

Delegated Report

Householder Planning Application

Planning Application No: 20230634

Location: Sirius, Green Farm Lane Shorne Gravesend

Description: Erection of roof extension to add 3 bedrooms and a bathroom.

Applicant: Mr Iain Conochie

Site Visit Date: 19th July 2023

Submitted Documents/Plans

Planning Application Form;
Drawing No. 23-09-01 – Location Plan;
Drawing No. 23-09-02 – Block Plans Existing & Proposed;
Drawing No. 23-09-03 – Elevations as Existing;
Drawing No. 23-09-04 – Plans as Existing;
Drawing No. 23-09-05 – Elevations as Proposed;
Drawing No. 23-09-06 – Plans & Sections as Proposed; and
Drawing No. 23-09-07 – Planning Statement.

Relevant Planning History

Reference	Description	Decision	Decision Date
20190399	**REVISED DECSRIPTION** Erection of a single storey rear and side extension.	Permission	19.06.2019
20190099	Erection of a single storey rear extension.	Permission	25.03.2019

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

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) general 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)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)
- Gravesham Landscape Character Assessment (2009)

Consultations, Publicity and Representations

Shorne Parish Council

The Parish Council wishes to express concern about this proposal due to the possibility of overdevelopment of the plot.

The property has already had a large rear and side extension permitted under Ref 20190399.

In addition, a very large outbuilding (unknown use) has been built across the full width of the rear garden. On aerial views another structure is also shown however this is of unknown nature and permanence. These items are not shown on the submitted plans. There is very little remaining amenity space.

The applicant has also nearly fully paved the front area and altered the roadway frontage and access location to the site, without having obtained planning permission. Access into the site, and for a neighbouring property, is now more constrained.

The property currently has 2 bedrooms and 3 bathrooms, the proposal is for four double bedrooms and four bathrooms.

The site possibly has parking for four vehicles but this amount could require vehicles to reverse out onto the roadway in a very difficult location at the junction of Burdett Avenue with Green Farm Lane.

If permitted, Conditions should be attached regarding the outbuilding(s), that it is an annexe and cannot be used as residential accommodation or as a separate dwelling.

GBC – Highways

21.06.23

The proposal increases the number of bedrooms from two to five, the study being of sufficient size to double as a bedroom if required.

The property already meets the car parking requirements, but to conform to the requirements for Active Travel, three secure cycle parking spaces should be provided, one per new bedroom. Kent County Council's Vehicle Parking Standards, requires one cycle parking space per bedroom (SPG4)

Minimum Cycle Parking Standards

Individual residential dwellings ⁽¹⁾	1 space per bedroom
Flats & maisonettes ⁽²⁾	1 space per unit
Sheltered accommodation ⁽²⁾	1 space per 5 units
Notes:	1. Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision. 2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.

Following comments relating to parking and highway safety, further clarification was sought from the Highways Officer.

19.07.23

This is a difficult application, as is often the case on street car parking in a rural area is a contentious issue. The proposal increase the number of bedrooms from two to four.

Gravesham's adopted vehicle parking standards are maximums which are no longer considered appropriate in the NPPF except in special circumstances.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Therefore, the only local supplementary planning guidance is that issued by Kent County Council and although not adopted by the is council does form part of the Kent Design Guide. Interim Guidance Note 3 Residential Parking gives the following requirements.

GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

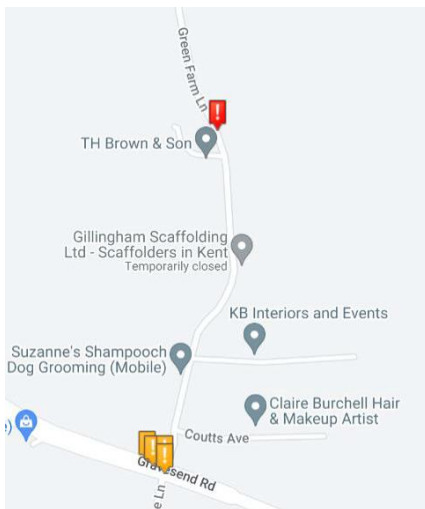
NOTES

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

As it can be seen the difference in requirements between a two bedroom dwelling and a three or more bedroom dwelling in a rural area is half a space, with a minimum of two for the larger property. (Gravesham's standard being a maximum of three).

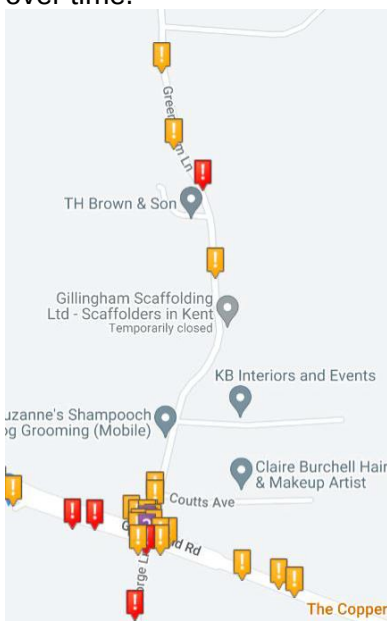
Whilst the car parking layout may not be ideal and not necessarily comply with the latest space requirements, it exists as car parking and no changes are proposed and provides sufficient spaces to comply with standards. There being two spaces in the front garden and two spaces along the side of the property, where there is a space some 2.7 metres wide by 10+ metres. The length is adequate, but the width is some 200mm less than ideal, but as stated it exists and is not being changed. It would be preferable to have the access at the northern end of the property, but again it is an existing situation.

In terms of accidents. Consulting the Crashmap data base, there are no injury accidents in the immediate area of the property. There is a cluster of accidents at the A226 junction, three in 2017 and one in 2021, all where slight. There was a serious accident to the north in 2019 and this only involved a single vehicle.



extract from crahmap, Five years 2017 to 2021 the latest data available.
<https://www.crashmap.co.uk/Search>

Extending the search to the full 23 years available, no accidents can be seen at or near the site, although there are accidents to the north and south, these are sufficiently far enough away to be considered they are not influenced by this property or the Burdett Avenue junction.. It should also be noted from an engineering perspective only the recent accident record is generally taken into account, as circumstances can change over time.



It should also be noted that the traffic generated by 2 additional bedrooms can not be considered significant in terms of the NPPF.

I therefore have no reason to object to this proposal, the adopted policies do not support an objection and there is no evidence to suggest this will contribute to any accidents in the area.

The applicant will however have to provide two secure cycle parking spaces to comply with the requirements of KCC SPG4 adopted by Gravesham Borough Council.

Local Ward Councillors

No comments received.

Neighbouring properties

The application was advertised by way of letters to four surrounding properties. The consultation period expired on 10th July 2023 and one letter of objection was received making the following summarised comments:

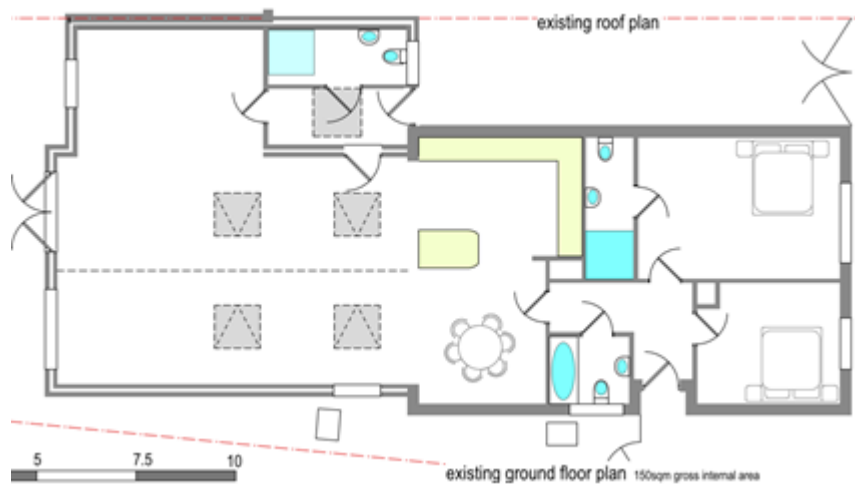
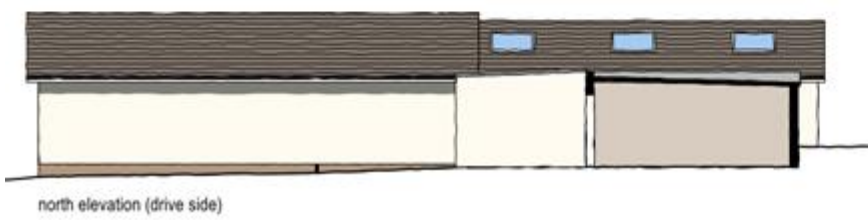
- Parking is already a contentious issue;
- More building works resulting in builders vans and more cars using Burdett Avenue;
- Restricted vision due to overgrown hedgerows;
- Bungalows already been extended creating additional parking;
- Making property into a 5 bed house will result in more cars in the road;
- Overdevelopment of the bungalow;
- Brick boundary wall has reduced parking space at the property;
- Cars and walls already been damaged by careless drivers;
- Difficult to access own driveway;
- Refuse lorries can hardly access the road when parking is bad.

Analysis

Proposal

The proposal seeks the erection of roof extension to add 3 bedrooms and a bathroom. The ridge height of the central gables would increase from approximately 4.15m to 7.15m, a difference of 3m. The pitch roof element would have a ridge height of 6.2m. The roof design would have central gables with single windows to the front and rear with a central pitch roof with 2no. rooflights to front and rear. There would be no windows located in either side elevations. The proposal would create 3no. double bedrooms and a family bathroom within the extended roof, with the ground floor being slightly reconfigured and the existing bedroom 2 being reduced to allow for a stairway to the first floor and bedroom 2 becoming a study.

Existing plans and elevations



Proposed plans and elevations



east elevation (front)



north elevation (drive side)



west elevation (rear)



south elevation (entrance side)



Character and Appearance

The application site is a detached bungalow situated in a rural settlement which is inset from the Green Belt within the parish of Shorne. The property has previously been extended following planning permission in 2019 for a single storey shallow pitch rear extension with 6no. rooflights, and adjoining single storey flat roof side extension.

In terms of character, the area is very mixed in design with the property to the south being a two storey detached dwelling with the properties further south being a mix of both single and two storey dwellings of varying designs. Directly to the north are two further bungalows. On the east side of Green Farm Lane, the majority of the properties are bungalows of varying designs, with some being extended at first floor level. Therefore the character of the area is very mixed and there is no uniformity within the streetscene.

Application Property



Streetscene to the South



The existing extension has increased the external footprint of the property considerably, however the current proposal would not increase the footprint and would extend the existing roof of the 'original' dwelling only and would not incorporate the rear extension.

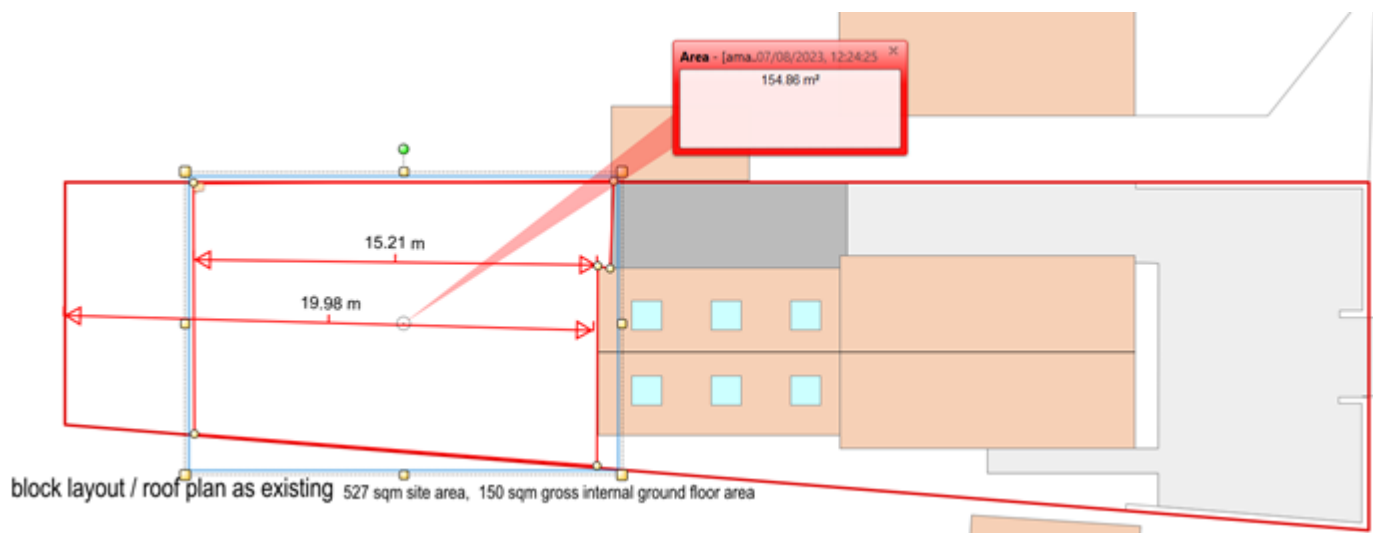
The proposal does not increase the height of the roof excessively and has been designed to incorporate features of the existing property. When viewing the proposed streetview, the proposal would not be out of context when considering the mixed character of the area, and the stepping down of the roof heights in line with the change in land levels has been maintained.

In terms of materials, the palette incorporates the colours and materials within the existing property.

Overall it is considered that the proposal has been designed to reflect the existing property and relates well to the existing streetscene and would comply with the requirements of CS19 Local Plan Core Strategy 2014 and SPD4 – Gravesham Householder Alteration and Extensions Guidance (2021).

Amenity of Future Occupiers

The proposal will create three bedrooms within the enlarged roofspace. Each room would exceed the minimum space standard and would have access to natural light and ventilation. Whilst the proposed floor plans only show 4no. bedrooms, one of the existing bedrooms is being shown as a study, which could potentially still be used as a bedroom, therefore having the potential to create a 5no. bedroom property. The minimum garden area for a 4+ bedroom property is 100sqm and minimum depth of 10m. The submitted block plan shows a garden area of 200.79sqm, however there is an existing detached outbuilding to the rear of the garden, (not shown on plan) which would reduce the usable space. Shorne Parish Council also highlight in their submitted comments additional structures within the garden, however it would appear that the additional structure shown on the below satellite image is a fixed gazebo and not a further outbuilding and therefore would not reduce the amount of usable amenity space.



As such, taking into consideration the detached outbuilding, the resultant usable garden space is approximately 154sqm which is compliant with the requirements of SPG2 – Residential Layout Guidelines (2020).

Neighbouring Amenity

The properties most effected by the proposal would be the properties immediate to the north, Corynine, and the south, Stroma. In terms of loss of privacy, all windows within the proposed roof extension would be located to the front and rear, with no side windows affording direct views over neighbouring gardens. Whilst it is acknowledged that the rear windows within the gable would afford views not currently afforded, there are existing two storey properties within the immediate vicinity and mutual overlooking is already present.

Due to the orientation of the property and rise and fall of the sun, the majority of any increase overshadowing would be over the property to the north, Corynine. In terms of impact, the roof extension would be to the original roof only which does not extend further to the front or rear than Corynine, which is a bungalow with no dormers or windows within the roofslope and has a detached garage to the side. Therefore any overshadowing would be isolated to the garage, and roofslope of the property, and due to there being a distance of 5.26m separating the properties, it is not considered to be excessive.



Furthermore, no objections have been received from either property.

The proposal is considered to adequately safeguard the amenity of both future occupiers and neighbouring properties and complies with Policy CS19 Local Plan Core Strategy 2014 and the requirements of SPG2 – Residential Layout Guidelines (2020).

Parking and Highways

The proposal will create 3no. additional rooms within the extended roofspace, increasing the property from two bedrooms to four, with the potential for the study to be used as a fifth bedroom. The minimum parking standards for a 4+ bedroom property is two parking spaces and the existing driveway has adequate space for between three and four cars. Furthermore, the Highways Officer did not raise any objections.

The proposal would therefore accord with Policy CS11 Local Plan Core Strategy 2014.

Any Other Material Planning Considerations

Impact on the landscape - In addition to being inset from the Green Belt, the application site is located within the Higham Arable Farmlands Character Area, as set out in the Council's Landscape Character Assessment document.

Policy CS12 of the Gravesham's Local Plan Core Strategy LPCS (2014) seeks to protect the Green

infrastructure within the Borough and states at 5.7.26 that the overall landscape character and valued landscapes will be conserved, restored and enhanced.

It is considered that this development would not be detrimental to the Higham Arable Farmlands Character Area, as the property is located in a small settlement and development would not impact on the wider rural landscape.

Conclusion & Recommendation

The proposal has been full considered and is recommended for permission.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Amanda Grout	Team Leader:	Richard Hart
Signed:	<i>A Grout</i>	Signed:	<i>R Hart</i>
Dated:	7 th August 2023	Dated:	8th August 2023