

# Delegated Report

## *Householder Planning Application*

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**Planning Application No:** 20230536

**Location:** 12 Viking Road Northfleet Gravesend Kent

**Description:** Erection of a single storey side extension and Porch to the front. Inline to the rear a single storey flat roof extension with roof lights. Create another parking space to the front drive.

**Applicant:** Mr Kofi Antwi

**Site Visit Date:** Desktop Assessment

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### Submitted Documents/Plans

- Application form
- Drawing No: DKM/8344/10 (Parking Plan)
- Drawing No: DKM/8344/11 (Proposed Parking Plan)
- Drawing No: DKM/8344/04 REV 04 (Existing/Proposed Plans and Elevations)
- Drawing No: DKM/8344/03 Rev 02 (Proposed Block Plan)
- Drawing No: DKM/8344/01 Rev 01 (Site Location Map)
- Drawing No: DKM/8344/02 (Existing Block Plan)

### Supplementary Information

- Parking Provisions Statement
- Site images

### 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

Paragraph 33 of the NPPF (2023) 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 (2023), the Council will also seek to replace these.

## Other material considerations

### National Planning Policy Framework (2023)

- 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)
- Technical Housing Standards – Nationally Described Space Standard (2015)

## Consultations, Publicity and Representations

### Local Ward Councillors

No comments received.

### GBC – Highways Officer

*This proposal does not comply with guidance and the use of a soakaway for surface water drainage would not comply with the Building regulations.*

1. *The adopted guidance for parking size spaces in Kent is 2.5 metres wide by 5 meters deep, although the width may need to be increased if it adjacent to an enclosing boundary or two. However, as a minimum the national guidance of 2.4 metres xx 4.8 metres as set out in K.C.C. carriage crossover guidance will be accepted. It should be noted that the latter guidance requires the depth of any parking space to be increased to 6 metres when located immediately in front of a door to the property to ensure pedestrian access and egress can readily be achieved, particularly in an emergency.*
2. *Building Regulations do not permit a soakaway to be installed within 5 metres of a building or road.*

oil interceptors (see Appendix H3-A).

## **Soakaways and other infiltration drainage systems**

**3.23** Infiltration devices include soakaways, swales, infiltration basins and filter drains.

**3.24** Further information on the design of infiltration drainage systems can be found in CIRIA Report 156 – *Infiltration drainage – Manual of good practice*.

**3.25** Infiltration drainage is not always possible. Infiltration devices should not be built:

- a. within 5m of a building or road or in areas of unstable land (see Planning Policy Guidance Note 14 Annex 1);

*At the time of construction, it is reasonable to assume the gaps between the houses were either intended as car parking spaces or as an access to garages in the rear gardens a not uncommon practice.*

*It is noted that number 8 as a similar layout as proposed here, but the Google Street View image demonstrates that is highly unlikely that the vehicle parked in front of the window of the original house can easily use the carriage crossover and instead drives over the footway, which has not been strengthened to accommodate vehicles, so over time may fail and become a hazard to pedestrians.*



*8 Viking Close Google Street View.*

*It is also noted that some of the properties in the road have had a double width carriage crossover installed number 4 and 6 for example. It is also noted on the Google Street view image a car was parked under the car port in May 2012*



*It is therefore reasonable to assume the original house was provided with two car parking spaces and this*

should be retained for the existing dwelling albeit within the front garden and complying with current guidance.

To be acceptable, two parking spaces perpendicular to the highway should be provided with a widened carriage crossover, so each vehicle has an uninterrupted access and pedestrian access to the property is readily available. One parking space in front of the existing car port will be accepted as 4.8 metres deep (not the 4.7 metres shown on drawing DKM/8344/11 Rev 0), but this will need to be offset by the second parking space being 5 metres deep and must not obstruct access to the front door so will need to be positioned in front of the downstairs window to the existing property. As each parking space is adjacent to a boundary their widths should be increased to 2.7 metres. Any alterations to the front drive should be constructed from a bound permeable material to provide suitable drainage and any drain provided at the boundary should be piped so it drains over a large area of the sub-base of the permeable drive.

To ensure appropriate car parking is provided it is considered appropriate to require the car parking to be provided before the alterations to the house are commenced as part of a phased development.

### Neighbouring properties

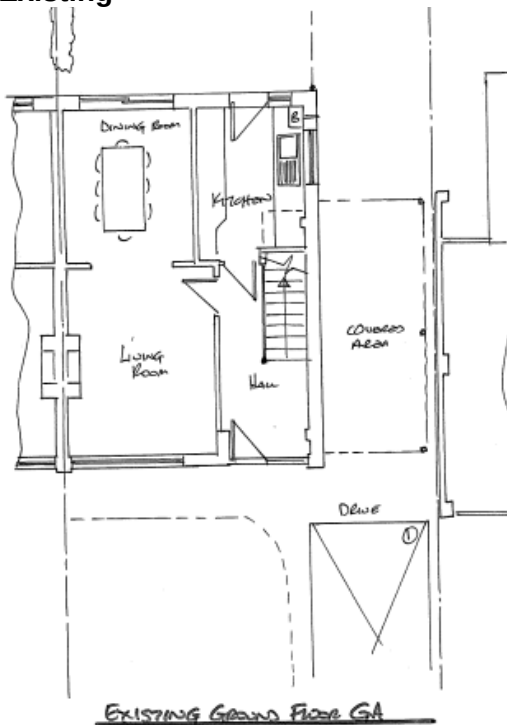
The application was advertised by way of site notice and letters to 7 surrounding properties. The consultation period expired on 27.09.2023 and no comments were received.

### Analysis

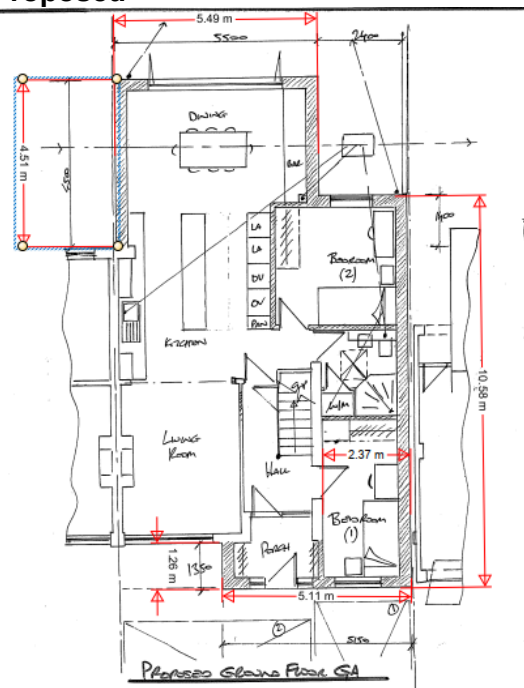
#### Proposal

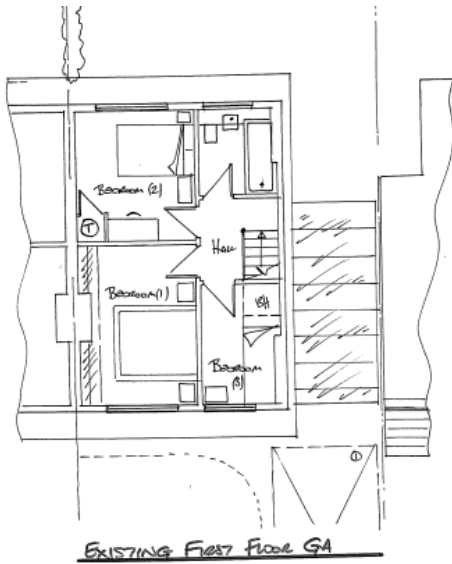
The proposal seeks the erection of a single storey front, side and rear extensions and creation of additional parking.

#### **Existing**

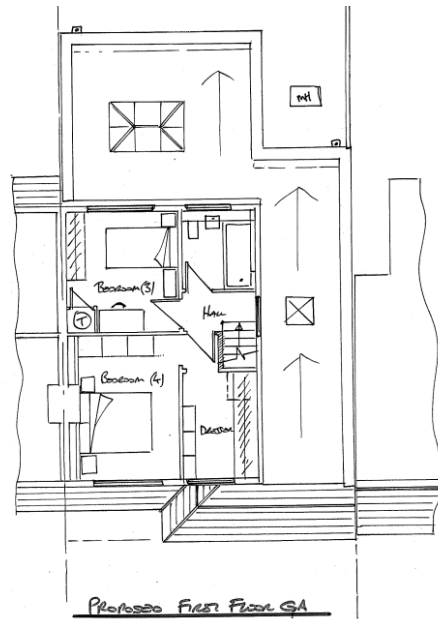


#### **Proposed**





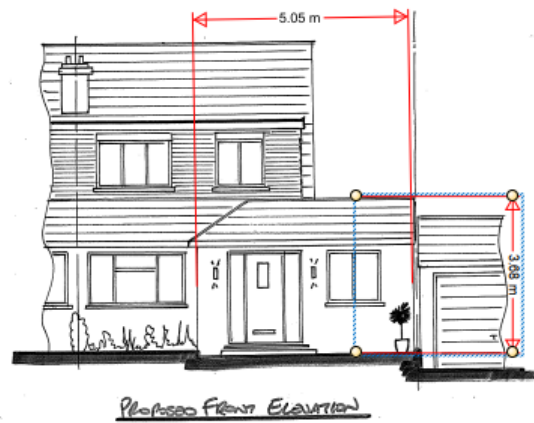
EXISTING FIRST FLOOR GA



PROPOSED FIRST FLOOR GA



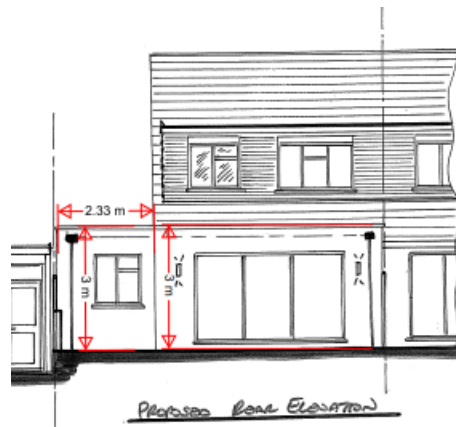
EXISTING FRONT ELEVATION



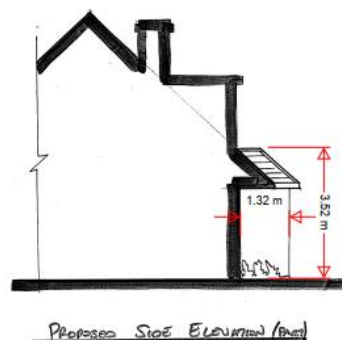
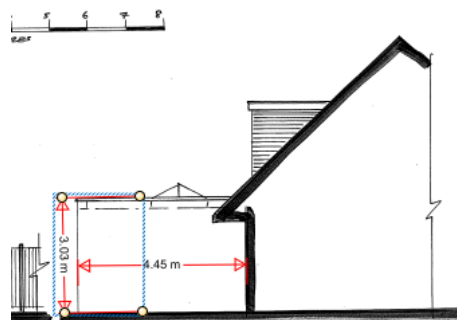
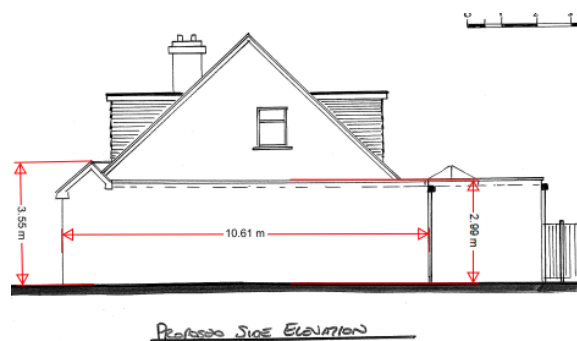
PROPOSED FRONT ELEVATION



EXISTING REAR ELEVATION



PROPOSED REAR ELEVATION



### Character and Appearance

The application property is a chalet style bungalow which has front and rear dormers to allow for accommodation in the roof space. The property is semi detached and has a partially soft landscaped garden which comprises grass and a lean-to structure on the flank elevation which comprises a polycarbonate roof.





The streetscene comprises a mix of bungalows and two storey houses which all have some form of one site parking. The proposed front extension is shown as projecting inline with the neighbouring property known as no. 10 Viking Road's extension with the addition of a false pitch roof. This roof form is not ideal, however given that the neighbouring property has the same roof form and due to the proximity of the extensions this will not be readily visible from the main streetscene.

The rest of the side and rear extension will be built with a 3m high flat roof and will include roof lights in the rear and front elevation to serve a shower room and dining area. The front extension will serve a porch and a bedroom and will include a door opening for access into the property and a window to serve a new bedroom. Given the existence of other similar properties in the vicinity it is considered that the proposed extension would not result in any harm to the existing character of the area where such extensions are already present.

The proposed single storey side extension will replace the existing lean to structure which serves as a sheltered area to accommodate bins and in the past a car is shown as being parked underneath this. The replacement will be more permanent and will allow for the creation of a further bedroom and shower room. Part of the single storey side extension could be constructed under permitted development with only a small proportion amounting to approx. 1.3m requiring permission. On balance this element of the proposal is considered acceptable, however the proposed window in the rear elevation will need to be considered in the amenity section of the report as it serves a bedroom.

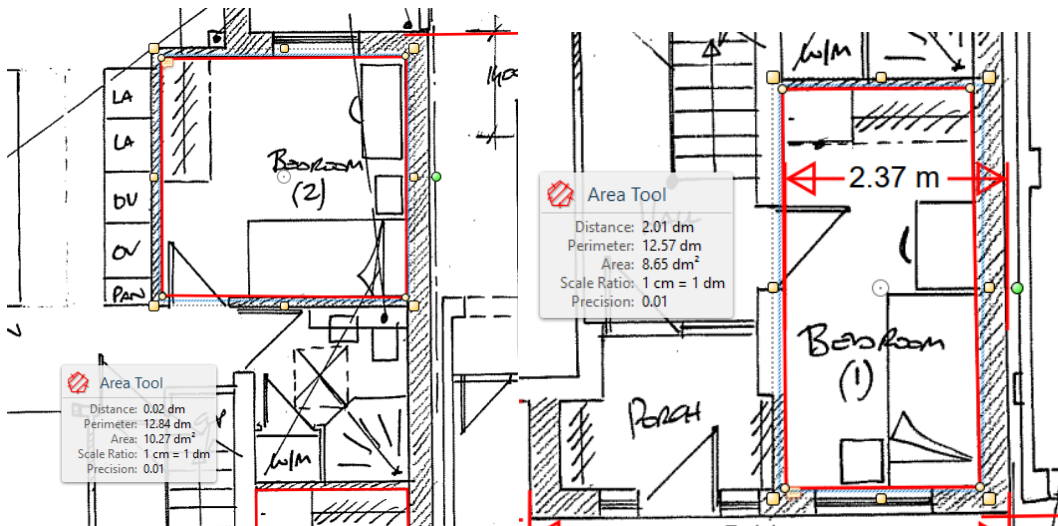
The proposed single storey rear extension will have a 4.5m depth which when combined with the existing proposed extensions will result in a total of 51.79sqm of additional floor space, the existing property is 40sqm. This is over a 100% increase to the existing footprint of the dwelling. The rear extension is considered to be a disproportionate addition to the host dwelling and would represent over development of the site. The council's adopted design guidance states:

*As a starting point all residential extensions and alterations should be subordinate to the host property/building, allowing the original building to remain dominant.*

It is considered that the combined extensions will overwhelm the original dwelling and result in overdevelopment of the site contrary to the requirements of CS19 Local Plan Core Strategy 2014, SPD 4-Householder Alterations and Extensions Guidance (2021) and Paragraph 130 of the National Planning Policy Framework 2023.

#### Amenity of Future Occupiers

The proposed bedroom sizes are compliant with the Nationally Described Space Standards.



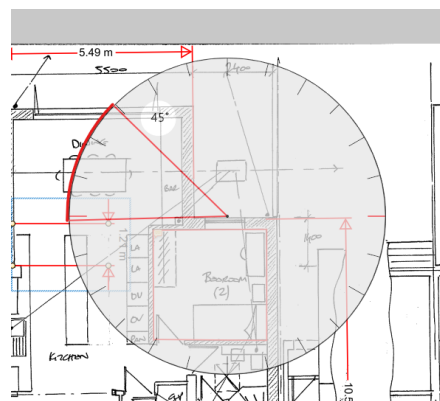
The resultant garden space will be approx. 90sqm. The council adopted standards state:

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                                           |

It is considered that a refusal on the basis of deficient amenity space would not be sustainable at appeal level.

Bedroom two is shown as having a window opening in the rear elevation which will serve as its only light and outlook. As can be seen from the below the proposed bedroom will suffer from poor outlook and will suffer from overshadowing especially during the earlier part of the day.



The proposed bedroom will also be situated in close proximity to the common boundary shared with No 10 Viking Road, this property has a glazed conservatory which includes fenestration in the flank elevation that faces directly toward No. 12. The current boundary treatment comprises a low level wall which would result in unacceptable levels of overlooking from the garden and conservatory of No. 10.



There is therefore a clear conflict with the requirements of the SPG2 Residential Layout Guidelines (2020), Policy CS19 of the Core Strategy 2014 and paragraph 130f of the National Planning Policy Framework 2023 in respect of the failure to provide a high standard of amenity and living conditions.

### Neighbouring Amenity

The proposed extensions are not liable to result any significant material harm to the adjoining property known as No.14 Viking Road as the height of the proposed extension is not excessive, furthermore there have not been any representations.

The proposed front and side extensions would not cause any material harm to light or outlook to the occupants of No. 10 Viking Road as this property already benefits from a side extension.

However the proposed window in the rear elevation of the side extension will serve a habitable room, and given that there is a low level boundary wall separating the properties this window would result in unacceptable overlooking to the occupants of the neighbouring property.

There is therefore a clear conflict with the requirements of the SPG2 Residential Layout Guidelines (2020), Policy CS19 of the Core Strategy 2014 and paragraph 130f of the National Planning Policy Framework 2023 in respect of the failure to provide a high standard of amenity and living conditions.

### Parking and Highways

The proposal will increase onsite parking requirement due to the increase to the number of bedrooms and partially reduce the depth of the front garden, however the width will be increased as the grassed area will be hard paved to accommodate the additional parking space.

The proposal does show some retention of on site biodiversity which is welcomed. As per the highways officer's comments, should permission be forthcoming a condition will be imposed to ensure that the parking area is provided before the alterations to the house are commenced as part of a phased development.

### **Conclusion & Recommendation**

The proposed extensions will result in over-development of the site which will overwhelm the original dwelling. The proposal is therefore considered to be contrary to the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy 2014, SPD4 - Householder Extensions/Alterations Design Guide (2021) and paragraph 130 of the National Planning Policy Framework (2023).

The proposed extensions will result in poor levels of outlook and will result in an unacceptable loss of privacy to the existing property at No. 10 Viking Road due to introduction of a bedroom window in the Rear elevation of the application property which would result in overlooking and loss of privacy to the neighbouring garden. The proposal would therefore fail to provide a high standard of amenity for existing users, which would conflict with the requirements of the SPG2 Residential Layout Guidelines (2020), Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and paragraph 130f of the National Planning Policy Framework 2023.

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

|                      |                                                                                   |                     |                                    |
|----------------------|-----------------------------------------------------------------------------------|---------------------|------------------------------------|
| <b>Case Officer:</b> | Mrs Sharon Sahota                                                                 | <b>Team Leader:</b> | <b>Richard Hart</b>                |
| <b>Signed:</b>       |  | <b>Signed:</b>      | <i>R Hart</i>                      |
| <b>Date</b>          | <b>05.10.2023</b>                                                                 | <b>Date:</b>        | <b>6<sup>th</sup> October 2023</b> |