

Delegated Report

Householder Planning Application

Planning Application No: 20230300

Location: 42 Haig Gardens Gravesend Kent DA12 1NE

Description: Erection of a two storey side extension.

Applicant: Mr Nick Suddi

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

- Application Form;
- Proposed Block Plan
- Existing Block Plan
- Site Location Map
- Drawing No: 210072_ARC_100_01 (Existing Plans)
- Drawing No: 210072_ARC_300_01 (Proposed Plans)
- Drawing No: 210072_ARC_400_01 (Proposed Elevations)
- Drawing No: 210072_ARC_200_01 (Existing Elevations)

Relevant Planning History

Reference	Description	Outcome	Decision Date
19900337	Erection of 2 & 3 storey resid. dev. comprising of 18no. 3-bed and 9no. 2-bed dwellings, 21no. studio flats, 12no. 1-bed and 22no. 2-bed flats and 5no. 2-bed coach houses with assoc. garaging, carports and parking spaces, laying out of an access road via Alanbrooke and an estate road.	Permitted	12.03.1991
20220244	Erection of a two storey side extension and erection of a dormer extension in the rear roof slope, 2no. roof light windows in the front roof slope and conversion of the loft space to form an additional floor space.	Refused	27.05.2022

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 (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) generally 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

Local Ward Councillors

No comments received.

GBC – Highways Officer

Despite the apparent simplicity of this application, it does raise some issues.

The proposal will result in the loss of the garage and the drive to the side of the property, whilst they may not conform to current design guidance, they were provided for car parking and access. The revised proposal will just provide pedestrian access to the rear of the property for an able-bodied person.

To comply with current guidance two car parking spaces are required plus one cycle parking space per bedroom, it being possible that cycles may have been stored in the garage.

The November 2022 Google Street View, image shows only a single width carriage crossover serving the property. (The footway being strengthened to accommodate vehicular traffic). To widen the access, Kent County Council may require the relocation of the adjacent lamp column, and this would be at the cost of the applicant as would be the strengthening of the footway.

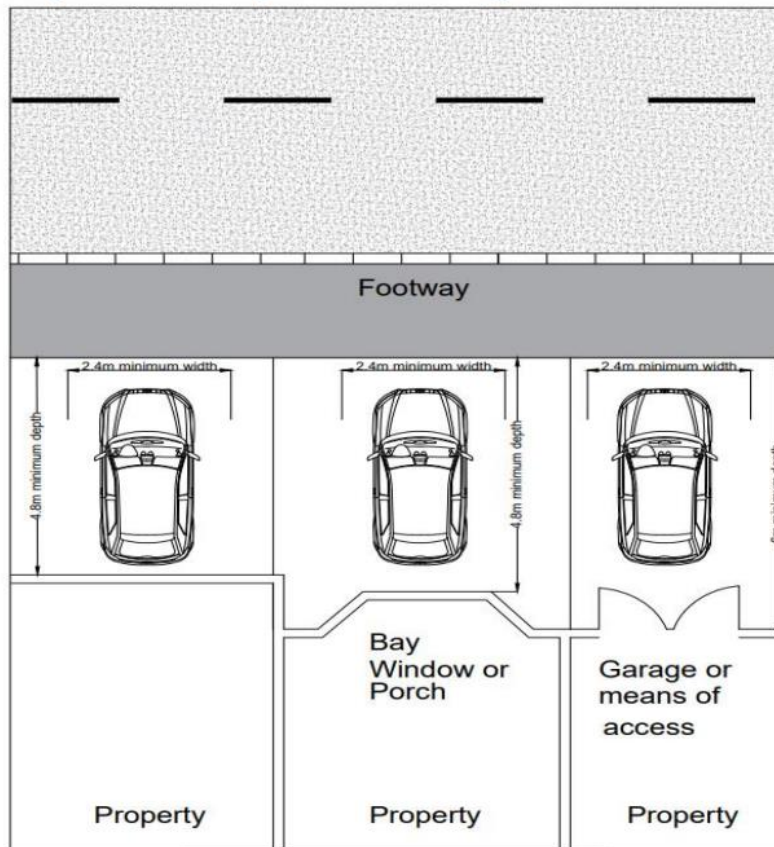


From my point of view these works would need to be completed prior to any other works taking place to ensure there is a proper access for two cars to access the property and the applicant may wish to withdraw their application, until this matter is resolved as this can be a costly exercise.

Kent County Council guidance states:

With regards to the actual proposal, currently vehicles should be using the garage and the driveway immediately in front for parking. Vehicles should not be parking in front of the front door, as additional depth is required to ensure pedestrian access exists. The Kent County Council Guidance states 6 metres should exist between the highway boundary and the door to ensure there is suitable access and egress.

Diagram A & B: Perpendicular Parking



Residential Dropped Kerb Guidance and Self-Assessment v9

www.kent.gov.uk September 2022

7/ Streetlights and Lit Signs/Bollards

Is there a streetlight column or other lit apparatus within 0.5m of your proposed dropped kerb area?.
Where there is a streetlight column or other lit apparatus within the installation area, due to the street design, other property services or trees we may not be able to relocate the apparatus.

Given the inconsistencies of the highway paved areas and the similarities with the drives, it would seem the occupiers of these properties have potentially paved the verge that was in front of their properties without highway approval. The location of street furniture, utility boxes and some demarcation strips that are still visible would suggest the verge is highway, even if it is owned by Kent County Council.

Given the design proposed, if the car parking was relocated to the left when looking at the front of the building it should be possible to provide two parking spaces, one 2.7 metres wide as it is next to an enclosed boundary and another 2.5 metres wide without conflicting with the front door, although this does require the relocation of the column and the reconstruction of the highway margin, unless it can be proven it complies with Kent County Council's specification for carriage crossovers.

Whilst parking spaces that are only 4.8 metres deep do not comply with adopted design guidance, as Kent County Council issue conflicting guidance and 4.8m is a nationally recognised depth of a parking space, I will accept it in this instance if all other issues can be resolved, particularly as in isolation the provision of new parking would not require planning permission.

My suggestion is, ideally the applicant should withdraw the application, until all highway works are resolved, failing that the application should be refused and a revised proposal submitted after the highway issues have been resolved with Kent County Council.

Neighbouring properties

The application was advertised by way of site notice and letters to 8 surrounding properties. The consultation period expired on 19.05.2023 and one comment which was neither objecting nor supporting the proposal was received. The main points raised were:

- The new proposed distance between both properties (100cm)
- The proposed side elevation shows the window at a height directly adjacent to a neighbouring window.
- Privacy and noise will be an issue.

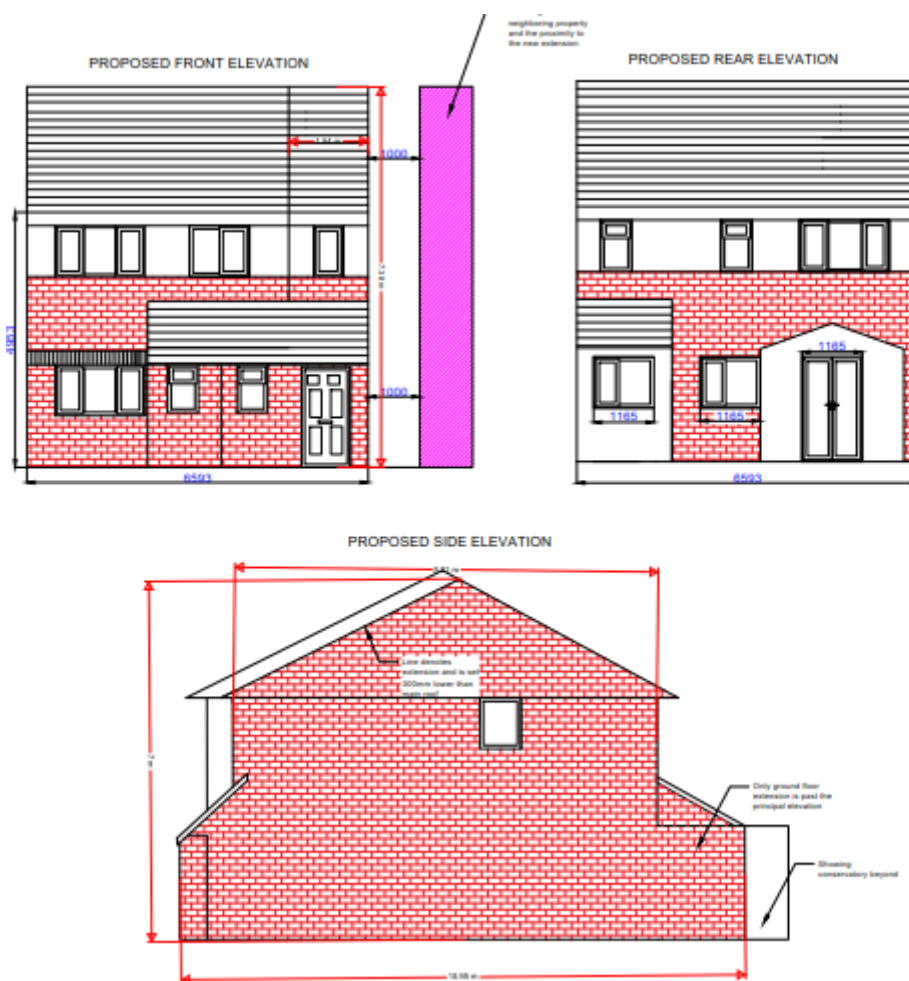
Analysis

Procedural issues

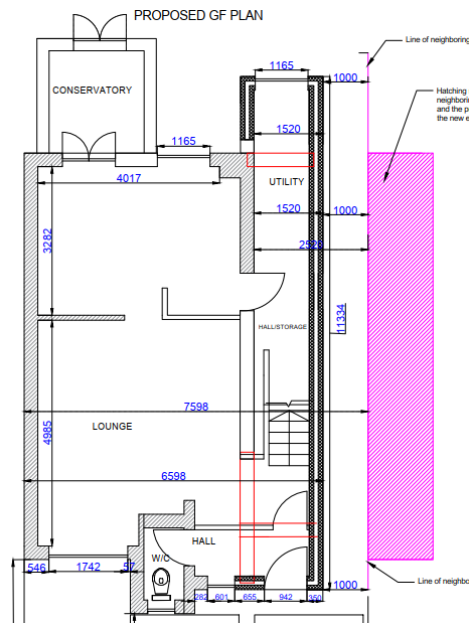
Procedural Matters

The submitted plans have several inconsistencies.

The proposed front and rear elevations show the two storey side extension as being built in line with the main ridge of the house, however the proposed flank elevation shows this as being set down. Should permission be forthcoming the drawings will need to be corrected.



There are further inconsistencies which show a proposed depth of 11.34m at ground floor level on the proposed floor plans, however the proposed elevations measure a depth of 10.95m.



The single storey front extension does not show the existing front extension projection behind it there is also an inconsistency relating to the rear extension which shows the rear conservatory as a flat roof structure which has a height of 2.2m however on the rear elevation the conservatory height measures 2.7m.

Proposal

The proposal seeks the erection of a two storey side extension a single storey rear and front extension.

The two storey side extension will project approx. 1.5m from the flank elevation of the original dwelling, it will have a depth of 8.2m at first floor level and will be finished with a gable end roof. At ground floor level the extension will allow for the relocation of the front door and include a window in the rear elevation, this will accommodate the staircase, entrance and a utility room. At first floor the extension will include a window in the flank elevation to serve a hallway, as well as a window in the front and rear elevation to serve a bathroom and bedroom.

Background

The current application is a resubmission of 20220244 which was refused on the below grounds:

1. The proposal fails to constitute good design and would result in an incongruous harmful addition to the property which will result in the appearance of excessive bulk and massing to the property which is contrary to SPD4 - Householder Extensions/Alterations Design Guide (2021) and CS19 of The Local Plan Core Strategy 2014.
2. The proposal results in an unacceptable amenity provision for existing and future occupiers and is therefore contrary to SPG2 - Residential Layout Guidelines (2020) and CS19 of The Local Plan Core Strategy 2014.

It will be necessary to ascertain whether the above reasons for refusal have been adequately addressed in the current submission.

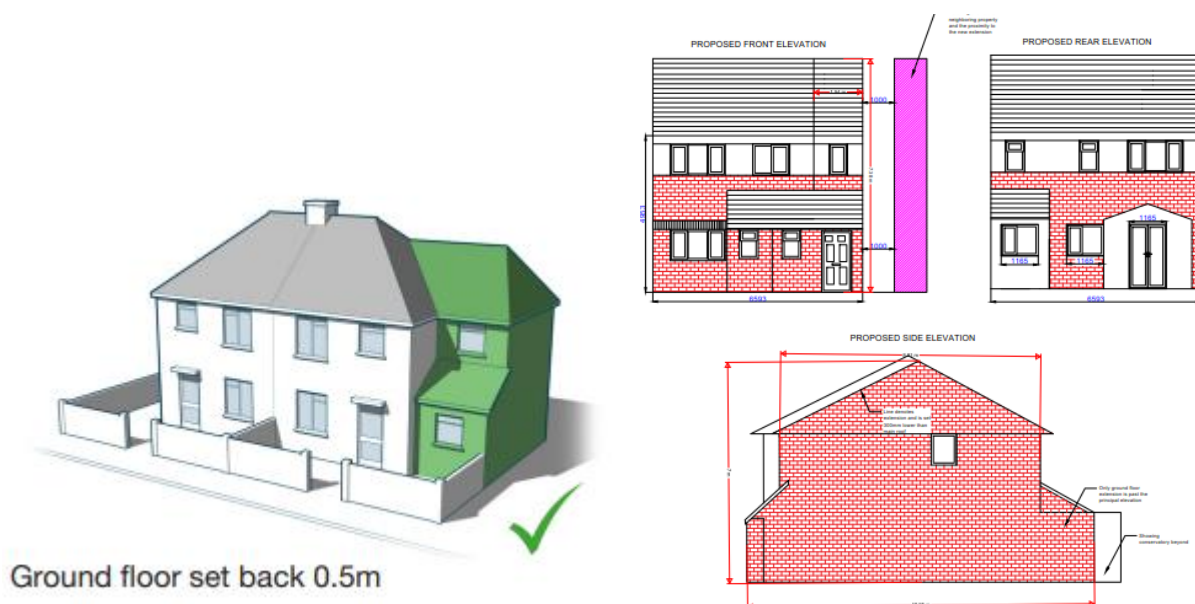
Character and Appearance

The current application has resulted in a significant reduction to the amount of bulk and massing proposed to the property by way of removing the rear dormer and reducing the two storey side extension.

Under the previous application concerns were raised regarding the proximity of the proposed two storey side extension to the common boundary and its subsequent terracing effects. The current application has moved the extension 0.4m further away so to increase the gap between the application site and its neighbouring property to 1m. It is considered that this reduction would still result in a terracing effect as the gap between the properties is already limited. Building at first floor level will diminish the open area and harm the visual character of the area.



The council's adopted standards (SPD4 - Householder Extensions/Alterations Design Guide (2021)) states that a two storey side extension should be set back and set below the main ridge. It is evident that the extension will be set back at first floor level however the drawings submitted are contradictory with some showing the ridge being set down and others showing it as being built inline.



The current proposal has removed the rear dormer which was proposed in the previous submission, however it is considered that a two storey side extension in this locality would not respect the surrounding built form. As can be seen from the below aerial image, there are clear gaps between properties which makes the semi detached and detached nature of the properties in the street clear. A reduction to this gap would not respect the wider building pattern, and make the dwelling appear cramped and 'squeezed in' on the plot.

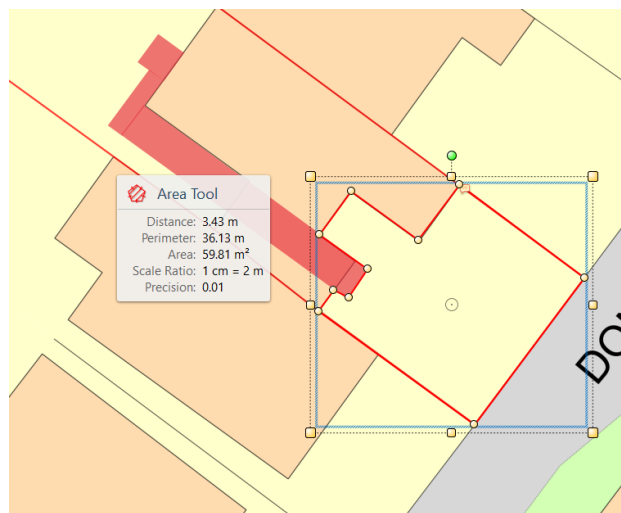


Furthermore the submission includes some inconsistencies which in one instance show a set down of the ridge, however in another drawing the plans show the roof being built inline. The plans which show the roof being built inline is not acceptable as the Council's design guide clearly states that an extension should demonstrate subservience. The other plans which show the set down demonstrate a poorly executed design which has different roof profiles at the front and rear.

The submission constitutes poor design and a cramped form of development which does not respect the surrounding built form. The proposal is therefore contrary to CS19 Local Plan Core Strategy 2014, SPD4 – Householder Alterations and Extensions Guidance (2021) and paragraph 130 of the National Planning Policy Framework (2021).

Amenity of Future Occupiers

The proposal will retain 3 bedrooms post development, however there will be some loss of garden space due to the extension.



The set standards in SPG2 – Residential Layout Guidelines (2020) states that a property of this size should have a minimum garden area of 60sqm. The proposal would result in a garden area slightly below 60sqm which on balance is acceptable and so the proposal is considered to be compliant with SPG2 – Residential Layout Guidelines (2020) and CS19 of The Local Plan Core Strategy 2014.

Neighbouring Amenity

The proposal is not liable to impact light outlook or privacy to the adjoining property known as No.43 Haig Gardens as the two storey extension is situated to the southern side of the property. However, should permission be forthcoming a condition would be imposed to ensure any window serving a bathroom is retained as obscure glazed and top hung.

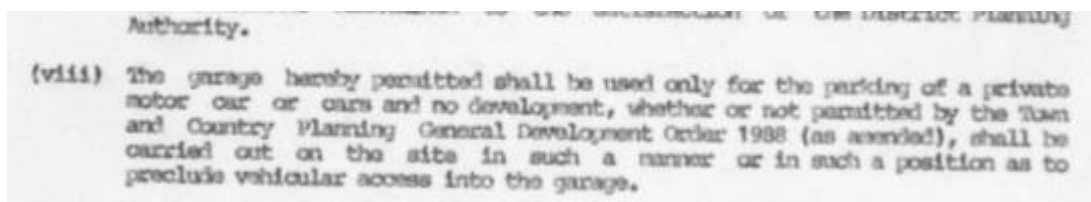
The proposal is not liable to impact light levels to the neighbouring property known as No.41 Haig Gardens as this property already has a larger two storey rear extension which is built up to the boundary. The proposed extension would sit behind this extension and due to the path of the sun there would not be any material harm in terms of loss of light or outlook.

It is noted that the neighbouring property does have a window in the northern flank elevation which faces the proposed extension, however as the window serves a bathroom there are no concerns relating to light and outlook to this window. However, this window would be situated in close proximity to a proposed window in the first floor extension of the application site which will serve a hall way. If this window is openable and not obscure glazed it would have a close view of the neighbouring window and could impact neighbouring privacy and so should permission be forthcoming a condition would be imposed to ensure the window is obscure glazed and fixed shut.

The proposal safeguards neighbouring amenity.

Parking and Highways

The proposal would result in the loss of a garage. The existing garage is conditioned to ensure it is retained as a parking space.



It is also noted from google streetview that the area does not have a lot of scope for off road parking and so the applicant must be able to demonstrate off road parking to serve the development. As per the highways officer's comments should permission be forthcoming a condition will be imposed to ensure that the necessary consents are obtained prior to commencement of any works,

Conclusion & Recommendation

The submission constitutes poor design and a cramped form of development which does not respect the surrounding built form. The proposal is therefore contrary to CS19 Local Plan Core Strategy 2014, SPD4 – Householder Alterations and Extensions Guidance (2021) and paragraph 130 of the National Planning Policy Framework (2021).

(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:	31.05.2023	Dated:	31st May 2023
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