

Delegated Report

Householder Planning Application

Planning Application No: 20230578

Location: 1 Marconi Road Northfleet Gravesend Kent

Description: Erection of a single storey side and front extension, dormer roof extensions in front and rear roof slope, loft conversion, alterations to fenestration and with an outbuilding.

Applicant: Mr Harpreet Singh

Site Visit Date: 3rd July 2023

Submitted Documents/Plans

Application Form

IMR/A3/01 – GF and FF Plan and Site Map

IMR/A3/02 – Proposed GF and FF Plans

IMR/A3/03 – Proposed Elevations

IMR/A3/04 – Roof Plan

IMR/A3/05 – Outbuilding

IMR/A3/06 – Existing and Proposed Block Plans

IMR/A3/07 – Existing Elevations

IMR/A3/08 – Existing Garage

Relevant Planning History

No relevant Planning History.

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 - Development & Design Principles

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2021) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since

the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

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

Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- Technical Housing Standards – nationally described space standard (2015);
- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

Consultees

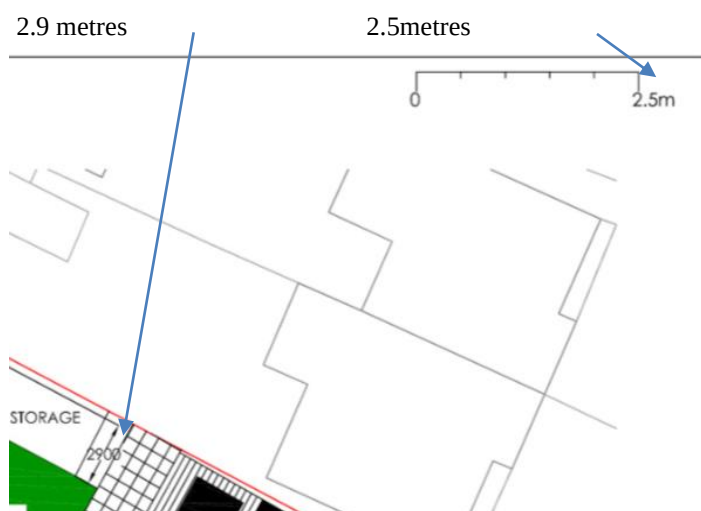
Ward Councillors:

GBC Highways Officer:

This application is confusing, the application form refers to the provision of a garage, but the drawings show a large tool store, which suggests the possibility of some commercial activity. There is also no vehicular access to the “garage”

A garage also requires access over land outside the red line, and may or may not be within the applicants ownership. Whilst other garages can be seen in this area, there is no guarantee the resident has any rights to use it.

The scale bar on drawing 1 MR/A3/06 is inaccurate.



The proposed front parking area would appear to be inadequate to accommodate two vehicles side by side, adjacent to an enclosed boundary on one side requires a minimum width of 5.2 metres, to comply with the guidance in KCC SPG4.

I would suggest the application is corrected before going further.

Neighbouring properties

A site notice was placed nearby the site on 3rd July 2023. The final date to submit comments ended on 28/07/23.

7 surrounding properties were consulted, and 6 separate comments were received from 4 individuals. All 4 individuals were objecting to the scheme in their comments.

It is noted that one of the comments state that the from a number of residents within Marconi Road whom did not submit their own individual comments.

Summary of objections:

- Incompatibility with the surrounding area
- Overdevelopment of the site contrary to intended original design
- All other properties on this side of Marconi Road are exclusively bungalows
- Adverse impacts on natural light and privacy to neighbouring property
- Disproportional scale of outbuildings
- Severely restricted external amenity space
- Inadequate off road parking availability for a 4 bedroom property and although not part of this application removal of double yellow lines would not be appropriate
- Poor use of housing stock, reducing stock of smaller homes in the area
- Discrepancy between block plan and floor plan showing outbuilding use as storage/garage
- Intrusive construction activities (Noise, dust and limited parking for contractor vehicles)
- No detailed plans on file

The following issues were also raised but are not material planning considerations and cannot be given regard as part of this assessment of planning considerations:

- Devaluation of neighbouring properties
- Restrictive covenant on this road which requires frontages to maintain original appearance – referenced in application at 9 Marconi Road
- Personal Matters
- Parking for construction workers

Officer's Analysis

Principle of Development

This application is located inside the Urban Boundary, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development.

However, all other relevant matters should be considered. In this instance, the main points to consider would be the potential impact on; Visual Amenity (Design, Character and Appearance), Amenity of Future Occupiers, Residential Amenity of neighbours and Highways and Parking.

Design, Character and Appearance

This application relates to a detached bungalow in an urban, residential area. Painters Ash Public House lies to the south west. Entrance to the allotment gardens is located between the dwellinghouse and public house with the allotment gardens positioned to the rear of the site. To the eastern side of Marconi Roads, the buildings are bungalows with front elevations close to the road and on the western side of Marconi Road the dwellinghouses are two storey set further back.

Extensions and Alterations to dwellinghouse

The alterations to the existing dwellinghouse would include single storey side and front extensions,

Alterations to the roof would not increase the existing height, it would however create a flat roof with the existing pitch retained to the rear and a new pitch introduced to the front elevation with 2no. roof dormers to the front roof slope and 3no. roof dormers to the rear roof slope. This would allow for the introduction of a second floor.

To illustrate to the increase as a result of the works the following table compares the existing dwellinghouse to the proposed dwellinghouse.

Measurement	Existing	Proposed	Actual increase	Percentage Increase
Footprint	96m ²	153m ²	57m ²	59.4%
GF Area	85m ²	138m ²	53m ²	62.4%
FF Area	N/A	103m ²	103m ²	N/A
Total Area	85m ²	242m ²	157m ²	184.7%
Maximum Depth	14m	14m	0m	0%
Maximum Width	8m	11m	3m	37.5%

This information shows us that although the depth of the building would not be increased, there are substantial increases in other areas. The width of the building would increase by over one third. The actual footprint would increase by over one half. The total area would increase by almost 1 and three quarters of the original dwellinghouse. These are substantial increases. Given the scale of the increase it would appear to be a significant increase over and above the original dwellinghouse. Whilst this alone is not a defining matter in whether the development would be appropriate in terms of design, character and appearance, it does provide an indication as to the extent of the works in a clear and measurable way. However, consideration as to the design elements of the scheme would also be required to understand how the development incorporates into the locality and into the dwellinghouse to mitigate the potential impacts of the additional bulk and whether this is appropriate in this setting.

Particularly of relevance in design terms is the position of the increase. The increased footprint would be to the side and front of the dwellinghouse. Both would be in highly visible areas from the streetscene and so would have a greater impact on the character of the area than a rear extension. The increased width and depth would result in wide frontage, leaving only a 1.1m space from the south eastern boundary and a 0.2m gap from the north western boundary. This would create an 11 metre, wide fronted building 5 metres from the highway and deep, 14 metre bulk very close to the boundary with the entrance to the allotment.

Another point of increase would be the addition of dormers and the roof alteration. Here it is helpful to review the guidance in the Householder Extensions/Alterations Design Guide SPD. Relevant sections are detailed as follows:

Key Principles

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.

9.3 Matching roof styles and pitches should be used in new extensions and new extensions should normally not be larger, higher or forward of the existing dwelling unless they echo an existing characteristic in the local area. It is usually preferable for an extension to have a lower roofline and be set back behind the front building line. In most cases a flat-roofed extension to the front or side, or where clearly visible from the street, will not be supported (unless the original house main roof is flat).

Rear Roof Extensions

10.9 Whilst in many instances, rear roof extensions can be undertaken without permission under permitted development, these can and have had a harmful effect on roofscapes. When assessing planning applications, a high standard of design shall be required. Rear roof extensions and alterations should be set away from the gables, hips, eaves and ridge of a property and follow the guidance below:

- **Height:** Should be lower than the existing ridge-line, and original ridgeline treatment should be retained.
- **Massing:** Should not wrap around two-sides of a hipped roof unless in special circumstances where it can be justified; this will be judged on a case by case basis. Dormers should not overwhelm the roof slope within which they are to be placed.
- **Alignment of Windows:** Should include window position and design which reflects the position, design and character of windows to the lower levels of the host original building.
- **Detail:** Large blank facades on dormers can have an overbearing appearance and will not generally be acceptable.

Front Roof Extensions

10.10 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.

It is clear that the scheme does not comply with those matters highlighted above. The proposed development would result in extensions which dominate the original building. The flat roof section, given the wide entry point to the allotments at the rear would be visible from the street. And two dormers are proposed to the front roof slope. All of these features of the design are unacceptable.

Outbuilding

The proposed development would also result in the replacement of the existing garage in the rear garden with a larger outbuilding with two rooms, with separate entrances. Initially these were proposed as a store and garage. However, when queries were raised regarding lack of access to the proposed garage as a result of the proposed extensions, this was altered to tool store and storage room. It is noted that the proposed block plans incorrectly show the building as originally proposed; a garage and store, this is considered inaccurate as there are no garage doors or vehicular access available to the rear garden and the agent has confirmed the intended use a tool store and storage room.

Base on this the tool store and storage room should also be considered in terms of design. The building would be 11 metres deep and 2.9 metres wide with a height of 2.75 metres. On outbuilding the Householder Extensions/Alterations Design Guide states:

Outbuildings

10.14 An outbuilding should normally only be used for purposes incidental to the enjoyment of the house. Examples could include common buildings such as garden sheds, other storage buildings, garages, and summer houses. A purpose incidental to a dwelling house does not include use as separate self-contained accommodation, or other primary living accommodation incorporating such components as a bedroom, bathroom, or kitchen. Proposals to provide separate accommodation or a commercial use (unless it constitutes working from home) in an outbuilding requires planning permission.

10.15 Outbuilding should not deprive the existing property of adequate private garden space and should be subordinate in scale to the existing dwelling and to the plot. In assessing proposals, the Council will consider factors such as the scale, height, proximity to boundaries, roof design, finishing materials and prominence in the street scene or rear garden environment.

10.16 As with all extensions, outbuildings should not detract from the character of the area (this is especially important where the outbuilding will be visible from the street) and should be unobtrusively located to the side and rear of the existing dwelling. They should also not have an adverse impact on the amenity of the surrounding properties in terms of noise and disturbance created through access or overlooking / overshadowing of existing properties.

The proposed outbuilding would be as deep as the dwellinghouse is wide. Although single storey in height, given its excessive depth, it would not be proportional to the main dwellinghouse or its plot.

The proposed development would result in a cramped and bulky appearance from multiple public viewpoints. It would have uncharacteristic design features, highly visible from the street scene including the flat roof and front facing dormers.

On balance, the proposed development would **NOT** comply with the requirements of Policy CS19 of the Core Strategy 2014 and paragraph 130 of the NPPF (2021) in terms of design, character and appearance.

Amenity of Future Occupiers

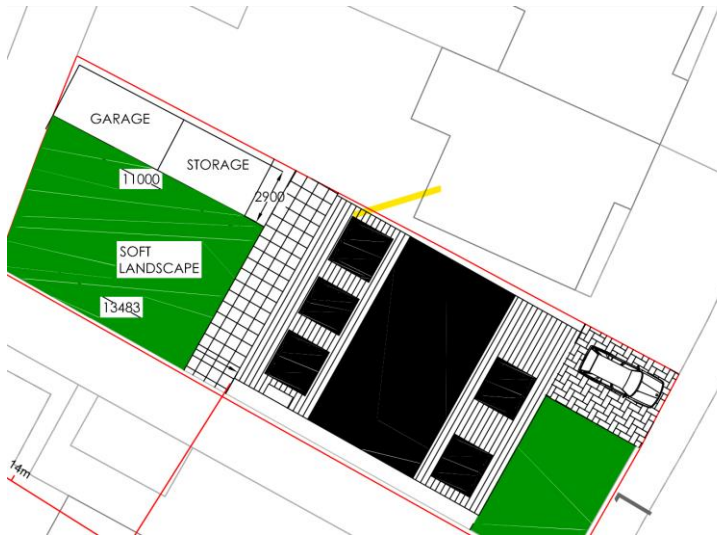
The NPPF (2021) states that planning decisions should aim to secure a high standard of amenity for all existing and future users. The impact on amenity is also considered with regard to the criteria with Policy CS19 of the Core Strategy, which states that new development should be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land. The impact on neighbours will be assessed in the next section of the report.

The rooms created as part of this scheme would comply with the minimum internal space standards. Adequate garden depth and area would be retained as per the required space standards.

Neighbouring Amenity

As outlined above, it is important that any development safeguards the amenity of neighbouring properties and land. Following a period of consultation with neighbouring properties, no objection to the proposal was received.

This property has one adjoining neighbour potentially impacted by this development: 3 Marconi Road. This neighbour is located to the northeast. There is a distance of 4-5m between the dwellinghouses side elevations. This would reduce to 1-2m as a result of the development. The proposed outbuilding would be 0.36m from the shared boundary. There is a brick and concrete block wall at the shared boundary. The existing outbuilding is also located on the boundary and this would be removed and replaced with the proposed outbuilding.



A 45 degree test as marked by the yellow line on the image above, shows that the development, being the proposed dormer at the closest and highest point would not overshadow the neighbours windows. The main house itself would maintain a single storey height and so would not result in overshadowing.

The existing dwellinghouse is already 4 metres deeper than this neighbour at its closest point. However, the proposed scheme would result in the dwellinghouse retaining a 4 metres greater depth and as a result of the side extension the bulk of this would be moved to 1 metre from the neighbour's side elevation. This closer proximity and retained greater depth would result in an increased impact on the neighbour in terms of overbearing bulk. However, given the low sloping nature of the roof pitch and the small scale of the dormer extensions, from this neighbour's perspective, the impact would not be significant.

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

Highways and Parking

The GBC Highways Officer has noted a discrepancy between the plans, with one plan inaccurately stating the rear outbuilding to be a garage. However, there is no potential for the building to be used for the storing of vehicles as there is no rear access and garage doors are not proposed to the building.

Disregarding the inaccuracy, the proposed development does not show the required spacing for 2 cars within the front garden space and so adequate and safe parking provision would not be available as a result of the proposed development.

Adequate vehicle and cycle parking provision would therefore **NOT** be available, contrary to paragraphs 110 to 113 of the National Planning Policy Framework (2021), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014 subject to further details of cycle parking provision.

Conclusion & Recommendation

The proposed development by reason of its disproportional scale, poor design and layout would result in significant harm to the character of this area and would as a result fail to comply with the requirements of the Householder Alterations/Extensions Guide, Policy CS19 (Development and Design Principles) of the *Core Strategy 2014* and paragraph 130 of the *National Planning Policy Framework (2021)* in terms of design, character and appearance.

The proposed development by reason of its inability to demonstrate adequate level of on site vehicle parking provision, resulting in harmful impact to highway safety, would as result be contrary to paragraphs 110 to 113 of the National Planning Policy Framework (2021), Saved Policies T1 and P3 of the Local Plan

First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014.

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

Case Officer:	Ms Lisa Williams	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	8th August 2023	Dated:	8th August 2023