



Delegated Report

Householder Planning Application

Planning Application No: 20240053

Location: 214 Springhead Road Northfleet Gravesend Kent

Description: Erection of a first floor side extension over existing single side extension.

Applicant: M Dhadwal

Site Visit Date: 16 April 2024

Submitted Documents/Plans

Householder Application for Planning Permission form;
Drawing no. P03 Rev. P1 Existing block and site plans;
Drawing no. P02 Rev. P1 Proposed block plan;
Drawing no. P03 Rev. P1 Existing and proposed layouts and elevations;
Drawing no. P04 Rev. P1 Existing car parking layout; and
Drawing no. P05 Rev. P1 Proposed car parking layout.

Relevant Planning History

Reference	Description	Decision	Decision Date
20230094	Demolition of existing garage and construction of single storey part rear and side extension with first floor extension enlarging existing bathroom.	Permitted	13.04.2023
20220730	Erection of part single and two storey side extension replacing existing garages.	Refused	23.08.2022
20220491	Application for approval of condition 3 attached to planning permission reference number 20210593 relating to a scheme detailing the proposed hard & soft landscaping associated with the development.	Approved	06.01.2023
20220166	Erection of part single and two storey side extension replacing existing garages.	Refused	08.04.2022
20210593	Change of use of land to side of 214 Springhead Road to part of residential curtilage as garden land.	Permitted	31.01.2022
20210592	Retention detached outbuilding for home gym.	Permitted	31.01.2022
20160890	Demolition of existing garages and construction of a new three bedroomed chalet bungalow with associated car parking area. New vehicular access for adjacent dwelling.	Permitted	02.02.2017
19950308	Erection of two storey & part 1st.floor side extension to form games room at ground floor with two bedrooms & en-suite bathroom at 1st. floor level.	Permitted	18.09.1995

19860898	Erection of single storey side and rear extension to form garage lobby utility room enlarged kitchen and enlarged dining room	Permitted	21.01.1987
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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

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards
- T1 – Impact of Development on Highway Network

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

National Planning Policy Framework (2023)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving well-designed and beautiful places

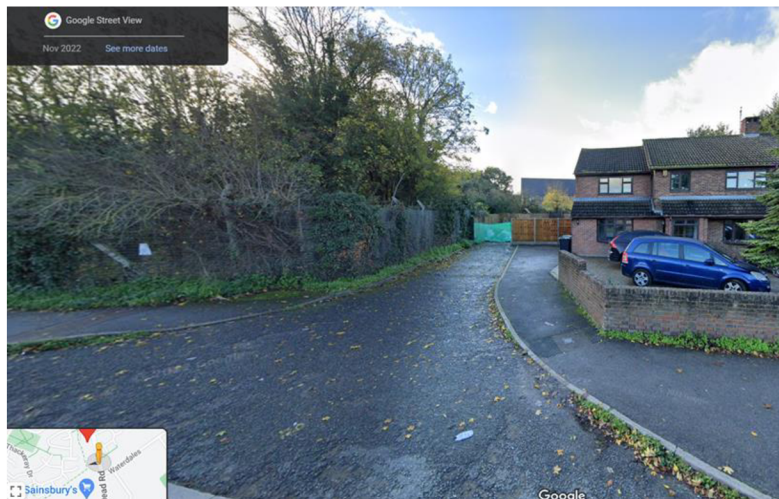
Supplementary Planning Guidance

- 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)

Consultations, Publicity and Representations

GBC Highways Officer

As with all previous applications for development at this property, I must emphasise the applicant needs to confirm the status of the land that the applicant will use, ownership does not mean the land isn't highway or there aren't rights over it. The Google Street View Image gives the impression that the access was intended to serve something more than a single dwelling.



The proposal still leaves enough car parking area to comply with guidance, although with the additional bedroom a cycle parking space is required, this can be within the garage.

I have no highway objections, subject to no highway land being involved.

Neighbouring properties

The application was publicised by a site notice and to six neighbouring properties by letter. No representations have been received.

Officer's Analysis

Background

The application site has been subject to a number of planning applications for alterations and extensions in recent years. Application references 20220730 and 20220166 were for the erection of part single and part two storey side extensions. These were both refused and the proposed elevations were as follows;

20220730



20220166



The ground of refusal for application 20220730 was;

1. *By virtue of the size and scale, the proposed part single part two storey side extension is considered to be unacceptable, as it is a bulky, dominant and un-subservient addition to the application property, resulting in an overdevelopment of the plot and an unbalancing of the semi-detached pair, detrimental to the character and appearance of the property itself and character of the wider area. As such, the proposal would fail to comply with the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy (2014) and paragraph 130 of the National Planning Policy Framework (2021) and the Householder Extensions/Alterations Design Guide SPD, October 2021.*

The ground of refusal for application 20220166 was;

2. *By virtue of the size, scale and design, the proposed two storey side extension is considered to be unacceptable, as it is a bulky, dominant and un-subservient addition to the application property, resulting in an overdevelopment of the plot, that is considered to be detrimental to the character and appearance of the property itself and character of the wider area. As such, the proposal would fail to comply with the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy (2014) and paragraph 130 of the National Planning Policy Framework (2021) and the Householder Extensions/Alterations Design Guide SPD, October 2021.*

In April 2023, planning permission was granted for the demolition of an existing garage and the construction of a single storey rear/side extension, with a first floor rear extension (reference 20230094). The approved elevations were as follows;



A single storey rear/side extension is under construction at the application site, but it should be noted that it does not conform with the approved plans for planning permission 20230094. The width of the side/rear extension is 4.9 metres compared to the 5.7 metres shown on the approved plans.

For this application, the unauthorised status of the existing side/rear extension is an important consideration, because the proposal seeks to build a first floor extension directly above it. However, until such time as the unauthorised extension is made lawful, it is not possible to grant planning permission for any development that would be built upon it.

It should be noted that, had it not been for the significant design issues set out in the following paragraphs, then the applicant would have been asked to amend the proposed development to include regularising the unauthorised single storey side/rear extension, as well as proposed the first floor element.

Design, Character and Appearance

Paragraph 135 of the National Planning Policy Framework 2023 (NPPF 2023) sets out various design requirements and includes the need for the development to add to the overall quality of an area; be visually attractive; and be sympathetic to local character, including the surrounding built environment. Paragraph 139 of the NPPF 2023 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 sets out that new development will be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the built environment and take account of the scale, height, building lines and other architectural features of buildings. Account should also be taken of strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place.

In relation to two storey side extensions, the Householder Extensions/Alterations Design Guide (2021) sets out that they can have a more significant impact on the appearance of the street. In addition, it states that side extensions should appear subservient to the original building; be no greater than half the width of the original building; incorporate roof designs to reflect the main roof; and window designs and proportions to reflect those existing and local character.

The application property is a semi-detached, two storey dwelling with five bedrooms, located in a residential area. It has already been subject to significant extension and alteration away from its original layout as a three bedroom dwelling. There are part single storey and part two storey rear/side extensions and a single storey front extension. The following image shows the application site on the left and the adjoining semi-detached dwelling on the right;



The proposed development would result in a large first floor addition to the side of the application property. The front elevation of the extension would be set back 1.5 metres behind the front wall of an existing part two storey and part single storey side extension, which is itself set back 0.8 metres behind the original front wall of the building.

The proposed extension would have a width of 4.9 metres and extend backwards beyond the original rear of the building by 1.4 metres. The original dwelling had a width of 5.6 metres and the existing part two storey and part single storey side extension has a width of 4 metres (which is already greater than half of the original width of the building). The partially constructed single storey side/rear extension has a width of 4.9 metres. Which means that the cumulative width of the proposed development and the existing two storey side extension would be 8.9 metres. This would be over three times greater than half of the width of the original dwelling (2.6 metres).

The proposed roof pitch, window design and external facing materials would match with the existing building and the proposed set back would reduce the impact of the proposed extension on the street scene, which are positive features of the design. However cumulatively, the proposal and the existing extensions would dwarf the original property, resulting in a dominant and bulky addition, that would not be subservient to the existing building and which would be an overdevelopment of the application property, to the detriment of the visual amenities of the street scene.

Furthermore, the application property is a semi-detached dwelling, with the adjoining dwelling only having been extended at ground floor level. Whilst it is noted that the existing extensions and alterations at the application property have created a somewhat unbalanced appearance, the proposed development would dwarf the adjoining dwelling, significantly exacerbating the unbalanced impression of the two properties when viewed together, to the detriment of the visual amenities of the street scene.

Overall, it is considered that the proposed development, by virtue of its size, bulk and design, would not be subservient to the existing building, would unbalance the pair of semi-detached dwellings, of which it is a part and would add significant bulk to the first floor of the side elevation. As such, the proposal would be an overdevelopment of the application property, out of character with the existing building, would have an

unbalancing impact and be detrimental to the visual amenities of the street scene. As such, the proposal would be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014), to paragraph 135 of the National Planning Policy Framework 2023 and to the Householder Extensions/Alterations Design Guide 2021.

Amenity of Future Occupiers

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants. In this regard, the Nationally Described Space Standards (NDSS) and the Borough Council's adopted Residential Layout Guidelines (RLG) are relevant.

The proposed bedroom would significantly exceed the minimum floor area requirements for a double bedroom in the NDSS and there would be no alteration to the existing garden, which exceeds the requirements for a dwelling with four or more bedrooms in the RLG. It is acknowledged that the outbuilding present on site is not indicated on the plans.

In order to prevent a loss of privacy for future occupiers, any proposed bathroom/w.c./en-suite windows should be conditioned to be permanently obscure glazed.

The proposed development would improve the living conditions for future occupiers and as such, the proposal would not be detrimental to residential amenity and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Neighbouring Amenity

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of neighbouring occupiers. In this regard, the Borough Council's adopted Residential Layout Guidelines (RLG) are relevant.

The closest residential properties to the application site are no. 212 Springhead Road (located to the north), nos. 5, 6 and 7 Postgate Way and no. 3 Whitworth Close (located to the west) and nos. 61 and 62 Orchard Road (located to the east) across the roadway.

The proposed development would introduce a number of new windows to the application property. The RLG set out that privacy distances between facing windows should be met, in order to prevent overlooking. A privacy distance of 21 metres is required for facing windows where there is no private garden area in between and a privacy distance of 26 metres is required where a private garden is within the field of view.

The proposed rear windows would be to a bedroom and a shower room (first floor) and the proposed front windows would be to a bedroom and dressing room (first floor). Privacy distances of over 30 metres would be available for all surrounding properties and the proposed shower room would be conditioned to be obscure glazed. Therefore, there would be no adverse overlooking impacts to any surrounding occupiers.

Due to the design of the proposed development and to the layout and orientation of the surrounding properties, there would be no adverse overshadowing or overbearing impacts to the occupiers of the surrounding dwellings.

Overall, the proposed development would not be detrimental to the residential amenity of surrounding occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Parking and Highways

Policy CS11 of the Gravesham Local Plan Core Strategy September 2014 and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994 require new development to mitigate its impact on the highway and public transport networks and to provide sufficient parking in accordance with adopted parking standards.

The application property has five bedrooms and on-site parking for at least three vehicles. The proposed development would result in the building increasing from five to six bedrooms, with no alteration to the existing on-site car parking provision.

The GBC Highways Officer has raised no objection to the proposed development but highlights an issue with the highway status of some of the land used for parking. It should be noted that, within the original front garden area of the application property, three vehicles can be accommodated off road. Therefore, it is considered that sufficient parking would appear to be available on land which does not have any highway status issue. Notwithstanding that, the highways issue can be brought to the attention of the applicant, by way of an informative on any planning permission granted.

The GBC Highways Officer also seeks the provision of a cycle parking space to comply with the KCC Parking Standards (2006). However, as sufficient space would be available at the application site to provide cycle parking, should the applicant wish to provide it, then there would be no need to condition new cycle parking provision in any planning permission granted.

Overall, it is considered that the proposal would make sufficient provision for the parking of cars within the site in accordance with the Borough Council's adopted Vehicle Parking Standards and would be in line with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Any Other Material Planning Considerations

The application site is located within Groundwater Source Protection Zone 2. However, as the proposed development would be located at first floor level with no groundworks, then it is considered that there would be no adverse impacts to groundwater. As such, the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

Conclusion & Recommendation

The proposed development would match with the roof and window designs and the external facing materials of the existing building and would have no adverse overlooking, overshadowing or overbearing impacts to surrounding residential occupiers. Furthermore, it would not be detrimental to the residential amenity of future occupiers or highway safety. All of which weigh in support of the proposal. However, the design of the proposed development would lead to a bulky extension, with excessive width, that would not be subservient to the existing building, would have an unbalancing impact and would be detrimental to the character and appearance of the existing building and the street scene.

Overall, it is considered that the adverse impacts of the proposed development would significantly and demonstrably outweigh the benefits and therefore planning permission should be refused on design grounds.

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

Case Officer:	Mrs Kelly Joyce	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	24th April 2024	Dated:	24 April 2024