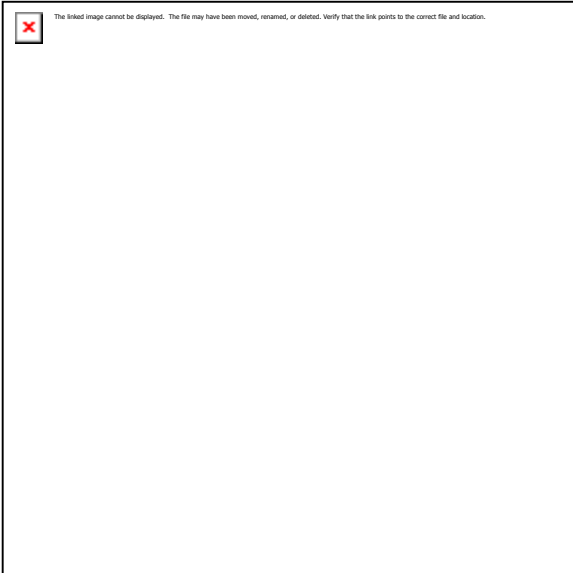




Delegated Report

Householder Planning Application

Planning Application No: 20220459

Location: 4 Pine Avenue Gravesend Kent DA12 1QZ

Description: Proposed hip to gable loft conversion with a dormer in the rear roof slope and conversion of the roof space to habitable rooms.

Applicant: Mr Matt Smith

Site Visit Date: Desk top

Submitted Documents/Plans

- Application form;
- Drawing no. MS/09 – Existing Ground Floor Plan & Elevations;
- Drawing no. MS/10 – Existing First Floor Plan & Elevations;
- Drawing no. MS/11 – Proposed First Floor Plan;
- Drawing no. MS/12 – Proposed Loft Floor Plan;
- Drawing no. MS/13 – Proposed Front Elevation;
- Drawing no. MS/14 – Proposed Side Elevation Facing No.2 Pine Avenue;
- Drawing no. MS/15 – Proposed Rear Elevation;
- Drawing no. MS/16 – Proposed Side Elevation Facing No. 6 Pine Avenue; and
- Drawing no. MS/17 – Existing Site Location & Block Plans.

Relevant Planning History

None.

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development

- CS02 – Scale & Distribution of Development
- CS12 – Green Infrastructure
- 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)

- 2 – Achieving Sustainable Development
- 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

GBC Highways Officer

This proposal changes a four bedroom property into a potentially five bedroom dwelling, as the study could easily be used as a bedroom.

Kent County Council vehicle parking standards for a four of more bedroom property in a suburban area, suggests that two car parking spaces should be provided. The drive to the front of the property can readily accommodate two vehicles so there are no objections, however as there are potentially five bedrooms a secure cycle parking space should be provided to comply with SPG4.

Given the concerns raised regarding deliveries to complete the works, it is suggested that no deliveries should occur before 9:30am or after 3pm to minimise any potential conflict with the schools nearby. Ideally contractors' vehicles should be parked on site, even if this displaces the occupier's cars to the street, as the cars are likely to be less of a hazard than contractors' vans.

It is noted on Google Street view for May 2019, pavement parking does not appear to be uncommon and supports the neighbours concerns.



Environmental Protection (Regulatory Services)

After reviewing the application we have the following comments:

Code of Practice on Construction and Demolition

Please apply so as to protect neighbours from dust and noise nuisance during demolition/construction phases.

Smoke Control Informative

Please provide the applicant with the following information.

The proposed development is situated in a smoke control area. As such, only authorised smokeless fuels as listed in the Smoke Control Areas (Authorised Fuels) Regulations 1991 shall be burnt or fireplaces/appliances exempted by Smoke Control (Exempted Fireplaces) Orders shall be utilised. Exempt appliances are appliances (ovens including pizza and tandoori ovens, wood burners and stoves) which have been exempted by Statutory Instruments (Orders) under the Clean Air Act 1993. These have passed tests to confirm that they are capable of burning an unauthorised or inherently smoky solid fuel without emitting smoke. They must be fitted and used according to manufacturer's instructions and they can only be used for the fuel for which they are designed. When purchasing fuels and fireplaces the applicant should clarify with the vendor their suitability with respect to use in Smoke Control Areas. For further information, including confirmation that an appliance and/or fuel is suitable for use in a smoke control area, the applicant should contact the Council's Regulatory Services air.quality@gravesham.gov.uk

UK Power Networks

We refer to the Planning Application for the above site. The proposed development is in close proximity to our substation and have the following observations to make:

If the proposed works are located within 6m of the substation, then they are notifiable under the Party Wall etc. Act 1996. The Applicant should provide details of the proposed works and liaise with the Company to ensure that appropriate protective measures and mitigation solutions are agreed in accordance with the Act. The Applicant would need to be responsible for any costs associated with any appropriate measures required. Any Party Wall Notice should be served on UK Power Networks at its registered office: UK Power Networks, Newington House, 237 Southwark Bridge Road, London SE1 6NP.

Our engineering guidelines state that the distance between a dwelling of two or more stories with living or bedroom windows overlooking a distribution substation should be a minimum of ten metres if the transformer is outdoor, seven metres if the transformer has a GRP surround or one metre if the transformer is enclosed in a brick building. It is a recognised fact that transformers emit a low level hum which can cause annoyance to nearby properties. This noise is mainly airborne in origin and is more noticeable during the summer months when people tend to spend more time in their gardens and sleep with open windows.

A problem can also occur when footings of buildings are too close to substation structures. Vibration from the transformer can be transmitted through the ground and into the walls of adjacent buildings. This, you can imagine, is very annoying.

In practice there is little that can be done to alleviate these problems after the event. We therefore offer advice as follows:

1. The distance between buildings and substations should be greater than seven metres or as far as is practically possible.
2. Care should be taken to ensure that footings of new buildings are kept separated from substation structures.
3. Buildings should be designed so that rooms of high occupancy, i.e. bedrooms and living rooms, do not overlook or have windows opening out over the substation.
4. If noise attenuation methods are found to be necessary we would expect to recover our costs from the developer.

Other points to note:

5. UK Power Networks require 24 hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development.
6. The development may have a detrimental impact on our rights of access to and from the substation. If in doubt please seek advice from our Operational Property and Consents team at Barton Road, Bury St Edmunds, Suffolk, IP32 7BG.
7. No building materials should be left in a position where they might compromise the security of the substation or could be used as climbing aids to get over the substation surround.
8. There are underground cables on the site associated with the substation and these run in close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.
9. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.

Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

No comments received from the following;

- KCC Heritage; and
- National Grid

Neighbouring properties

7 surrounding properties were consulted plus a site notice – overall consultation expiry date was 22/07/2022 – one response received the comments of which can be summarised as follows:

- Impact of builders vehicles and delivering materials to ensure the road and pavements are kept clear in an area which already suffers high on-street parking; and
- Noise from construction (non-material planning issue).

Officer's Analysis

Procedural Matter

The application has been described as 'Proposed hip to gable loft conversion with a dormer in the rear roof slope and conversion of the roof space to habitable rooms' however it is considered a more accurate description of the proposal as shown in the submitted drawings would be a '**Proposed first floor side extension** with a dormer in the rear roof slope and conversion of the roof space to habitable rooms'. However, given the proposal is not to be supported the Local Planning Authority have not requested a change in description from the applicant.

The application site consists of one of a pair of two storey c. 1930s semi-detached dwellings situated on the eastern side of Pine Avenue at its southern end. Pine Avenue is a suburban street of mixed detached and semi-detached properties. In respect of the semi-detached dwellings in Pine Avenue there are several different styles. Nos. 4 (the application site) and the adjoining semi no. 6 have brick and render front elevations under a hipped roof which extends as a cats-slide roof over the attached garage incorporating a side dormer at first floor level. The front elevation, apart from the change of the garage door to a window, has remained largely untouched since it was originally constructed.

Design, Character and Appearance

The proposal would involve significant changes to the character and appearance of the dwelling, this pair of semi's and the streetscene. The proposed first floor side extension would extend the gaps between the existing side dormer and the front and rear building lines and the main roof would be extended over to the same ridge height as the host dwelling and have a half hip roof design and raising of the eaves height.

Due to its siting, design, bulk and massing the proposal would be an overly dominant addition which would not be subservient to the host dwelling and would significantly change its overall character and appearance. There would be no set-back of the extension from the main front wall of the dwelling and no set down of the ridgeline. The half hip appears as a token gesture stopping just short of a full gable and in any case the half hip design is completely incongruous to the original catslide roof design of the host dwelling and the adjoining semi. Similarly the significantly raised eaves level is a further incongruous feature to the host dwelling and adjoining semi which have a much lower eaves level at the end of the cat slide roof. The proliferation of rooflights proposed in the front roof slope is also out of keeping with the surrounding area where front roof slopes are generally free from such alterations and in any case they are of oddly different sizing. The extension would be harmful to the character and appearance of not only the host dwelling but would also unbalance and alter the strong and simple form of this pair of semi-detached dwellings. The proposed extension would appear disproportionate in relation of the host and adjoining semi-detached property and would appear visually intrusive and out of character in the streetscene.

The proposed first floor side extension would be highly visible from Pine Avenue including in wider ranging views further along the street from the south. It would therefore not only cause harm to the character and appearance of the host dwelling and the adjoining semi-detached dwelling but also to the streetscene when viewed from Pine Avenue:



Turning to the rear, a large dormer extension is also proposed in the rear roof slope. The dormer is exceptionally large, particularly in width, and indeed is so wide the dormer on its southern side would encroach over the half hip roof. The fenestration in the dormer is all miss matched in sizing and design and completely out of keeping with that of the host dwelling. The side and rear of the host dwelling is also fully visible from Old Road East. The proposed first floor side extension and rear dormer is also therefore harmful to not only the character and appearance of the host dwelling and pair of semi's and the streetscene when viewed from Pine Avenue but also to the streetscene when viewed from Old Road East:



It is noted that there are a variety of styles of dwellings in Pine Avenue and there are examples of other first floor side extensions at nos. 16, 15 & 18 Pine Avenue. However these are not considered directly comparable to the current proposal and therefore do not provide justification as follows:

- No.16 is considered historic and not relevant.
- No.15 Pine Avenue is a different style of property to no. 4. Also this application only involved a hip to gable enlargement. The side extension was already in existence.

- 18 Pine Avenue has been designed in a subservient manner and also does not have a rear dormer which keeps bulk and massing to a minimum.

The proposed first floor side extension and rear dormer extension would cause harm to the character and appearance of the host dwelling, disrupt the visual harmony of this pair of semi-detached dwellings and introduce a disproportionate and visually intrusive element into the streetscene. As such in respect of design, character and appearance the proposal is contrary to Policy CS19 (LPCS).

Amenity of Occupiers

The dwelling would remain a four bedroom dwelling and the existing garden area and depth would not be affected by the proposals, therefore there would be no impact on occupiers regarding garden area or depth.

As a result of the proposals one of the existing bedrooms would be enlarged and a new bedroom proposed. The enlarged bedroom would be 18.7 sq. m which would exceed the minimum for a double bedroom as set out in the Technical Housing Standards (11.5 sq. m). The new bedroom would be 20.9 sq. m but some of this would be under the front roof slope. The bedroom area not including under the front roof slope would be 12.6 sq. m which would still exceed the minimum size.

In respect of the amenity of occupiers the proposal is therefore considered compliant with Policy (LPCS).

Neighbouring Amenity

The two windows in the flank elevation of the first floor side extension would be the same as those in the existing side dormer therefore no impact to the neighbouring properties to the south of which there are no habitable room windows in the north elevations of those dwellings in any case. From the rear dormer windows there would be a distance of some 27 to the rear boundary line therefore no issues regarding overlooking to the rear from the dormer. The windows in the rear of the dormer would not give rise to any more overlooking to neighbouring gardens than can currently take place from first floor level on the rear. In respect of neighbouring amenity therefore the proposal would be compliant with Policy CS19 (LPCS).

Parking and Highway Safety

The property would remain a four bedroom dwelling. SPG4 states there should be a maximum of 3 spaces per dwelling. In this case the front garden of the dwelling is partially hard paved with space for 2 vehicles and this is considered acceptable in relation to off-street parking provision. In respect of parking and highway safety the proposal is therefore compliant with saved Policy P3 (LPFR).

Any Other Material Planning Considerations

Substation: UK Power Networks have commented on the application given there is a substation to the south east of the application dwelling. As the application dwelling is an existing dwelling and there is a distance of some 24m between the dwelling and the substation, the issues raised are not considered relevant.

Conclusion & Recommendation

The proposal by virtue of its siting, bulk, massing and design would be an overly dominant incongruous addition which would not respect the character and appearance of the host dwelling, would unbalance the symmetry of this pair of semi-detached dwellings and would appear visually intrusive and out of character in the streetscene. As such, this proposal is contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (2014) and section 12 of the National Planning Policy Framework (2021) and refusal is recommended.

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

Case Officer:	Rebecca Harrison for Mrs Kelly Joyce	Team Leader:	Miss Faye Hobbs
Signed:	<i>Rebecca Harrison</i>	Signed:	
Dated:	2nd August 2022	Dated:	02 August 2022

Gravesham Borough Council