



# Delegated Report

## Householder Planning Application

**Planning Application No:** 20230332

**Location:** Lenton Garth, Racefield Close Shorne Gravesend

**Description:** Erection of two storey front and side extensions, single storey rear extension, erection of detached outbuilding forming garage, gym, workshop and store and erection of fence to boundary.

**Applicant:** Mr Pretam Singh

**Site Visit Date:** 24 May 2023

### Submitted Documents/Plans

Application form

Drawing no. 01 (existing plans)

Drawing no. 02 (proposed plans)

Drawing no. 03 (site location plan)

Drawing no. 04 (detached garage details)

Drawing no. 05 (existing block plans)

Drawing no. 06A (proposed block plan)

### Relevant Planning History

|          |                                                                                            |         |            |
|----------|--------------------------------------------------------------------------------------------|---------|------------|
| 19810212 | Outline application for the erection of a detached two bedroom bungalow in the side garden | Refused | 14.04.1981 |
| 19780786 | Outline application for the erection of a detached two bedroom bungalow in the side garden | Refused | 09.11.1978 |

### 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
- CS20 – Heritage and the Historic Environment

#### Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards#
- TC7 – Other Archaeological Sites

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

#### 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); and
- Gravesham Landscape Character Assessment (2009)

### **Consultations, Publicity and Representations**

#### Consultees

#### GBC Highways Officer

This proposal is in part acceptable and in part unacceptable.

I have no objections to the dwelling or the garage etc, although the garage is below the preferred size it would still be adequate to accommodate two cars and storage of cycles could be in the store.

The issue is with the boundary fence as there will be no sight lines at the access point. I accept the existing situation with the hedge may be similarly restrictive, but the hedge is not permanent and did not require planning approval. In highway terms to be acceptable, there should be no hard or soft landscaping or boundary treatment over 1 metre in height within 2.4m metres of the highway, the alternative would be to provide a visibility splay of 25m x 2.4m x 25m which Manual for Streets suggests for 20mph, which seems appropriate given the nature of the road. I would therefore recommend refusal as there is no visibility at the access, but I accept that because of the existing situation in planning terms it may not be possible to support such a request, as there would be minimal intensification of use of the access.

Having checked the Crashmap data base there is no supporting accident history in the road and this is probably any accident that may have occurred would have been at a low enough speed to avoid injury and so go unreported.

If you are minded to approve, as any works that are required to maintain the outside of the boundary treatment would appear to be from the highway, Kent County Council should be consulted to ensure safe working practices for the person doing the work and the people using the highway., it may be necessary to obtain a works permit to carry out any works as there is no footway and all works would be from the carriageway.

#### KCC Archaeology

I have had a look on the HER and at historic maps and air photos and I do not think that it would be useful

to monitor the groundworks here. My recommendation would be as follows:

Thank you for consulting us on this application. The site lies within an area of general background multi-period archaeological potential. However, I consider it unlikely that the groundworks associated with the proposed development would have a significant impact on below-ground archaeology and therefore have no further comments to make in this case.

### Shorne Parish Council

The property currently has 4 bedrooms, the proposal is to have 5 (one downstairs). The site is large enough. It currently has in-and-out open road entrances and high mature hedges.

Overall, the Parish Council has no objections in principle to this proposal (subject to there not being any valid objections from neighbouring properties) but has the following comments including aspects that require review/revision:

- Bathroom windows: these, including at the rear, must have permanently obscured privacy glazing, and windows should only be openable top hung and 2m above the internal floor level.
- Colours: the colours of the vertical cladding and the rendered walls need to be defined, by condition if appropriate. The vertical cladding is shown on the plans as a light wood colour, the render should be painted a colour within white to cream.
- Garage dimensions and parking: at 5.6m sq internally and with a doorway only 4.67 m wide, the dimensions of the garage are too small for two average sized modern cars, in which case on-site parking provision may be inadequate for a 5-bedroom house. There also needs to be a sufficient on-site turning area. A parking plan should be submitted.
- Biodiversity loss: The existing mature hedges to the roadway frontage provide valuable biodiversity and nesting habitat, consideration should be given to providing replacement.
- Fences/gates and relocated road entrance: The plans appear to show the plot fully fenced at 1.8m height round the entire perimeter, including across the new driveway location where there may in that case be high gates – this need to be clarified. There are two problems, which are the need for visibility splays and for any gates to be set back 6m from the highway so that vehicles waiting to enter can be pulled fully off the road. Input from the GBC and KCC Highways departments is needed.

Conditions to be attached: due to the large increase in built form and bulk, conditions should be attached preventing residential occupation/conversion of the garage/gym building as a whole and removing permitted development rights for the site.

### Neighbouring properties

15 surrounding properties were consulted and six letters of objection have been received raising the following concerns:

- Noise and disruption which will add to serious health issues
- Stepping stone to a second property
- Loss of light
- Potential fire risk due to proximity of fencing
- Significant increase in footprint, should be in keeping with surrounding area
- It would appear a double extension is proposed that is not mentioned; it should not been extended at the rear closer to properties in Racefield Close
- Out of character
- Garage could be converted in to a dwelling (refused before)
- Access road is not suitable for heavy vehicles
- Overlooking/loss of privacy

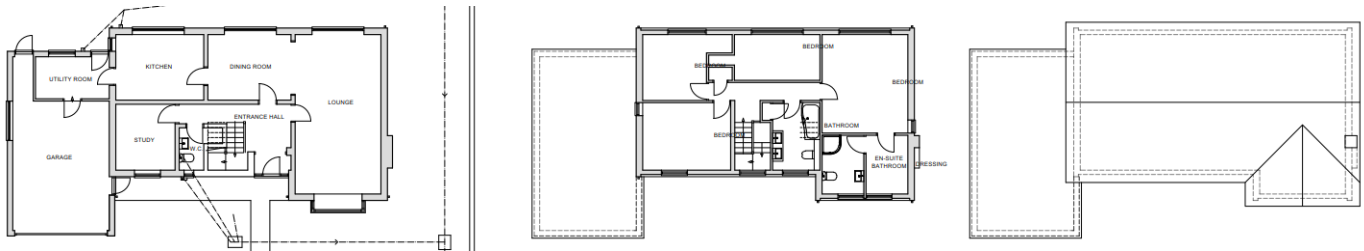
These concerns are addressed in the 'Neighbouring Amenity' section below.

## Officer's Analysis

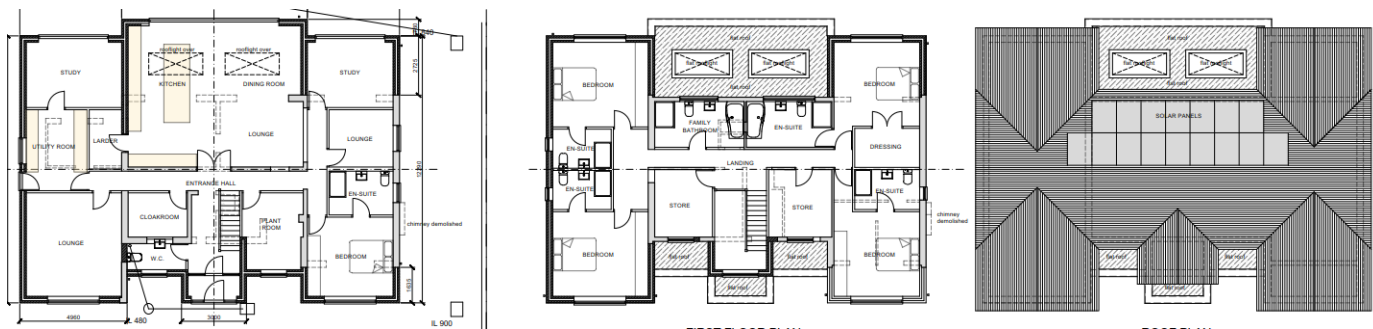
### Proposal

This application seeks planning permission for the erection of two storey front and side extensions, single storey rear extension, erection of detached outbuilding forming garage, gym, workshop and store and erection of fence to boundary.

### Existing:



### Proposed:



The two storey extensions are to each side of the property at the front and the rear. These will increase the depth of the dwelling at each side to approx. 12.3m (from approx. 8.5m). The single storey rear extension will project approx. 3.5m to the rear of the existing rear elevation. The width and height of the property remains the same.

### Existing elevations:



### Proposed elevations:



Internally the propose extensions will provide for a new study, lounge, bedroom and en-suite at ground floor and en-suites for the bedrooms and two store rooms at first floor.

The proposed garage will be 9m wide, 9m deep and approx. 4.55m high with a pitched roof. This will

contain a garage, workshop, store, gym and WC.

### Design, Character and Appearance

The application site is a two storey detached dwelling located on a generous plot within the village of Shorne where the principle of development is acceptable. It is located along a cul-de-sac where the properties are mainly two storey detached but differ in design (there is one bungalow). The boundary treatments to the front of properties are mainly low brick walls and higher hedges. There is an open plan feeling to the end of the cul-de-sac.

The entrance to this part of the road provides access to the rear of neighbouring properties and there are garages and approx. 2m high close boarded fencing. The removal of the hedge at Lenton Garth and its replacement with an approx. 2m high close boarded fence will create a harsher appearance to the entrance of this small enclave of houses. Whilst there are other close boarded fences these are mostly located to the rear and sides, not to the front.

The front garden is laid to lawn with a paved driveway. No plans have been finalised for this area or confirmation of materials for the parking in front of the proposed garage. A condition is therefore recommended that a landscaping scheme is submitted showing the proposed boundary treatment, including a replacement hedge, and details of finishes to the front drive and garden area prior to the occupation of the extensions.

In terms of design, the proposals do increase the scale of the property however, they will result in a more symmetrical building with a more modern finish. The width of the property will not increase at ground floor and the increase in depth is only approx. 4m. The proposed materials are listed on the plans (black slate roof, vertical cladding, grey facing brick, cream painted render, black fascias, bargeboards, gutters and downpipes) and no objection is raised to this however, the applicant is undecided and has agreed that the final details shall be supplied by condition.

The proposed garage is large at approx. 81sqm however, it is single storey and provides accommodation for vehicles as well as a workshop and gym keeping these facilities together rather than separately sprawling across the site. Concerns have been raised that this could be turned into a separate dwelling however such a proposal would require planning permission in its own right and only then would be assessed against policies on this basis.

The proposed extensions and garage, subject to conditions, therefore accord with policy CS19 of the Gravesham Core Strategy 2014 and para. 130 of the National Planning Policy Framework 2021.

### Amenity of Future Occupiers

The proposed plans show sufficient room sizes and outlook/daylight to habitable rooms. The remaining garden area meets with the adopted size standards.

### Neighbouring Amenity

Cornerstone is located to the west of the application site. This is a single storey dwelling on a large plot. The proposed extension to the western flank will introduce windows at ground floor facing onto the boundary treatment. There are no windows proposed in the first floor flank and therefore there will be no loss of privacy for this neighbour. Due to the differing orientation of the dwellings there will be no loss of outlook, daylight or sunlight for this neighbour.

The properties to the south of the site have gardens that are approx. 15.6m long. The remaining garden at Lenton Garth will be approx. 11m long at its shortest point. The adopted standards require 21m between habitable room windows and 26m between a habitable room window and the most usable part of a neighbours garden (closest to the house). The shortest distance is therefore approx. 26.6m which meets these standards.

The proposed garage is single storey and therefore will have no detrimental impact in terms of loss of amenity. Noise was raised as a concern from the garage however in domestic use this building is unlikely to create more noise than any other building. A planning condition is recommended to ensure no trade or business is run from this building.

The rear of properties in Tanyard Hill are over 40m away and therefore will suffer no detrimental impact in terms of loss of outlook, privacy, sunlight or daylight from the proposals.

The proposed extensions and garage therefore accord with the objectives of policy CS19 of the Gravesham Core Strategy 2014 and para. 130f of the National Planning Policy Framework 2021.

### Highways

Although the garage is below the preferred size it would still be adequate to accommodate two cars and storage of cycles could be in the store.

The proposed boundary fence will offer no sight lines at the access point. The existing situation of a high hedge may be similarly restrictive, but the hedge is not permanent and did not require planning approval. In highway terms to be acceptable, there should be no hard or soft landscaping or boundary treatment over 1 metre in height within 2.4m metres of the highway, the alternative would be to provide a visibility splay of 25m x 2.4m x 25m which Manual for Streets suggests for 20mph, which seems appropriate given the nature of the road.

The drive has two entrance points, one of which has suitable visibility, the other has a high hedge and fence restricting visibility. On balance, the situation already exists and therefore no objection is raised on highways grounds.

### **Conclusion**

The proposed extensions and garage, on balance, will have no detrimental impact on the character and appearance of the street scene, amenities, parking or highway safety and therefore accord with the abovementioned policies and are recommended for approval.

### **Recommendation**

Permit

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

|                      |                                                                                     |                     |                                                                                       |
|----------------------|-------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------|
| <b>Case Officer:</b> | Mrs Alison Webster                                                                  | <b>Team Leader:</b> | Miss Faye Hobbs                                                                       |
| <b>Signed:</b>       |  | <b>Signed:</b>      |  |
| <b>Dated:</b>        | 30th May 2023                                                                       | <b>Dated:</b>       | 30 May 2023                                                                           |