

# Delegated Report

## Householder Planning Application

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**Planning Application No:** 20230499

**Location:** 21 Hall Road Northfleet Gravesend Kent

**Description:** Erection of a single storey rear extension with part two storey extension over and rooflights to front roof slope together with conversion of existing garage into day / garden room.

**Applicant:** Mr & Mrs Kemp

**Site Visit Date:** 26th June 2023

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### Submitted Documents/Plans

Application Form

JMD-1179-B-010 P1 – Location Plan

JMD-1179-B-020 Rev P2 – Existing and Proposed Block Plan

JMD-1179-B-100 Rev P3 – Existing Elevations

JMD-1179-B-110 Rev P3 – Proposed Elevations

JMD-1179-B-120 Rev P3 – Existing and Proposed Neighbouring Elevations

JMD-1179-B-130 Rev P3 – Existing Plans

JMD-1179-B-140 Rev P3 – Proposed Plans

JMD-1179-B-160 Rev P3 – Existing and Proposed Roof Plan

JMD-1179-B-150 Rev P3 – Existing and Proposed Loft Conversion

JMD-1179-B-160 Rev P3 – Existing and Proposed Roof Plan

JMD-1179-B-700 Rev P3 – Existing and Proposed Plans and Elevations

Superseded:

~~JMD-1179-B-010 P1 – Location Plan~~

~~JMD-1179-B-020 Rev P2 – Existing and Proposed Block Plan~~

~~JMD-1179-B-100 Rev P2 – Existing Elevations~~

~~JMD-1179-B-110 Rev P2 – Proposed Elevations~~

~~JMD-1179-B-120 Rev P2 – Existing and Proposed Neighbouring Elevations~~

~~JMD-1179-B-130 Rev P2 – Existing Plans~~

~~JMD-1179-B-140 Rev P2 – Proposed Plans~~

~~JMD-1179-B-160 Rev P2 – Existing and Proposed Roof Plan~~

~~JMD-1179-B-150 Rev P2 – Existing and Proposed Loft Conversion~~

~~JMD-1179-B-700 Rev P2 – Existing and Proposed 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
- 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)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving sustainable development and well-designed 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 response received.

#### *KCC Heritage and Conservation:*

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.

#### *KCC Highways Officer:*

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:-

The application proposes creating a larger area of hard standing at the front of the property to create 3 no. car parking spaces.

Because of the 1:500 scale on the plan demonstrating the parking, it is difficult for me to fully assess the parking space dimensions. I have concerns that some of the allocated spaces are not big enough. Any space that abuts a wall or fence on one side must have a width of 2.7m, any space that has a wall or fence on both sides must have a minimum width of 2.9m.

Where tandem parking spaces are proposed, the length of the second space should be increased to 6m.

Plans detailing the individual parking space dimensions should be submitted, using if possible, a 1:200 scale.

Please note a bound surface should be used for the first 5 metres of the access from the edge of the highway and provision of measures to prevent the discharge of surface water onto the highway.

I would be grateful if you could forward any additional information or amended plans to me for my further consideration.

GBC Highways Officer:

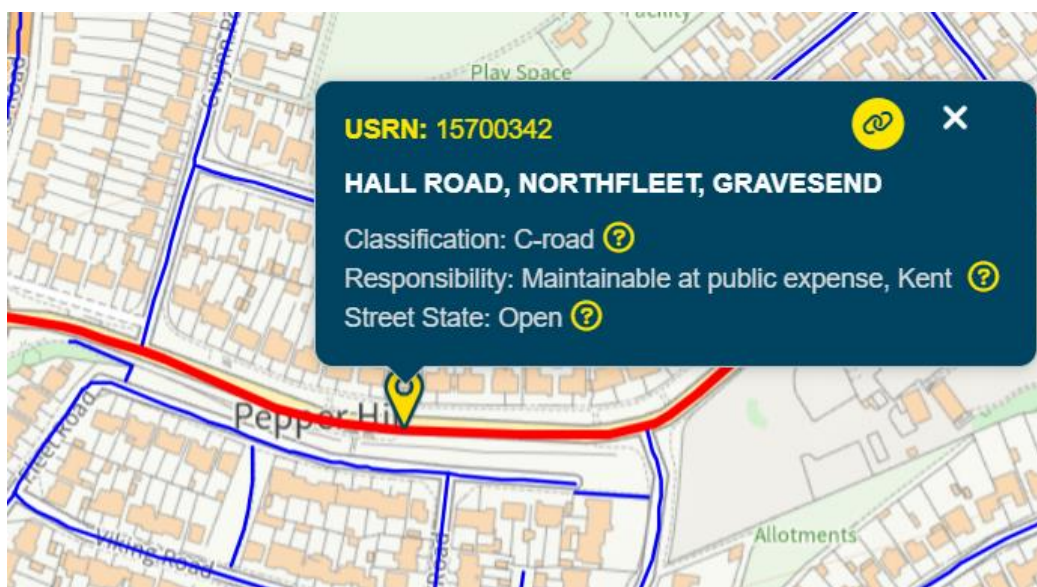
This application requires very careful consideration due to the existing situation and the proximity of the service road junction with Gwynn Road and the distance between the service road and Hall Road.

First the garage at the rear of the property, its loss would be ideal, as currently the garage is located at the back edge of footway and so has no pedestrian visibility splays and unless it is fitted with a roller door the door would open out across the footway. Section 153 of the Highways Act 1980.

<https://www.legislation.gov.uk/ukpga/1980/66/section/153>. However, the pedestrian door to Gwynn Road should not be permitted or a suitable condition imposed to prevent the garden room becoming a habitable room, as the garden room could be used as a dwelling with all the facilities it is being provided with. (Kitchen and shower/wc room)

With four bedrooms two car parking spaces should be provided and these can be within the front garden, although the proximity of Gwynn Road gives some concern. However, providing any boundary treatment, hard or soft landscaping are limited to below 850mm in height visibility of pedestrians and vehicles can be improved and be better than the existing situation. It should also be noted that the applicant could pave the front garden in a permeable material without the benefit of planning permission if my understand is correct, and there is no kerb to prevent access although the applicant should check with Kent County Council, that the footway fronting the property has been suitably strengthened to accommodate vehicles crossing it without damage.

It should also be noted that whilst Hall Road is 'C' classified and maintainable at public expense the FindMyStreet web site is silent on the responsibility of maintaining the service road, although I would expect the footway to be Kent County Council



Given the works to the front garden could I believe be carried out without planning permission, it is better to have some control over the boundary treatment to improve highway safety and the loss of the garage at the rear of the property can only be considered a benefit.

I have no objections, subject to there being a restriction on the height of any boundary treatment, hard or soft landscaping to a maximum height of 850mm above footway level in the front garden and the new driveway is constructed from a bound permeable material installed in accordance with the manufacturer's specification.

In addition, a suitable condition should be imposed to ensure the garden room cannot be used as a habitable room, as it could easily become an independent dwelling with the door directly on to Gwynn Road, or the door to Gwynn Road is deleted from the scheme.

An informative should be added that the front garden is only considered to be suitable for the parking of two cars, as it is doubtful that a condition restricting the drive to two vehicles would be enforceable.

#### Neighbouring properties

The final date to submit comments was 26<sup>th</sup> June 2023.

5no. surrounding properties were consulted, and no comments were received from members of the public.

### **Officer's Analysis**

#### Procedural Note

The application originally proposed a flat roof to the first floor rear extension, and also a dormer in the rear roof slope. The flat roof was considered poor design and inappropriate, and the proposed dormer cumulatively resulted in overdevelopment of the site. The Agent was advised of these concerns and after some negotiations, the dormer was removed from the scheme, a pitched roof added to the rear extension, along with a small set in on the flank elevation, to assist in a reduction in bulk. The following assessment is based on the revised plans.

#### 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 and Residential Amenity of neighbours.

#### Design, Character and Appearance

This dwellinghouse is a two-storey, semi-detached dwellinghouse located on a corner plot. Given its location its side elevations and rear elevations are of greater visibility than other nearby dwellinghouses. Therefore, works to the rear elevation such as proposed has potential to have a greater impact on the character of the area. However, this is subject to the scale, design, and appearance of the development proposed.

Visually the first-floor component of the rear extension would be visible from Gwynn Road. There are no other corner plots which extend at first floor in a similar manner. However, the lack of a particular type of development in the area does not immediately deem it inappropriate.

In this instance, the extension would not be excessive in depth at either first floor or single storey. The extension would be set in by 1.2 metres from the side boundary and again by 0.2 metres from the side elevation of the main dwellinghouse. This distance and recess from the side elevation both increase the subservient to the main dwellinghouse whilst also reducing the visual prominence from the streetscene.

The first-floor elevation would use a pitched roof both reflective of the main dwellinghouse and subservient given its lower ridge. The number and size of openings would be appropriate, and the materials used would

also be reflective of the urban residential setting. It is noted that originally the scheme included a dormer extension. It was considered that with the rear dormer proposed, the cumulative impact of the scheme would be excessive in bulk. Therefore, a condition would be included which would require roof extensions to be considered by a full application, to consider the impacts regardless of the permitted development rights for such development.

In terms of the proposed converted garage, externally the only change would be the removal of the garage door to the east elevation. The garage door currently opens directly onto Gwynn Street. The removal of this opening would improve the appearance from this side street and remove concerns of future sub-division of the site. This would be secured by condition.

On balance, the proposed development would comply with the requirements of Policy CS19 of the Core Strategy 2014 and paragraph 130 of the NPPF (2021) in terms of design, character and appearance.

#### Amenity of Future Occupiers

The NPPF (2021) 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.

The proposed bedroom, kitchen and converted garage with living space and bathroom would meet the required internal space standards. The depth of the garden and area would be appropriate for a 3 bedroom dwellinghouse, in line with the Residential Space Standards SPG.

#### 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.

As shown on drawing 140 Rev P3 (Proposed Plans), the first-floor extension would not result in significant overshadowing of the adjoining properties rear opening. The single storey extension would be 1.7 metres greater in depth than this neighbour's rear projection. This would not be significant in depth and at single storey would not overbear on the neighbour. Given the 2.3 metre distance of the proposed first floor extension from the shared boundary with the neighbour, this would not overbear on the neighbouring property. There would be no new openings directly overlooking this neighbour. A condition would be attached to ensure that flank elevations would not be placed by permitted development rights going forward.

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

#### Highway Safety and Parking Provision

The existing number of bedrooms are 3no. and this would not change. It is noted that the initial proposal increased the bedrooms to 4. However, the scheme has since been amended and this is noted when considering the comments from GBC Highway Officer.

However, the proposal would decrease the parking availability due to the loss of the existing single bay garage. There is an existing drive to the front of the property capable of parking one vehicle. However, the proposed block plan shows changes to the front boundary which would allow parking provision of up to 3 vehicles.

Given that the existing number of bedrooms would not change. The existing parking provision requirement as per the SPG 4 - KCC Parking Standards (2006); of 2 would remain unchanged.

The altered drive providing 3 vehicular parking spaces would be adequate for a dwellinghouse of this size.

As per the GBC Highways Officer comments, a condition would be applied restricting the height of any boundary treatment, hard or soft landscaping to a maximum height of 850mm above footway level in the front garden and ensuring that the new driveway would be constructed from a bound permeable materials.

Adequate vehicle and cycle parking provision is therefore available in accordance with paragraphs 110 to 113 of the National Planning Policy Framework (2021), 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 would comply with all relevant national and local planning policies, subject to inclusion of planning conditions.

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

|                      |                                                                                     |                     |                                                                                       |
|----------------------|-------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------|
| <b>Case Officer:</b> | Ms Lisa Williams                                                                    | <b>Team Leader:</b> | Miss Faye Hobbs                                                                       |
| <b>Signed:</b>       |  | <b>Signed:</b>      |  |
| <b>Dated:</b>        | 24th July 2023                                                                      | <b>Dated:</b>       | 25 July 2023                                                                          |