – Impact of Development on the Highway Network
- 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 and beautiful places

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)

Consultations, Publicity and Representations

Consultees

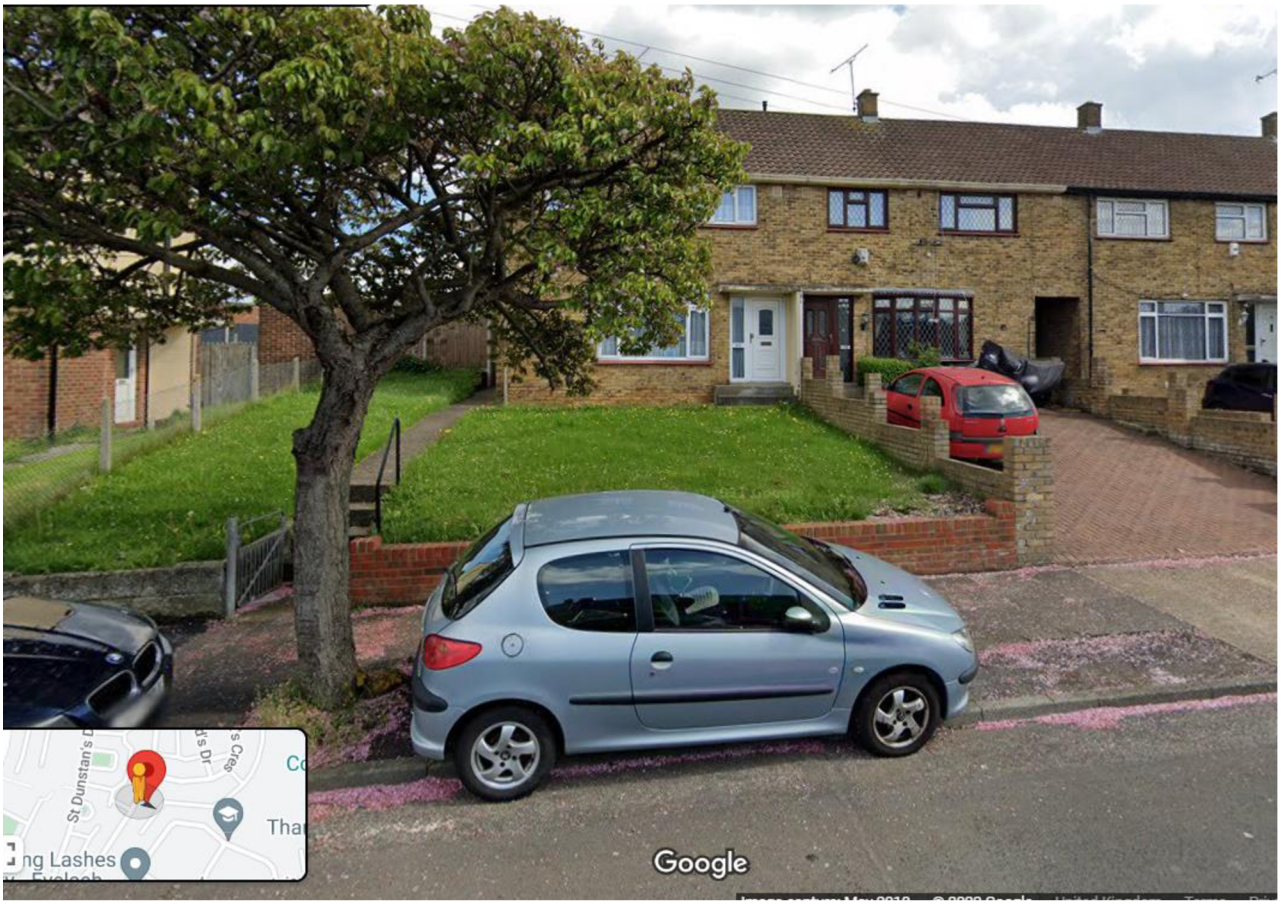
Ward Councillors:

No comment.

GBC Highways Officer:

I have concerns on the ability to park in the front garden so a parking plan conforming to the requirements of Kent County Council SPG4 should be presented. Also, with the extra bedroom a cycle parking space should be provided to comply with the same guidance.

Google Street View May 2018



Kent County Council will not agree to the removal of street trees to facilitate an access.

https://www.kent.gov.uk/__data/assets/pdf_file/0003/139485/Dropped-Kerb-Application-Guidance.pdf

8/ KCC Highway Trees

Are there any KCC Highway Trees within 15m of the proposed construction area? You should refer to the KCC Highway Tree Self-Assessment Survey below.

KCC Highway Tree Self-Assessment - To be completed prior to application

Is there a KCC Highway Tree within 15 metres of the area you are proposing to install a dropped kerb?	Yes
Measure round the tree trunk as you would your waist at 1.5m above ground level, this is the circumference of the tree, to find the diameter divide by 3.14	**Example. 44cm circumference divide by 3.14 This equals 14cm and is the diameter 44cm ÷ 3.14cm = 14cm**

Residential Dropped Kerb Guidance and Self-Assessment v9

www.kent.gov.uk May 2023

The root protection area is a circle around the tree, with the tree in the centre – calculate the area by multiplying the diameter by 12, this will give you the radius of the circle.	**Example. 14cm x 12 = 168cm/1.68 metres Therefore, the circle around the tree will have a radius of 1.68m**
Measure the distance between the edge of your proposed dropped kerb and the tree trunk, this should measure more than the calculation above.	**You should not apply for a dropped kerb without making adjustments to your proposal if the current construction will need to take place within the root protection area.**

NOTE: If the KCC Highway tree is within the proposed construction area you should not apply for a dropped kerb - KCC does not support the removal of highway trees to facilitate the installation of dropped kerbs, you should only apply if you have already established through a pre-application inspection that KCC would consider the removal of the tree.

If you are satisfied that your proposal will not affect the tree's roots you may proceed with our online application form subject to meeting all other criteria detailed in this document.

Please be advised that should your application subsequently fail due to incorrect calculations of required root protection areas (RPA) in relation to your proposed construction you will only receive a refund of £204 of the fees if you have paid the full administration payment of £441.

If you are unsure if a tree may affect your application, you must contact us to arrange a pre-application tree inspection. Please email vehiclecrossings@kent.gov.uk with a drawing and photograph of the proposed location, we will email you with a reference and request payment of a non-refundable fee of £68, please allow up to 28 days for inspection.

This pre-application inspection will inform if installation is possible, and if so, how close you can install a dropped kerb to the tree, it is provided for guidance on construction within the proximity of the KCC highway tree only, it does NOT give approval for a dropped kerb until a full inspection has been completed by a highway steward in line with all the criteria in this document.

Approval is not guaranteed, and an additional non-refundable £68 fee will be charged if a KCC Tree Officer is required to inspect a tree for the purposes of your application.

The applicant therefore should establish the carriage crossover and an approved parking layout before either the application is approved or alternatively before construction commences.

Southern Gas:
No comments received.

Neighbouring properties
A site notice was placed on 20.11.23. 6no. surrounding properties were consulted and 2no. comments were received from members of the public. The final date to submit comments ended on 11.12.23. Both comments were objecting to the scheme.

Summary of objections:

- Small gap between neighbouring boundary and ground floor element of extension.
- Overflow from guttering onto neighbouring property.
- Excessive length
- Overshadowing
- Privacy
- Roof/guttering overhanding neighbouring property
- Increased noise and dust from construction

Officer Note:

The following matters comments upon are not material planning considerations which can form part of the assessment of this planning application:

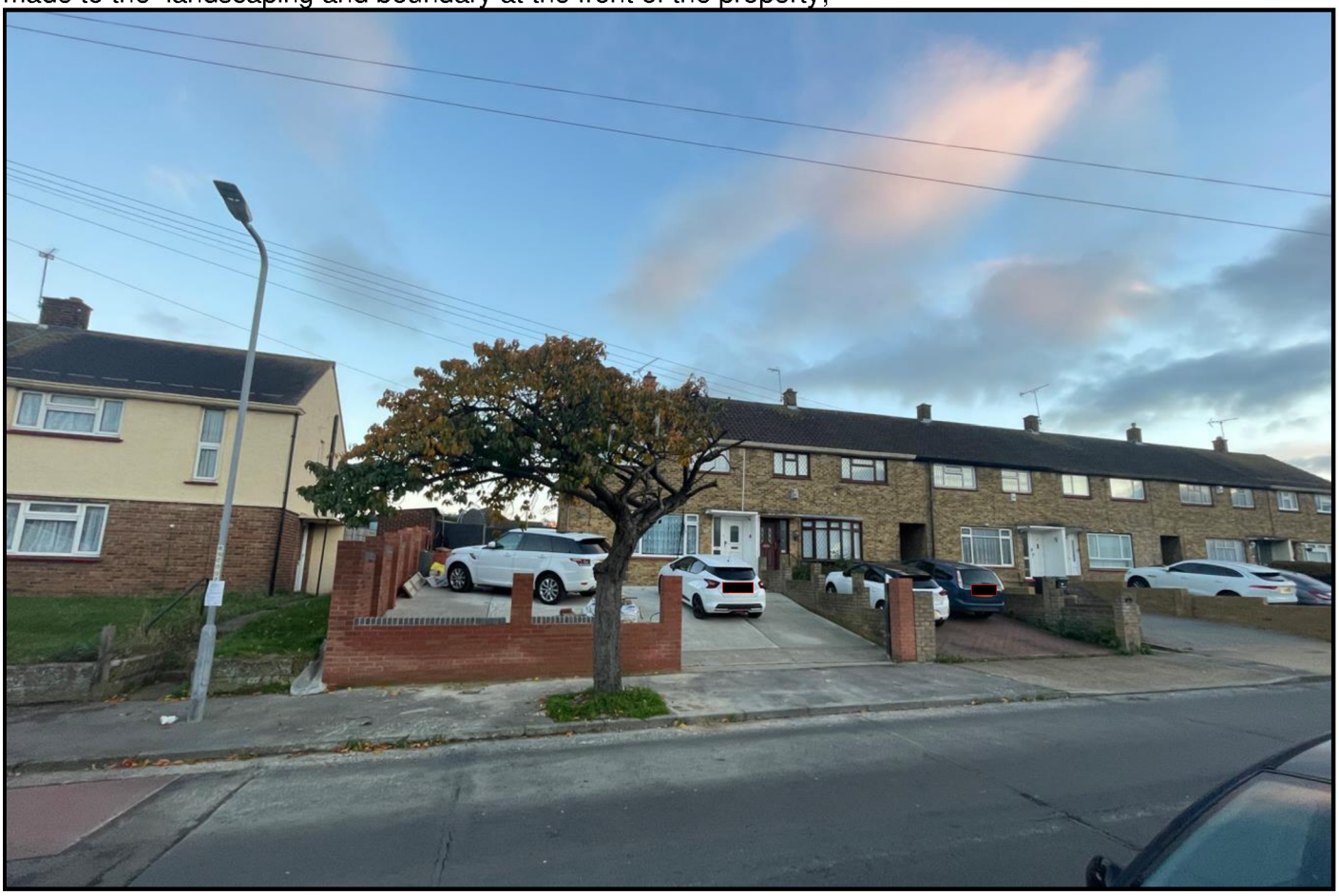
- Impact on foundations

- Access to neighbouring properties required during construction and maintenance.
- Right to light
- Shared water pipes – Built over Agreement
- Party Wall

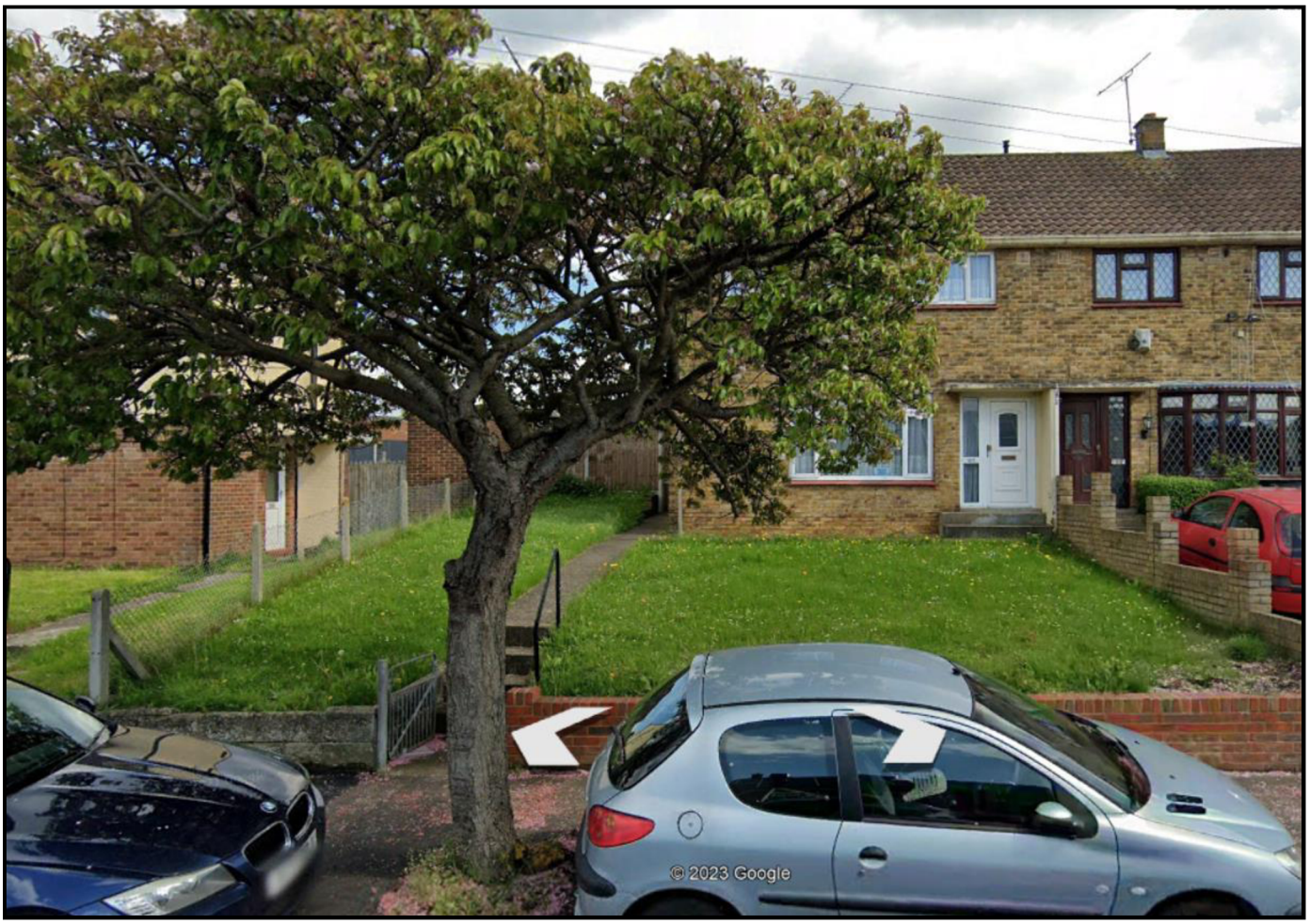
It is also noted that neighbours have advised that they have not received a letter related to application reference 20231089. This is not a currently running application and so until such a time as it becomes a valid application, no neighbour letters will be issued.

Officer's Analysis

It was noted during the site visit on 20th November 2023 that changes has been made to the site levels, hard surfacing and front boundary wall. No planning consent has been obtained for these changes and these changes have not been included in the plans or description. The assessment therefore is based on the site as it appeared before this and if approved, would not approve these changes which have been made to the landscaping and boundary at the front of the property;



Site visit photograph taken on 20.11.23.



Google Earth image taken in 2018 and similar to aerial google images taken in March 2022.

Principle of Development

This application is located inside the Urban Boundary, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development. However, all other relevant matters should be considered. In this instance, the main points to consider would be the potential impact on; Visual Amenity (Design, Character and Appearance), Amenity of Future Occupiers, Residential Amenity of neighbours and Parking Provision.

Design, Character and Appearance

The dwellinghouses in this area are relatively uniform in size. This proposal would extend to both the rear and side, at two-storey level. It would be excessively large in its footprint over and above that of neighbouring properties. Although the increased width of the building would be just under half of the original dwellinghouse (a 3m increase to the existing 6.9m width), visually the tokenistic use of a minor set down (0.15m) from the main ridge does not serve to reduce the prominence and disbalanced symmetry which would result from this increase. The use of a gable end to this side, would reflect the existing roof form but would only serve to provide a visually large, prominent and elongated frontage which would be uncharacteristic for the area. A 1 metre set in from the side elevation would be maintained which would be reasonable set in from the boundary, ensuring a clear and distinct visual spacing from the neighbouring building to which it is not currently attached.

To the rear there would be a two-storey extension centrally located with a shallow pitched roof, with the appearance of a flat roof and single storey extensions to either side on the rear elevation. This would have an incongruent appearance to the existing dwellinghouse, creating a cluttered and mismatched appearance to the rear.

The existing footprint of the dwellinghouse is 49m^2. The proposed footprint would be 102m^2. The proposed development would cumulative be substantially over and above the scale of the existing dwellinghouse, doubling its footprint and appearing prominent, and incongruent with the existing dwellinghouse.

On balance, the proposed development would **NOT** comply with the requirements of Policy CS19 of the Core Strategy 2014 and paragraph 130 of the NPPF (2023) in terms of design, character and appearance.

Amenity of Future Occupiers

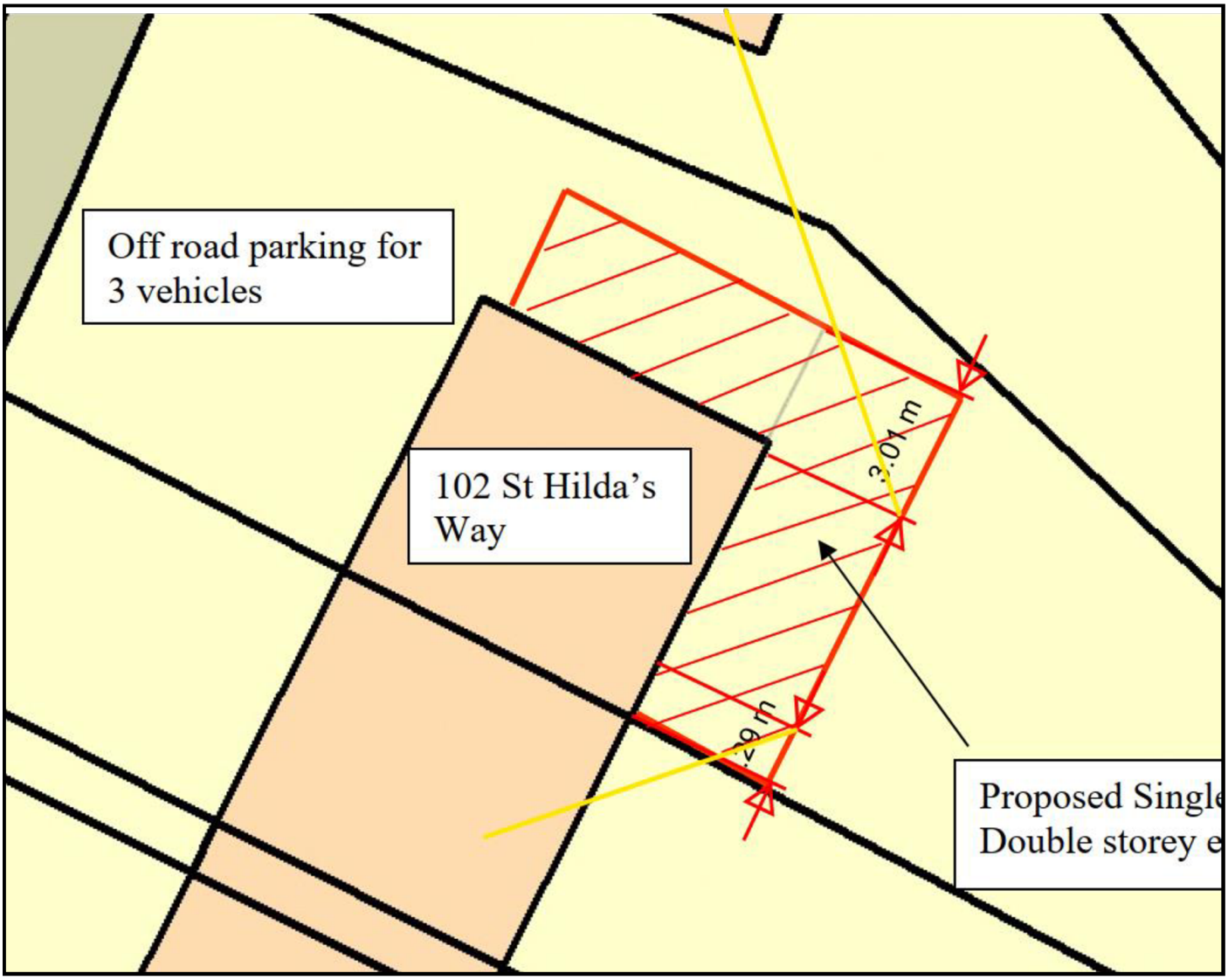
The NPPF (2023) states that planning decisions should aim to secure a high standard of amenity for all existing and future users. The impact on amenity is also considered with regard to the criteria with Policy CS19 of the Core Strategy, which states that new development should be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land. The impact on neighbours will be assessed in the next section of the report.

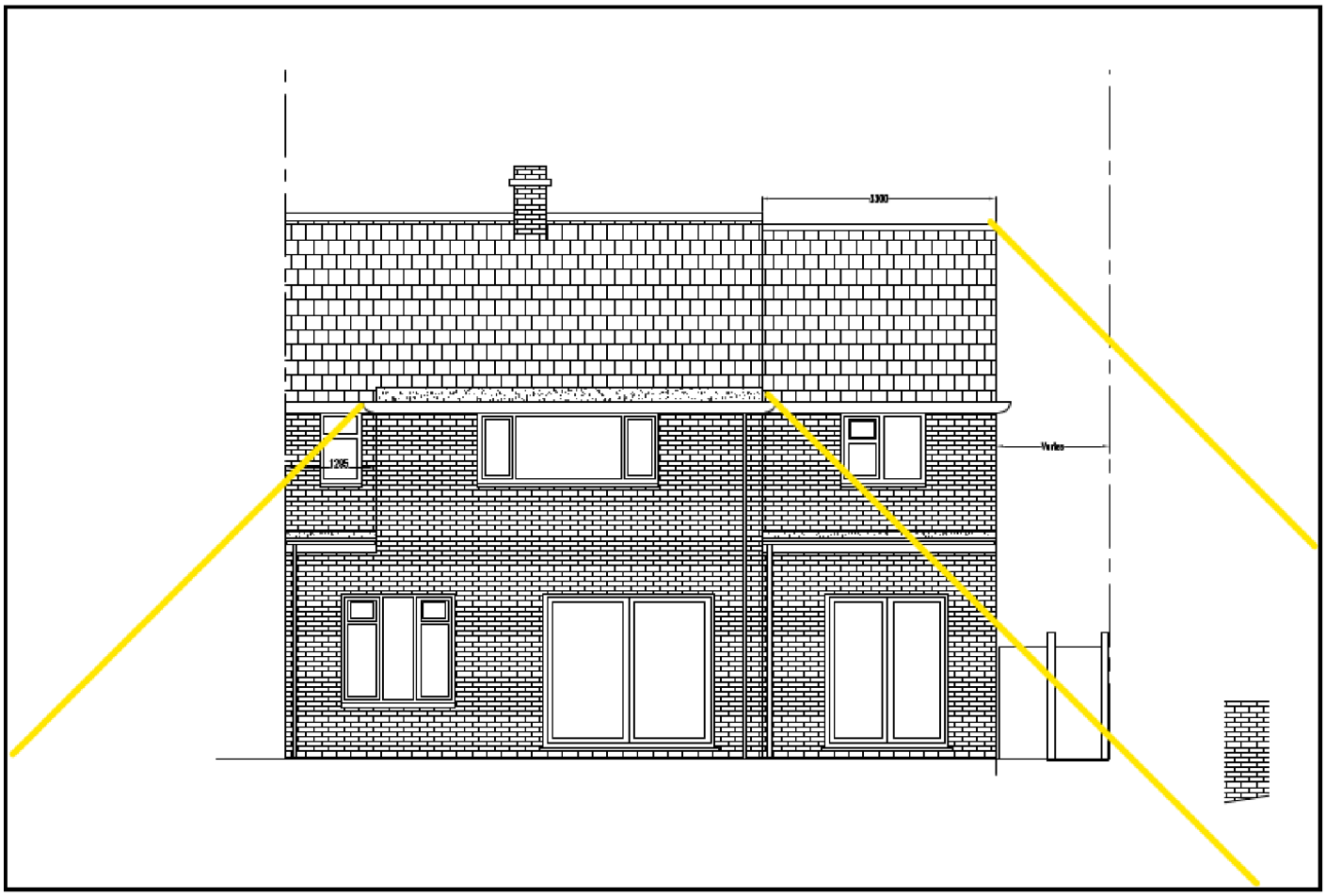
All rooms which would form part of the proposed layout would comply with the minimum required internal space standards. The rear garden would also maintain an adequate depth and area for the increased number of bedrooms.

Neighbouring Amenity

As outlined above, it is important that any development safeguards the amenity of neighbouring properties and land. Following a period of consultation with neighbouring properties, no objection to the proposal was received.

The below images show a 45-degree test taken from two storey elements of the proposal. As can be seen the ground floor window to the side elevation of 104 Sy Hildas Way could potential be overshadowed. However, given the distance of 4.4m which would be maintained between the buildings, it would be unlikely to result in significant overshadowing of this neighbour.


Off road parking for
3 vehicles
102 St Hilda's
Way
3.01 m
Proposed Single
Double storey e



The below image taken from the rear shows that the openings on the rear elevation of 100 St Hildas Road, mirror those on the subject dwellinghouse. It stands to reason that these would serve similar rooms, which when mirrored would mean at first floor the nearest neighbours opening would serve a bathroom and at ground floor, it would serve a utility room. Given that these are non-habitable, main rooms and that bathrooms are often obscures, and the ground floor would already be obscured by boundary fencing, this development would not result in significant overshadowing of this neighbours windows in such a manner which would significantly affect the amenity of neighbouring occupiers.

Image taken from Google maps, taken in 2022.

The two storey rear element would be stepped in from the sides and the side extension would maintain an appropriate distance from the neighbour. In such a position at 3 metres deep the rear extension would not significantly overbear on the neighbouring properties. No first-floor side openings are proposed an so no concerns are raised with regard to potential direct overlook.

The proposal is therefore considered to safeguard the amenity of neighbouring properties in compliance with policy CS19 of the Core Strategy 2014.

Highways and Parking

The GBC Highways Officer has raised concerns regarding appropriate availability of parking provision, given that there is no crossover, and that there is a tree located on the street to the front of the dwellinghouse, and advised that KCC Highways may not allow this, due to the tree. The GBC Highways Officer did not note that changes had been made to the landscaping, sections and boundary treatment as these were not shown on the provided plans and no consent has been obtained for these changes.

Given the inaccuracy of the plans, in showing the current parking situation, visibility splays, sections and landscaping along with the comments from the GBC Highways Officer, which raises doubt of the possibility that a KCC approved crossover could be constructed, and noting that the intention to do so is not shown on the plans, inadequate information has been provided to ensure that appropriate parking provision would be provided in terms of adequate number of off road parking spaces and safe entrance and exits to the parking spaces. Whilst there is potential that these matter may be preserved by condition, although there is some doubt that the crossover would be possible, where the application is refused on other grounds, this ground will also be included in those reasons for refusal.

Adequate vehicle and cycle parking provision is therefore **NOT** available in accordance with paragraphs 110 to 113 of the National Planning Policy Framework (2023), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014 subject to further details of cycle parking provision.

Conclusion & Recommendation

The proposed development by reason of its cumulative scale, dominant features and poor design which

would be incongruent with the existing character of the dwellinghouse and its wider setting, would result in significant harm to the character of this area and would as a result fail to comply with the requirements of the Householder Alterations/Extensions Guide, Policy CS19 (Development and Design Principles) of the Core Strategy 2014 and paragraph 130 of the National Planning Policy Framework (2023) in terms of design, character and appearance.

The proposed development by reason of its inability to demonstrate adequate levels of safe on-site vehicle and cycle parking provision, resulting in harmful impact to highway safety and failing to take opportunity to improve active travel accessibility, would as result be contrary to paragraphs 110 to 113 of the National Planning Policy Framework (2023), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014.

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

Case Officer:	Ms Lisa Williams	**Team Leader:**	**Richard Hart**
Signed:	[redacted]	**Signed:**	[redacted]
Dated:	28th December 2023	**Dated:**	**28th December 2023**