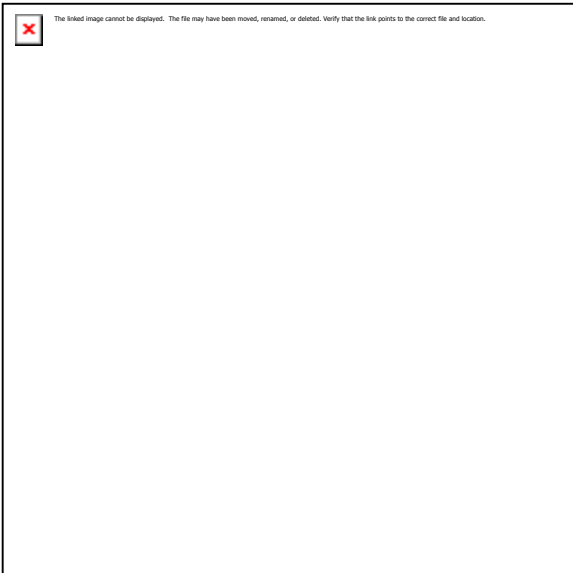




Delegated Report

Householder Planning Application

Planning Application No: 20220835

Location: 39 St Georges Crescent Gravesend Kent DA12 4AR

Description: REVISED 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.

Applicant: Mrs Laura Vilday

Site Visit Date: 12/09/2022

Submitted Documents/Plans

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

Relevant Planning History

No relevant planning 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

Saved Policies in the Gravesham Local Plan First Review (November 1994):

- P3 – Vehicle Parking Standards
- T5 – Formation of new Accesses onto Highway Network

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 is complex. I note the carriage crossover appears to have already been provide.



Google Street View April 2021.

As can be seen from the above image the carriage crossover is constrained by the positioning of a street tree and a traffic sign.

The guidance given by Kent County Council regarding carriage crossovers is very clear
https://www.kent.gov.uk/_data/assets/pdf_file/0004/27688/Vehicle-crossing-pre-application-guidance.pdf

Top of page 3 states;

"The parking space must be:-

- At a right angle to the highway with the vehicle able to enter and exit the property in one movement.*
- There must be no adjusting movements of a vehicle made on the highway when entering or exiting the property."*

Given this guidance, only one vehicle should be parked in the front garden and the rest should be left as soft landscaping.

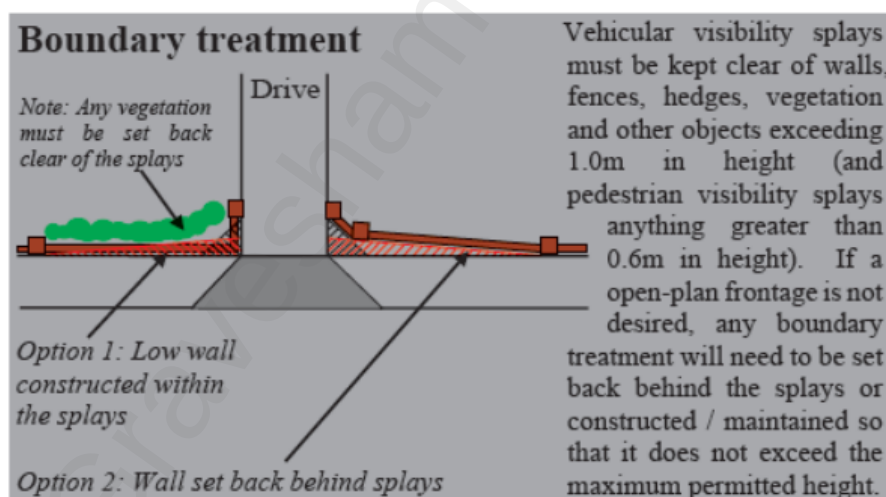
The applicant would however have to make suitable provision for pedestrian visibility splays for land in his ownership.

However as there will be no change in levels and the parking area is constructed from a permeable material it maybe that planning permission is not required for the driveway

Footway visibility

X-dimension 2.0m from back of footway

Y-dimension 2.0m within these splays,



There should be no obstruction to visibility between heights of 0.85m and 2.0m above footway level. If the footway is likely to be used by small children, the height should be reduced to 0.6m. Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway.

However as there will be no change in levels and the parking area is constructed from a permeable material it maybe that planning permission is not required for the driveway.

Neighbouring properties

The application was advertised by way of letter to 6 surrounding properties. The consultation period expired on 23rd August 2022 and no comments were received.

Analysis

Proposal

The proposal seeks to construct a two storey side extension, single storey rear extension, off road parking to the front and a new pedestrian access and demolition of the shed.

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

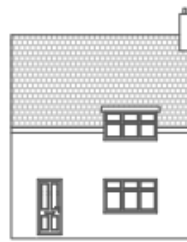
The two storey side extension will project approx. 2.63m from the southern elevation and will have a depth of approx. 7.27m, it will be set back by approx. 0.3m from the front elevation. The extension will be set below the main roof ridge height by approx. 0.10m and have an overall height of approx. 7.57m, 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 will serve a bedroom and an additional window in the southern elevation to serve the same bedroom. There will also be a window in the rear elevation which will serve a new bedroom. The two storey extension will allow for a utility room, 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.

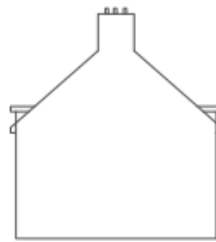
To the front the driveway will have depth of approx. 5m and a width of 7.1m. The pedestrian access to the house will be relocated to the southern edge of the boundary. The driveway will be finished with permeable block paving and will be served by an existing single width dropped kerb.



Existing Side Elevation
Scale 1:100



Existing Front Elevation
Scale 1:100



Existing Side Elevation
Scale 1:100



Outbuilding Side Elevation
Scale 1:100



Outbuilding Front Elevation
Scale 1:100



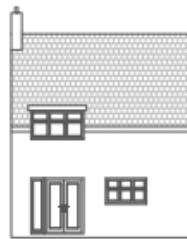
Outbuilding Side Elevation
Scale 1:100



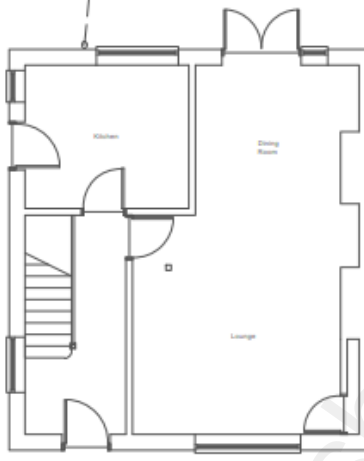
Outbuilding Rear Elevation
Scale 1:100



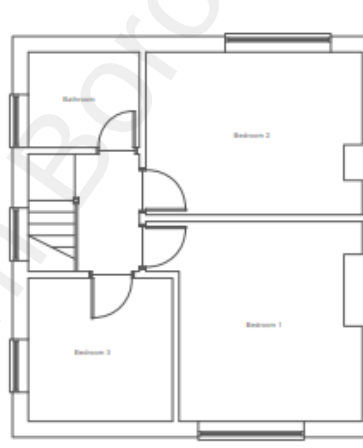
Outbuilding Floor Plan
Scale 1:100



Existing Rear Elevation
Scale 1:100

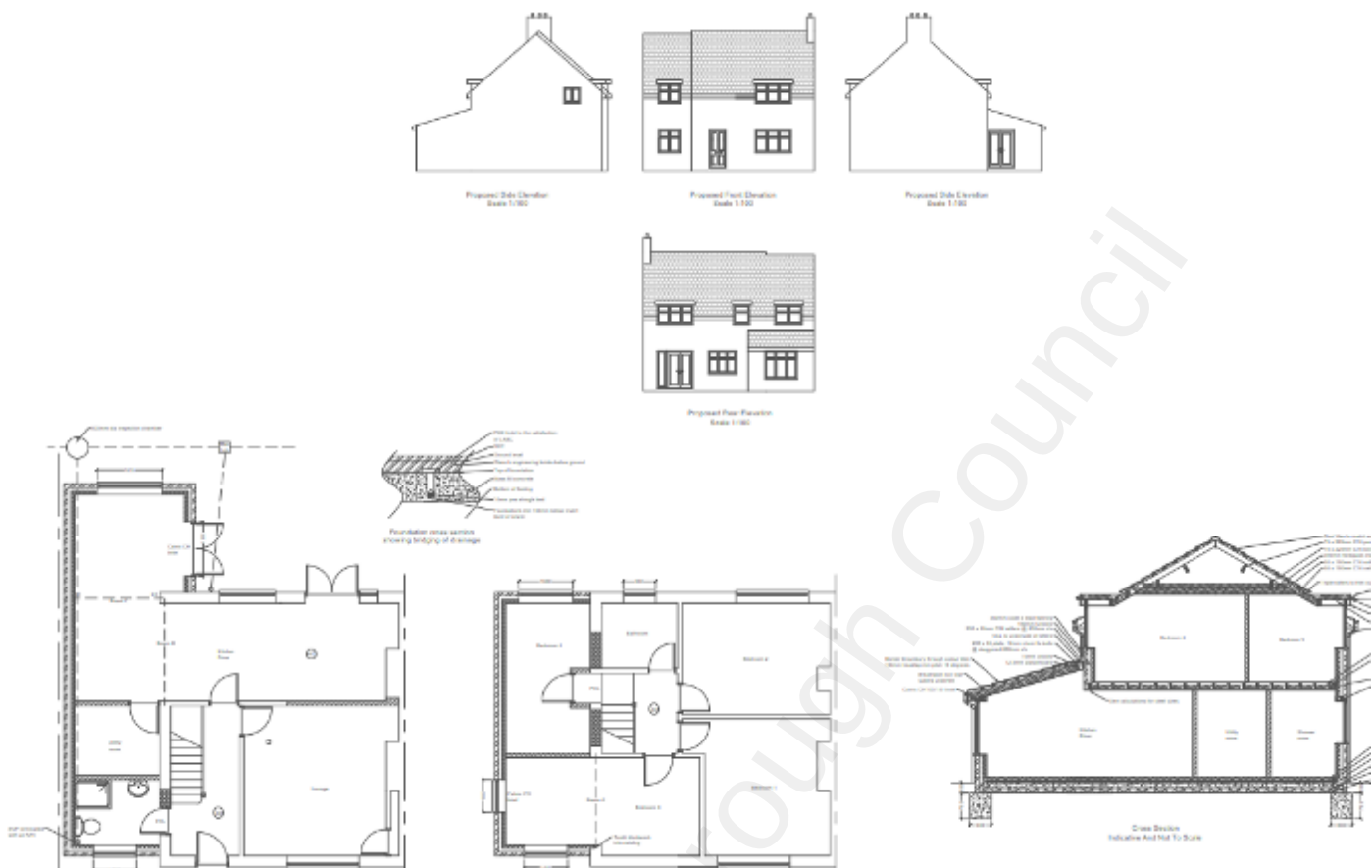


Existing Ground Floor Plan
Scale 1:50



Existing First Floor Plan
Scale 1:50

Plans to be read in
North Arrow direction



Character and Appearance

The application site is a two storey semi detached house in use as a single family dwelling. 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 general street scene comprises a series of brick built semi detached houses and some rows of terraces. The properties located to the western side are position on sloping ground and so the houses are

below the highway level. 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 majority of the properties also benefit from some soft landscaping to the front of the properties which contribute positively to the streetscene and prevent the area from having a harsh urbanised feel to it.

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. Therefore the proposed extension would result in unacceptable harm to the character of the area.

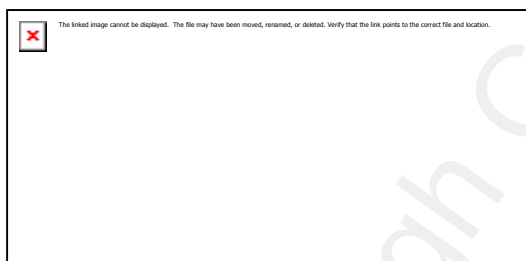
The proposal also shows a minimal set down and set back, the set down would be approx 100mm and the set back would be approx. 300mm. This is not considered to achieve a subservient appearance and would result in an incongruous addition which would be inappropriate due to its design and positioning.



Matching roof style and pitch subordinate to the original dwelling with roof extension stepped down and extension stepped back at the front.

Whilst 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.

The proposed area of development for the driveway currently benefits from soft landscaping in the front of some shrubs against the borders and grass and open aspect fencing, the proposal would result in a net loss of biodiversity with the proposal failing to demonstrate how this loss would be offset. It is acknowledged that some properties have formed driveways nearby, namely the adjoining part of the semi. As can be seen in the below image, it is clear that hard landscaping has a detrimental impact on the street scene with the parking dominating the frontage of the property. It is considered that the gardens of the application property and close neighbours contribute significantly to the visual appearance and improve the amenity of the local street scene considerably.



The proposal has failed to demonstrate how the loss of the soft landscaping would be offset despite there being scope of site to do so.

As such the proposed development will have an urbanising effect by virtue of removing the soft landscaping to form the hardstanding. The plans fail to demonstrate the retention of biodiversity and soft landscaping which would reduce the harsh impact of a hard-paved driveway and therefore the proposal is considered to be detrimental to the visual amenity of the street scene.

The development is considered to be inappropriate in terms of design and positioning, it lacks subservience and 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), Section 15 of the National Planning Policy Framework (NPPF) (2021) Conserving and enhancing the natural environment 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 in terms of privacy, the proposed extension will have a window in the southern elevation which will serve a bedroom and face directly towards No. 37. It is noted that there are several windows in the elevation of No.37 including an entrance door. The proposed window may result in a loss of privacy through perceived overlooking, especially when considering that the development will be brought closer to the boundary.

Furthermore the development is considered to be an unneighbourly development due to it coming so close to the boundary and resulting in an overbearing appearance to this property.

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

Whilst it is noted that the front drive may be viable under permitted development, the proposal is in this instanced assessed against planning policy due to the nature of the application.

The proposal fails to demonstrate how it is compliant in terms of highway safety as the submission does not show any visibility splays, although it is noted that there is sufficient space to accommodate these.

Furthermore the proposal would also result in a net loss of biodiversity by way of loss of grass and soft landscaping with replacement hardstanding. As per the highways officer's comments, there is scope for the retention of some of the landscaping given that the driveway width can be reduced.

Therefore the proposed development is contrary to Policies CS12 (Green Infrastructure) and CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (2014) as well as Section 12 of the National Planning Policy Framework (NPPF) (2021) achieving well-designed places and Section 15 of the National Planning Policy Framework (NPPF) (2021) Conserving and enhancing the natural environment.

Conclusion & Recommendation

The proposed two storey side extension by virtue of its design and siting near the boundary would be an overly dominant addition and not a subservient form of development harmful to the character of the host dwelling and 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, size 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 proposed driveway will result in the removal of soft landscaping and loss of biodiversity 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 Local Plan Core Strategy 2014 as well as Sections 12 and 15 of the National Planning Policy Framework 2021.

Additionally the proposal fails to demonstrate adequate visibility splays.

As such the proposed driveway fails to comply with both local and national planning policy and cannot be supported.

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>

Dated:	12th September 2022	Dated:	14th September 2022
---------------	---------------------	---------------	---------------------------------------

Gravesham Borough Council