

Delegated Report

Planning Application

Application no: 20220936

Location: 19 Thong Lane Gravesend Kent DA12 4LB

Description: ***REVISED DESCRIPTION*** Alterations and extension to roof with new part hips and with dormers to front and rear and conversion of the roof space for habitable rooms; demolition of existing attached garage and extension to lounge at the side and erection of a front porch.

Applicant: Mr Gurvir Hayer

Site Visit Date: 06 April, 06 June, and 01 July 2022

Site and Surroundings

Number 19 Thong Lane is an early 1950's 'L' shaped detached bungalow (see red line site plan below) on the east side of Thong Lane Gravesend opposite the junction of Thong Lane with Barr Road and within the urban area. Its rear garden adjoins open countryside.



It is constructed of facing bricks with a hipped plain tiled roof. There is a brick wall to the frontage of the site and an attached flat roofed garage on the south side.

The dwelling has two vehicular accesses and much of the front garden is a block paved hardstanding.

The existing dwelling comprises entrance hall, lounge/dining room, kitchen, bedroom, bathroom, wc., attached garage and small rear conservatory at ground floor and with 2 bedrooms and boiler room at first floor within the roof space.

The existing dwelling has been extended by a large rear box type dormer looking eastwards and a small

dormer in the north side roof slope facing towards 17 Thong Lane, in addition to the rear conservatory. The dwelling has a large east facing rear garden.

The Google Earth 3D Aerial views below show firstly the rear view of the existing bungalow in relation to the adjoining properties in Thong Lane and secondly the immediate frontage street scene.

The application property is within a group of either bungalows or chalet style bungalows on the east side of Thong Lane. No 21 Thong Lane immediately to the south is slightly elevated above the application site due to the rising land. Opposite the site on the west side of Thong Lane is a bungalow (14a) but there are two storey dwellings either side at 14 and 16. The first two storey dwelling on the east side of Thong Lane running south is no 25 Thong Lane.



The existing dwelling at 19 Thong Lane is shown in the case officer street scene photograph below.



Relevant Planning History

Planning Applications

Ref No	Description and Site	Decision	Date
19490410	Erection of a detached bungalow	Permission	05.04.1949
19520224	Erection of a detached bungalow	Permission	03.10.1952
20220140	Raising of roof height with hip to gable roof extension to front, to facilitate first floor accommodation, together with two storey side extension and rear extension with Juliet balcony, dormers to front and rear and internal layout alterations. Demolition of existing garage.	Refused	14.04.2022
20220451	Single storey rear extension with a depth of 5.00 metres, maximum height of 3.05 metres and eaves height of 2.87 metres.	Prior Approval granted	19.05.2022
20220675	Alterations and extension to roof with new part hips and with dormers to front and rear and conversion of the roof space for habitable rooms; demolition of existing attached garage and extension to lounge at the side and erection of a front porch.	Permission	03.08.2022

Proposal

The proposal is described as being for alterations and extension to roof with new part hips and with dormers to front and rear and conversion of the roof space for habitable rooms; demolition of existing attached garage and extension to lounge at the side and erection of a front porch.

It follows a permission granted under reference 20220675 on 03 August 2022 for a very similar scheme but in this revised application the applicants advise that the changes are as follows:

The new application is a slight alteration on what we had approved earlier. The only things which are changing is the below:

- We are removing the window on the side of the porch and just bricking it up*
- We are adding more space upstairs by changing the style of the rear dormers, this is identical in style and size to number 21 and number 23 next to me, it creates more space and effects no one in the neighbouring community*
- Adding a Velux window above the landing*
- We are moving one of the front dormers slightly right just so it faces our landing, and it will be slightly smaller in width*

Overall, it's just a couple of tweaks to what has been put in and approved previously, nothing structurally is changing or roof heights we are just using some ideas from the neighbour. Number 23 is currently installing these dormers and adding a new slate roof, and number 21 has an almost identical dormer shape to the one we are proposing.

Plans and Documents

Application Form and Certificates

Drawing No 2208006 PL01: Location Plan and Block Plan

Drawing No 2208006 PL02: Existing Ground and First Floor Plans
 Drawing No 2208006 PL03: Existing Roof Plan
 Drawing No 2208006 PL04: Existing Elevations
 Drawing No 2208006 PL05: Proposed Ground and First Floor Plans
 Drawing No 2208006 PL06: Proposed Roof Plan
 Drawing No 2208006 PL07: Proposed Rear Elevation
 Drawing No 2208006 PL08: Proposed Front Elevation
 Drawing No 2208006 PL09: Proposed Side Elevations
 Drawing No 2208006 PL10: Proposed Section
 Drawing No 2208006 PL11: Proposed Front 3D Visuals
 Drawing No 2208006 PL12: Proposed Rear 3D Visuals

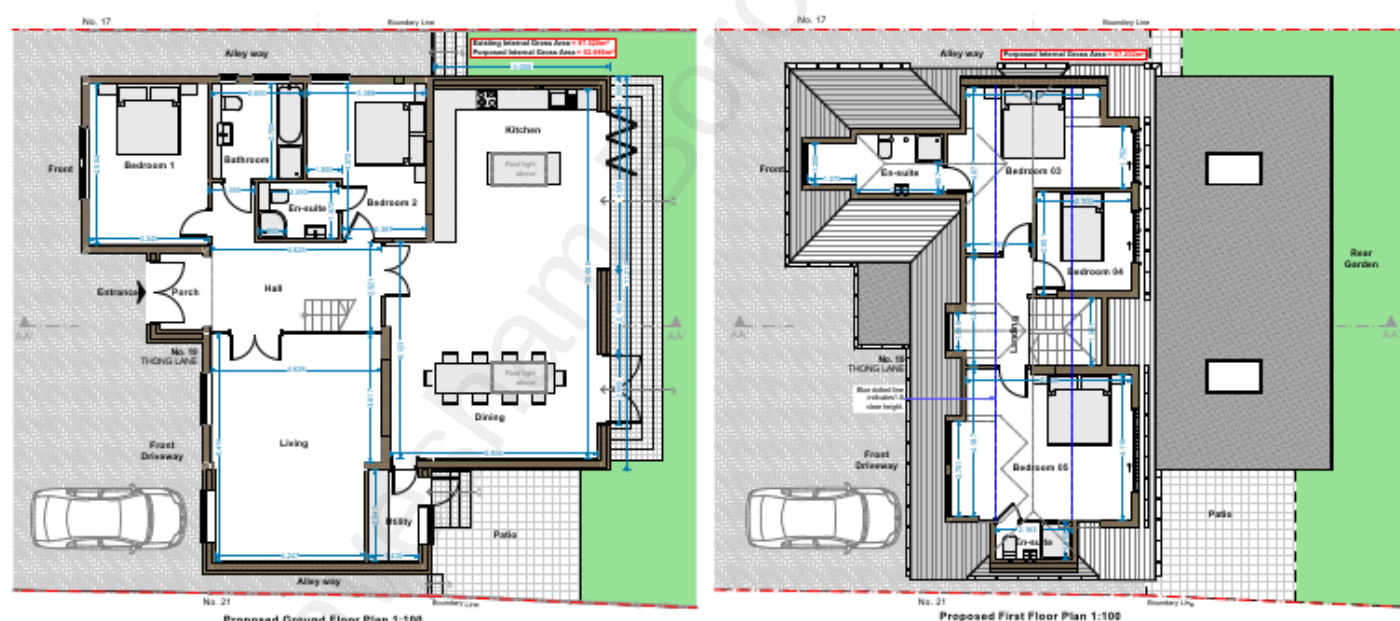
Details of the Development

The proposal does not involve an increase in the ridge height of the existing dwelling, unlike the earlier refused planning application (20220140), although the existing roof will be extended over the flat roofed garage.

The extended roof will incorporate half hips either end rather than the gables in the recently refused planning application and the proposed dormers at front and rear will be set within the roof slope and will not (as in the refused scheme) break into the eaves line of the roof.

The plans also show a rear flat roofed addition for context and being 5m deep by 11.3m wide and 3.0m high as this has already been the subject of a prior approval (ref 20220451) following the refusal of the comprehensive scheme.

The floor plans as proposed are shown below



A comparison of the existing and proposed elevations is shown below

Existing Front Elevation

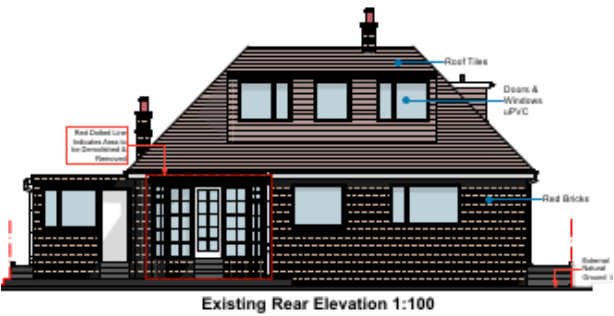
Proposed Front Elevation



Existing Front Elevation



Proposed Front Elevation 1:50



Existing Rear Elevation



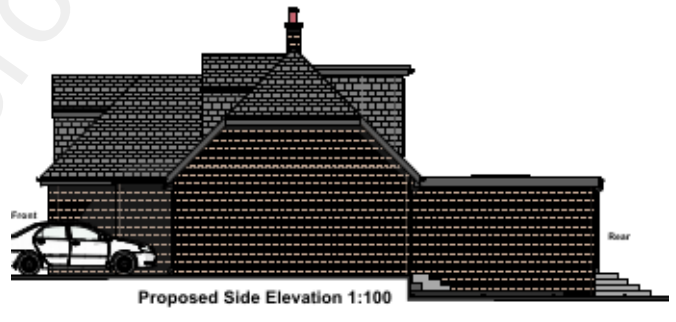
Proposed Rear Elevation 1:50

Existing Side (South) Elevation

Proposed Side (South) Elevation



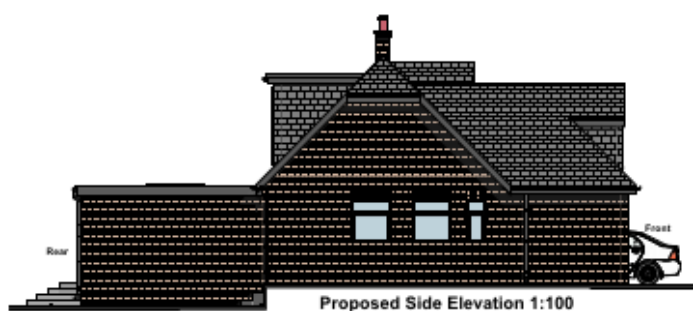
Existing Side (North) Elevation



Proposed Side Elevation 1:100



Existing Side (North) Elevation



Proposed Side Elevation 1:100

The following plans show the 3D visuals, front and rear



Development Plan and other related Planning Policies and Guidance

The Development Plan for Gravesham currently comprises:

- Gravesham Local Plan Core Strategy and Policies Map, September 2014
- Saved policies in the Gravesham Local Plan First Review, November 1994, and
- The Kent Minerals and Waste Local Plan 2013 - 2030 (July 2016, revised 2020)

Local Planning Guidance

Gravesham Local Plan Core Strategy, September 2014

The Core Strategy sets out the Council's spatial vision and strategic objectives for the Borough to 2028 and the policies which will deliver them. It identifies the main areas where major change is likely to take place and allocates sites which are key to achieving the strategy.

The application site is shown as being within an **urban area** (Policy CS02) but just at the interface with the Green Belt, as defined in the Gravesham Local Plan Core Strategy Policies Map. Thong Lane is shown as being a **local distributor** in the highway network (saved policies T1-T5).

The most relevant policies from the adopted Gravesham Local Plan Core Strategy in relation to this development are as follows:

- Core Strategy Policy CS01: Sustainable Development
- Core Strategy Policy CS02: Scale and Distribution of Development
- Core Strategy Policy CS11: Transport
- Core Strategy Policy CS12: Green Infrastructure
- Core Strategy Policy CS18: Climate Change
- Core Strategy Policy CS19: Design and Development Principle

Gravesham Local Plan First Review 1994

The Gravesham Local Plan First Review was originally adopted in November 1994. Saved Policies in the Gravesham Local Plan First Review 1994 relevant to this development are as follows:

- Policy T1: Impact of Development on the Highway Network
- Policy T5: New Accesses onto Highway Network
- Policy P3: Vehicle Parking Standards

Review of the Local Plan

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 it 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 adoption and the need to ensure a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan First Review (1994) generally conform with the National Planning Policy Framework (2021), the Council will also seek to replace these in due course.

Gravesham Local Plan Regulation 18 Stage 2 Consultation Part 2: Draft Development Management Policies Document October 2020

The Council published in 2020 a Regulation 18 (stage 2) consultation on its proposed Development Management Policies Document, replacing the 2018 Stage 1 version, which will in due course form part of and update the Gravesham Local Plan. Under paragraph 48 of the NPPF 2021, policies in this document may be accorded weight in the decision-making process with this varying according to its stage of preparation; the extent to which there are unresolved objections; and the degree of consistency of policy with those in the Framework. As the Development Management Policies Document is at an early stage and the fact that the consultation has only recently concluded, the policies therein should at this stage be given very limited weight. It should be noted, in any event, that many of the relevant policies reflect those set out in the Framework and for the purposes of this application these should be relied on instead.

The following draft policies from the Regulation 18 (Stage 2) Development Management Policies Document (2020) show the direction of travel the Council is going and are considered as being relevant to the consideration of this application albeit the weight that these emerging policies may be accorded at this stage is very limited.

- Proposed Policy INF 2: Transport Design Principles.
- Proposed Policy INF 3: Understanding and Mitigating Transport Impacts.
- Proposed Policy INF 5: Electric Vehicle Charging Points.
- Proposed Policy RES 2: Residential Space Standards.
- Proposed Policy RES 4: Domestic extensions, outbuildings and other development.
- Proposed Policy AM 4: Sunlight and Daylight within New Development.

National Planning Policy Guidance

The National Planning Policy Framework (NPPF)

The following paragraphs in the National Planning Policy Framework (NPPF) July 2021 are specifically highlighted as being of importance to the consideration of the application proposals

- Section 2, Paragraphs 7 - 14: Achieving sustainable development
- Section 4, Paragraphs 38 - 59: Decision Making
- Section 9, Paragraphs 104 - 113: Promoting Sustainable Transport
- Section 12, Paragraphs 126 - 136: Achieving well-designed places
- Section 14, Paragraphs 152 - 173: Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Section 15, Paragraphs 174 - 188: Conserving and Enhancing the Natural Environment

The National Planning Practice Guidance (NPPG)

Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/>) supports and clarifies areas in the NPPF. It contains guidance on assessing housing need; design; public consultation; open space provision in new development; travel plans, transport assessments and statements in decision-taking; health and wellbeing; water supply, wastewater and water quality; light pollution; determining a planning application; the use of planning conditions and viability, amongst other things. The NPPG gives guidance on what is a material planning consideration in determining a planning application indicating that the impact of a development on the value of a neighbouring property or loss of private rights to light could not be material considerations.

The NPPG includes more detailed advice on the use of planning conditions (replacing the cancelled Circular 11/95). It indicates that when used properly, conditions can enhance the quality of development and enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of the development. The objectives of planning are best served when the power to attach conditions to a planning permission is exercised in a way that is clearly seen to be fair, reasonable and practicable. It is important to ensure that conditions are tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls.

Supplementary Planning Guidance and other Documents

The Council has adopted a number of Supplementary Planning Guidance (SPG) documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications. In addition, the Council has adopted a number of documents that have been produced by Kent County Council also as Supplementary Guidance. The following documents are relevant to the consideration of this application:

- Kent Design Guide (SPG 5 published December 2005, adopted July 2006)
- Kent Vehicle Parking Standards (SPG 4 published in 2003 and adopted in 2006).
- Vehicle Accesses on Classified Highways (SPG6 November 1992)
- GBC Residential Layout Guidelines including Housing Standards Policy Statement October 2015, (SPG2) Adopted February 1996 - amended June 2020
- Technical Housing Standards: Nationally Described Space Standards, March 2015
- Householder Extensions/Alterations Design Guide SPD, adopted 01 October 2021

Consultations, Publicity and Representations

Internal Consultations

GBC Highways Development Management Officer

I have no objections to this proposal, the loss of the garage and increase in the number of bedrooms do not alter the fact that there is adequate onsite parking in the front garden to comply with adopted guidance.

However, as the number of bedrooms increases by two, there should be secure parking for two cycles to

comply with the requirements of SPG4 for one cycle space per bedroom. Given that there is adequate space on site to provide this, it can be a condition to demonstrate suitable provision is being made.

Ward Councillors

No comments received

External Consultations

None undertaken

Publicity and Representations

The owners/occupiers of 4 adjoining dwellings/premises were notified of the proposal and a site notice (Article 15) displayed on site. The final expiry date for comments was 30th September 2022. No representations have been received

Planning Officer's Analysis and Assessment

Introduction

An earlier Planning Application, ref 20220140, and being for raising of roof height with hip to gable roof extension to front, to facilitate first floor accommodation, together with two storey side extension and rear extension with Juliet balcony, dormers to front and rear and internal layout alterations, and demolition of existing garage was refused earlier this year for reasons of being:

- An unnecessarily bulky development and an awkward design that is out of character with the immediate street scene, which is comprised of bungalows or chalet style bungalows and not subservient to or subordinate to the host dwelling.
- An unneighbourly form of development and would be overbearing and harm the outlook from the neighbouring dwelling at 21 Thong Lane, and would therefore fail to safeguard the amenity of adjoining occupiers

Since then, there has been a prior approval given for a single storey rear extension (20220451) with a depth of 5.00 metres, maximum height of 3.05 metres and eaves height of 2.87 metres, although this has not been implemented to date.

In addition, pre-application discussions (ref PRE20220140) took place with the applicant and agent to seek to address and overcome the previous reasons for refusal.

A further application, ref 20220675, as a result was submitted and being a revised scheme for alterations and extension to roof with new part hips and with dormers to front and rear and conversion of the roof space for habitable rooms; demolition of existing attached garage and extension to lounge at the side and erection of a front porch. The accompanying Design Statement indicated that the key design issues to be addressed were:

1. Contain any first floor development within the existing ridge height
2. Reduce the bulk of the first-floor adaptation
3. Give consideration to the relationship of the proposals to No 21 Thong Lane.
4. Retain the existing chalet bungalow style and character of the existing building particularly in the context of its relationship to adjacent chalet bungalows.
5. Create dormer windows that are proportionate and appropriate in scale and outlook.

The changes are best shown in the comparison front elevations of the refused and revised schemes below in relation to the adjoining dwelling to the south at 21 Thong Lane



Refused relationship to No 21 Thong Lane



Proposed relationship to No 21 Thong Lane

Following full analysis, the revised scheme was granted permission subject to various planning conditions on 03 August 2022. There had been no neighbour objections to the application.

That scheme has not as yet been implemented and the applicants have submitted this further scheme pointing out that the amendments are:

- *Removing the window on the side of the porch and bricking it up*
- *Adding more space upstairs by changing the style of the rear dormers, identical in style and size to number 21 and number 23*
- *Adding a Velux window above the landing*
- *Moving one of the front dormers slightly right just so it faces the landing, and it will be slightly smaller in width*

As the previous scheme was assessed as being acceptable in planning and highway terms then it follows that a similar conclusion ought to be reached although the design changes need to be revisited in this assessment.

The Key Issues

The key issues in the consideration and evaluation of this planning application remain:

- Principle of the Development
- Design, Character and Appearance and Visual Impact
- Amenity of Future Occupiers
- Impact on the Amenity of Neighbouring Properties
- Traffic Generation, Highway Safety, Access and Parking Issues
- Other Material Planning Considerations

Principle of Development

Policy CS01 (Sustainable Development) indicates that when considering development proposals, the Borough Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and in the Core Strategy.

The application site is situated in an urban area. Policy CS02 (Scale and Distribution of Development) of the Gravesham Local Plan Core Strategy 2014 indicates that the strategy prioritises development in the urban area as a sustainable location for development. Domestic extensions, additions and alterations to dwellings are generally accepted as being appropriate in principle within the urban area.

There are therefore no policy objections to the principle of the development on this site subject to the proposal complying with the relevant policies relating to design and impact on the character of the area, the amenity of future occupiers, the impact on the privacy and amenity of neighbouring properties, highway or parking impacts, and any other material planning considerations.

Design, Character and Appearance

Policy Considerations

Paragraph 130 of the National Planning Policy Framework (NPPF) 2021 seeks to ensure that development will add to the quality of an area, be visually attractive, and sympathetic to local character and history. Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 reflects these aims and requires that new development is well designed and respects the character and appearance of the surrounding area.

Emerging policy RES 4 of the Gravesham Local Plan Regulation 18 Stage 2 Consultation Part 2: Draft Development Management Policies Document October 2020 indicates that: *all domestic extensions, additions and alterations should be well designed and located and respect the scale, form, proportions, character and appearance of the main dwelling and the character of the locality. Particular attention should be paid to:*

- *The roof form and roofline.*
- *Window detail.*
- *Architectural features.*
- *Boundary treatments, and*
- *Materials.*

Paragraph 9.4.13 states that *proposals for domestic extensions, outbuildings or other forms of development, which harm the character and appearance of the main dwelling or its locality or have an adverse impact on the amenity of occupiers of neighbouring properties or otherwise are not policy compliant will not be permitted.*

The recently adopted Householder Extensions/Alterations Design Guide SPD (October 2021) sets out the key principles for new development in the form of extensions and alterations.

It states in relation to **Character and Design Quality**

9.1 Any proposed extensions and alterations to a house should respect the original character of the existing dwelling, complement and correspond with the character of neighbouring properties and the local area. It should be noted that this does not always mean an exact replication of the existing character.

9.2 Your proposal should reflect and respect the original character and respond to its features. In order to achieve this 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 includes guidance on the type of residential extensions and alterations that the Council may consider acceptable.

In respect of **Single Storey Rear Extensions**, it states, amongst other things:

10.2 Single storey rear extensions are not normally visible from the street so are usually less visually intrusive than other extensions. However, these extensions can still have an impact on neighbouring amenity, including access to sunlight, daylight and outlook. To resolve these potential issues, single storey rear extensions should be designed to ensure that:

- *Depth: The extension does not dominate the original property.*
- *Height: Single storey extensions should not rise above the window-sill level of any first-floor*

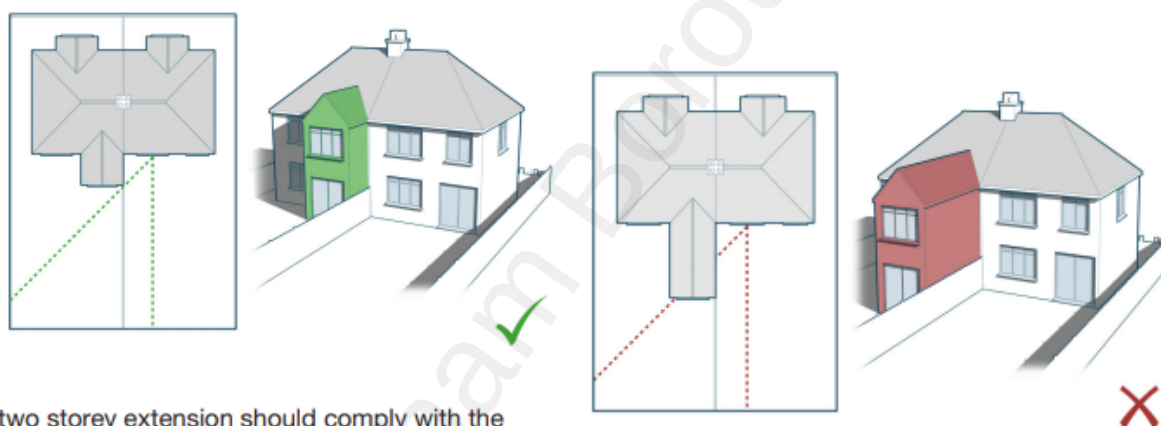
windows. Care should be taken to limit the height of extensions where they abut neighbouring property boundaries, especially where extensions are of significant depth (above 3m deep).

- **Width:** Generally, extensions should not be of greater width than the original building.

It states in relation to **Two Storey and First Floor Rear Extensions**

10.3 Two-storey rear extensions are often desirable as they create more space within a home, however they are not appropriate in all circumstances e.g., mid-terraced properties, and need to be carefully designed to avoid negatively impacting neighbouring properties. Proposals for two-storey rear extensions should consider the surrounding context, and ensure that:

- **Depth:** The extension does not dominate the original property. This can cause the site to appear overdeveloped and cause long dark internal spaces to be formed. Extensions to extensions will generally not be supported.
- **Height:** two storey extensions can have very significant impact on neighbouring amenity, so should generally not be built up to site boundaries with neighbouring gardens / properties.
- **Width:** Extensions should not be of greater width than the original building.
- **Design:** Taller extensions are of greater visibility, and should incorporate roof designs to reflect, tie in with and not overwhelm the main property's roof. Patterns and proportions of windows should reflect the host building and local character.
- **Materials:** Using matching external materials and window / door frames is especially relevant for two storey extensions.
- **Overlooking:** Extensions should avoid inserting any flank windows, or involve raised platforms where they would allow new, or increased overlooking views into neighbouring gardens / properties.
- **Light / Outlook:** The 45 / 25-degree rule will be used to assess the impact of the extension on neighbouring light / outlook.
- **Garden Space:** Adequate garden area for the enlarged house should be retained following development



A two storey extension should comply with the 45 degree rule. (See Appendix 1).

In respect of **roof extensions**, the Householder Extensions/Alterations Design Guide SPD includes guidance on side roof extensions including that the height should be lower than the existing ridgeline and if proposing a hip to gable roof extension, this should not interrupt or unbalance the pattern of roof form visible from the street. In terms of front roof extensions, the guidance indicates that it will generally not be acceptable to create dormers on the front of a property where there is not an existing established character of such forms in the immediately surrounding street scene.

Analysis

It is considered that the proposals are more considered in terms of their design and impact on the character and appearance of the building and within the street scene. As in the recent revised proposal (20220675) this application is restricted to the height of the existing ridge.

The front dormers are proportionate and balanced within the roofspace and even though there is a double dormer the design of the dormers will not have a harmful appearance to the dwelling. The size of the dormers is well proportioned being based on the width of the window rather than in the refused scheme that included significant tile cladding to the dormer cheeks. The dormers have been reduced in width from

1800mm width to 1200mm width. The front dormer to the projecting wing at the front is lower than in the main roof and perhaps is slightly jarring visually. The window to that dormer is shown as being obscure glazed.

The change in this further scheme that now includes two box type dormers with Juliet balconies rather than individual dormers in the approved scheme is nevertheless still acceptable in design terms. Currently there is in any event a large single box type dormer in the rear elevation of this dwelling, and it is acceptable in this case being at the rear and there are numerous examples of this type of alteration, and which normally falls within the scope of permitted development. A comparison between the rear elevation as approved and as now proposed is shown below.

Approved Rear Elevation (20220675)

Proposed Rear Elevation (20220936)



The extension over the garage is generally supported in design terms but may have some impact on the neighbouring property to the south. It is a half hip design which will assist to reduce its impact.

The proposed porch at a ground area of 3m² just falls within the scope of permitted development and is acceptable although the external door design is more contemporary. The flat roof to the porch is acceptable in this case.

Generally, it is considered that these proposals, similar to the recently approved scheme, would retain the bungalow or chalet bungalow character of the dwelling rather than turning the dwelling into a two-storey building which was the essence of the refused application and which was why that application was found to be at odds with local policy and guidance.

In terms of external facing materials, it is indicated in the planning application form and elevation drawings that all proposed materials are to match existing materials by colour and texture although the drawings now show a grey slate roof. It would have been preferable to have retained or matched the red plain tiles as now on the roof, but it is noted that slate has been employed at 23 Thong Lane and slate colour tiles at 21 Thong Lane and it would be difficult to insist that the existing materials are retained in this case. The dormer cheeks will be tile hung and the external walls of red brick to match existing. It is considered that this should be the subject of a planning condition with details and samples to be submitted.

Overall, the proposals are still of a reasonable design and can be accommodated reasonably successfully within the site and would not materially harm the character or appearance of the dwelling or impact on the street scene and will comply with Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 and section 12, Paragraphs 126 - 136: Achieving well-designed places of the National Planning Policy Framework (NPPF).

Amenity of Future Occupiers

Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) requires that all development should be 'fit for purpose' and be 'adaptable to allow changes to meet the need of users' and that 'the design and layout of new residential development, including conversion, will accord with the adopted Residential Layout Guidelines'.

The Supplementary Planning Guidance Note 2 Residential Layout Guidelines referred to above sets out the Council's standards in relation to private garden areas and internal space standards, amongst other things.

On 25 March 2015, the Government issued a written ministerial statement, which introduced new technical housing standards in England. This means that the Borough Council now interpret Tables 1 and 3 of the Residential Layout Guidelines July 1996 in accordance with the new standards.

The development will provide acceptable internal living standards according with national space standards. There will still be a sufficient depth and area of private amenity space if the development were to be built. The existing dwelling has a significantly long and wide rear garden.

There is therefore no conflict with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) in terms of this specific aspect of the development.

Neighbouring Amenity

Policy CS19 (LPCS) requires new development to safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land and paragraph 130 of the NPPF (2021) requires development to have a high standard of amenity for existing users (in this case surrounding properties).

The recently adopted Householder Extensions/Alterations Design Guide SPD (October 2021) sets out the key principles for new development in relation to neighbour impacts.

In respect of **Overshadowing**, it states:

9.5 Depending upon the orientation and position of neighbouring windows and private amenity areas, problems of overshadowing can occur from an extension. This is particularly so if the neighbouring property is to the north of the proposed extension. Extensions should not create an unreasonable amount of overshadowing of neighbouring properties. Account should be taken of the orientation and position of neighbouring properties, and in particular any impact that the extension will have on neighbouring windows and private gardens. Where an extension would result in a significant reduction in light, or cause excessive overshadowing, planning permission may not be granted. In particular, care should be given when proposing extensions on the boundary with neighbouring properties that are either single-storey with a long projection or are two-storeys in height.

In respect of **Privacy**, it states:

9.6 It is important that new development sustains the privacy of neighbouring dwellings. Windows, balconies and raised decking can result in the loss of privacy to neighbouring properties from overlooking of their private amenity areas, or from direct close views into windows. To ensure adequate privacy levels are retained, there should be no direct overlooking into neighbouring habitable rooms or private amenity spaces of neighbouring gardens. There may be a requirement for privacy screens to the end of raised decks or balconies. Careful consideration should be given to window positions to ensure no windows on the boundary with neighbouring properties cause harmful overlooking and to ensure that windows above the ground floor retain adequate privacy distances. It may be possible, in some cases, to use high level and obscure / translucent glazing.

In respect of **Overbearing and Outlook**, it states

An extension close to a neighbouring properties window, or a large extension on the boundary, can cause a loss of amenity by appearing overbearing and creating a sense of enclosure and dominance. Careful consideration will therefore need to be given to the relationship to existing neighbouring windows and to the size and design of an extension that may change the outlook from a neighbouring property.

The GBC Residential Layout Guidelines (SPG2) set out the Council's requirement in terms of privacy distances, overshadowing and internal and external living space standards.

The side elevation of the neighbouring property to the south viewed from the application property is shown in the photograph below. The existing garage at the side of the neighbour's property has been converted into a bedroom and the window in the flank elevation of that property at first floor level is a landing window. The neighbour's property is at a significantly higher level than the application site.



There is a single storey rear extension at no 17 Thong Lane that extends beyond the main rear elevation of the applicants dwelling. Conversely the existing main rear wall of the applicants dwelling at 19 Thong Lane is already slightly set back from the former side garage addition (now a bedroom) of the adjoining dwelling to the south, 21 Thong Lane.



In the refused planning application (ref 20220140), it was considered that the proximity, depth, scale and height of the proposed development were such that the development would be a particularly unneighbourly form of development and would be overbearing and harm the outlook from the neighbouring dwelling. There were neighbour objections to that application.

Like the revised proposal (20220675) that was approved in August 2022, this further revised proposal similarly includes an extension of the roof over the garage. Whilst this is likely to have some impact on the neighbour to the south (at 21 Thong Lane) it is not considered that this would result in material harm provided that the design incorporates the half hip to reduce the impact near the boundary of the site and there are no windows inserted in the flank elevation. The concern in the refused scheme related to the gable roof design, and the depth and height of the front and rear extensions.

In terms of the impact on the dwelling to the north (17 Thong Lane) there are currently three windows and a door in the side (north) elevation of the applicants dwelling and that the door will become a window. There are obscure glazed windows only in the flank side wall of 17 Thong Lane that face the application property.



Because of the position of the extension at the side of the neighbouring dwelling (as is apparent in the case officer photograph opposite) the insertion of a window to a bedroom in place of the door would not cause material harm to the neighbouring dwelling.

The other existing windows would remain as obscure glazed windows

The existing steps serving the redundant doorway are to be removed as part of the proposal, as requested by the case officer in response to the pre-application enquiry.

It is noted that the development would still retain the side access next to the boundary with 17 Thong Lane from front to rear, thus giving the applicants front to rear access without having to go through the dwelling for such matters as carrying ladders or garden equipment and also for cycle access to a rear cycle store.

It is noted that there have been no neighbour objections to this further application.

Whilst it is acknowledged that the development will result in some inevitable neighbour impacts those impacts are not considered to be sufficiently material as to justify grounds of refusal and on balance it is considered that the development is in conformity with Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 and section 12, Paragraphs 126 - 136: Achieving well-designed places, of the National Planning Policy Framework 2021.

Traffic Generation, Highway Safety, Access and Parking Issues

At a local level Gravesham Local Plan Core Strategy Policy CS11 (Transport) states that new development should mitigate their impact on the public highway and that transport assessments should be provided and implemented to ensure delivery of travel choice and sustainable opportunities for travel. Furthermore, it states that sufficient car parking in new developments will be provided in accordance with adopted standards, which will reflect the availability of alternative means of transport accessibility to services and facilities.

This approach to development is also supported by saved policies in the Gravesham Local Plan First Review Policy T1 (Impact of Development on the Highway Network), Policy T5 (New Accesses onto the Highway Network) and Policy P3 (Policy for Vehicle Parking Standards) and in supplementary guidance in the adopted KCC vehicle parking standards (SPG4). SPG4 states that for a property with four or more bedrooms there should be a maximum of 3 spaces per dwelling, 2 spaces for 3 bedroom dwellings.

The property currently has a garage that will be removed and there are two parking spaces available within the front garden although additional parking may be possible within the front garden albeit that it would be desirable for the in and out access arrangement not to be compromised and such that it does not result in reversing movements of vehicles on to Thong Lane bearing in mind that Thong Lane is a local distributor route on the highway network.

There is no highway objection from the GBC Highways Development Management Officer who considers that there is adequate car parking in the front garden, but he has requested provision is made for cycle parking. In the more recent approved scheme this was shown in the approved plans, but the current submission has omitted this. Therefore, a planning condition is recommended for cycle parking provision in respect of a cycle store at the rear to ensure it is provided before the development is first occupied and is both secure and weatherproof. An electric charging point was also shown to be provided in the more recent

approved scheme and this should also be sought again through a planning condition.

Subject to the above in respect of parking and highway safety this current proposal is not considered to conflict with Gravesham Local Plan Core Strategy Policy CS11 (Transport) or saved Policies T1, T5 and P3 of the Gravesham Local Plan First Review.

Any Other Material Planning Considerations

None

Conclusions and Balancing Exercise

Overall, the proposals presented in this further application, and like the scheme approved under ref 20220675, provide a more considered response to address the previous grounds of refusal on design, character and neighbour impact.

The dormers are proportionate and balanced within the roofspace and whilst the rear box dormers are bulkier than the individual dormers that were approved in the last application they are found to be acceptable in design terms.

Generally, it is considered that the proposals would retain the bungalow or chalet bungalow character of the dwelling rather than turning the dwelling into a two-storey building which was the essence of the refused application and which was why that application was found to be at odds with local policy and guidance.

The proposal still includes an extension of the roof over the garage. Whilst this is likely to have some impact on the neighbour to the south (at 21 Thong Lane) it is not considered that this would result in material harm as the design incorporates a half hip to reduce the impact near the boundary of the site and there are no windows inserted in the flank elevation. The concern in the refused scheme related more to the gable roof design, and the depth and height of the front and rear extensions.

There have been no neighbour objections to this further revised application.

There are no highway objections subject to conditions and no other material planning considerations.

It is therefore considered that the proposals can be supported, and PERMISSION granted but subject to appropriate conditions.

In the analysis of the planning issues and the subsequent recommendation, consideration has been given to the Human Rights Act and it is concluded that any breaches or interference to individual human rights are reasonable and fair.

Recommendation:

The recommendation is for **PERMISSION**, subject to the following conditions, reasons and informatives

CONDITIONS AND REASONS

Time Limit Condition

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: In pursuance of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans and Particulars

2. The development hereby permitted shall be carried out only in precise accordance with the following approved details, plans and specifications:

Application Form and Certificates

Drawing No 2208006 PL01: Location Plan and Block Plan
Drawing No 2208006 PL02: Existing Ground and First Floor Plans
Drawing No 2208006 PL03: Existing Roof Plan
Drawing No 2208006 PL04: Existing Elevations
Drawing No 2208006 PL05: Proposed Ground and First Floor Plans
Drawing No 2208006 PL06: Proposed Roof Plan
Drawing No 2208006 PL07: Proposed Rear Elevation
Drawing No 2208006 PL08: Proposed Front Elevation
Drawing No 2208006 PL09: Proposed Side Elevations
Drawing No 2208006 PL10: Proposed Section
Drawing No 2208006 PL11: Proposed Front 3D Visuals
Drawing No 2208006 PL12: Proposed Rear 3D Visuals

and those approved pursuant to any conditions contained herein after and there shall be no deviation therefrom.

Reason: In order to ensure the development is implemented on the basis of the scheme as submitted and assessed in the interests of proper planning and in accordance with Policy CS19: Development and Design Principles of the Gravesham Local Plan Core Strategy (September 2014).

Materials

3. Notwithstanding the details shown in the application form and approved drawings, within one month of the commencement of the development full details, including samples where requested, of the external facing materials to be used in the development hereby permitted including the facing bricks, roof and hanging tiles shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before the development is first brought into use.

Reason: In the interests of visual amenity and to ensure a satisfactory visual relationship between the existing and the new development in accordance with Policy CS19: Development and Design Principles of the Gravesham Local Plan Core Strategy (September 2014).

Permitted Development Rights - Windows and Obscure Glazing

4. Notwithstanding the provisions of Article 3, and Part 1 Classes A and G of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, or any provision equivalent to those Classes in any statutory instrument replacing, revoking or re-enacting that Order, with or without modification, no window, door or other form of opening other than those shown on the approved drawings shall be formed in the development hereby permitted. For the avoidance of doubt those windows shown in the approved drawings as being obscure glazing shall be fitted with obscure glass to a level equivalent to Pilkington Level 3 or above (or the nearest equivalent standard) only at all times.

Reason: In the interest of local residential amenity in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) and in order to ensure that any alterations to the permitted scheme may be the subject of a planning application that the Local Planning Authority would wish to determine on its merits.

Parking Provision

5. The development hereby permitted shall include the provision of a minimum of two vehicle parking spaces within the front garden, details of which shall be first submitted to and approved in writing by the

Local Planning Authority before the development hereby permitted is first brought into use; such approved parking spaces shall be used for and kept available for such use at all times and notwithstanding the provisions of Article 3, and Part 1 (Development within the curtilage of a dwellinghouse) of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, or any provision equivalent to that Part in any statutory instrument replacing, revoking or re-enacting that Order, with or without modification, no development shall be carried out on the site in such a manner or in such a position as to preclude the use of or access to the reserved vehicle parking spaces. For the avoidance of doubt the parking spaces shall each be a minimum of 5m by 2.5m.

Reason: To ensure sufficient off-street car parking provision is available to serve the development, in accordance with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and saved Policy P3 of Gravesham Local Plan First Review (1994) and the adopted vehicle parking standards (SPG 4 published in 2003 and adopted in 2006) and in the interests of highway safety.

Electric Vehicle Charging Point

6. The development hereby permitted shall include the provision of one active electric vehicle charging point for the front garden car parking spaces. The charging point should be able to accommodate a useable supply of 7kW, more under surge conditions; such provision shall be implemented prior to the first occupation of any part of the development hereby permitted and thereafter permanently retained and maintained.

Reason: To encourage the use of sustainable and more environmentally acceptable modes of transport, and in accordance with Gravesham Local Plan Core Strategy Policy CS11: Transport, Policy CS18: Climate Change and Policy CS19: Development and Design Principles.

Cycle Parking

7. The development hereby permitted shall include the provision of a cycle store within the application site which shall be both secure and weatherproof, details of which shall be submitted to and approved in writing by the Local Planning Authority and the approved facilities shall be implemented and made available for such use before the first occupation of the development; thereafter the cycle parking facilities shall be permanently retained and maintained.

Reason: To encourage the use of sustainable and more environmentally acceptable modes of transport, and in accordance with Gravesham Local Plan Core Strategy Policy CS11: Transport, Policy CS18: Climate Change and Policy CS19: Development and Design Principles.

INFORMATIVES: -

1. **DEVIATION FROM APPROVED PLANS**

Deviation from or amendment to the approved plans could require a further application and permission/consent. In the event that any change is proposed, applicants and builders are advised to seek advice from the Local Planning Authority. Proceeding without the necessary permissions or consents could result in enforcement action.

2. **BUILDING REGULATIONS AND PARTY WALL ACT**

This decision **DOES NOT** imply any consent which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

3. **STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION - TAKING**

In accordance with Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and paragraph 38 of the National Planning Policy Framework (NPPF) 2021, the Local Planning Authority has approached the assessment and determination of this application in a positive and creative way and, where appropriate, has worked pro-actively with the applicant to secure a development that is sustainable and that improves the economic, social and environmental conditions of the area, and that is in accordance with the Development Plan for the area.

4. WORKS OF CONSTRUCTION

Hours of work of construction site plant, equipment and machinery, should be restricted to not earlier than 7.00 a.m. and not later than 6.00 p.m. weekdays and Saturday working should be restricted to not earlier than 8.00 a.m. and not later than 1.00 p.m. No work shall be carried out on Sundays, Bank or Public Holidays.

i. Suitable sound attenuation shall be used at all times in respect of all plant, machinery and equipment in operation on site in order to aid prevention of noise nuisance. Compliance with BS 5228: Part 1: 1984 and subsequent amendments regarding the use of equipment on site will be required in appropriate cases.

ii. A suitable method of control shall be used in order to aid prevention of dust nuisance arising from work activities on site.

iii. Burning of waste materials shall not be carried out on site. Such materials are to be stored in a suitable receptacle, as far from residential accommodation as reasonably practicable, pending disposal off site.

iv. Adequate arrangements shall be made to remove all waste material from the site on a regular basis and to dispose of it at a suitably licensed waste disposal site.

Case Officer:	Mr Peter Price	Team Leader:	Faye Hobbs
Signed:		Signed:	
Dated:	06 October 2022	Dated:	06 October 2022