



Delegated Report

Application No:	20240398
Location:	8 Arcadia Road Istead Rise Gravesend Kent DA13 9EH
Description:	Demolition of garage, creation of steps/access way at the front of the property and erection of rear, side and front extensions with pitched roofs over with creation of a vehicular crossover and associated parking area.
Applicant:	Mr And Ms Gemma And Jake Brannagen And Freeman

Submitted Documents/Plans

The application comprises the following documents and plans:

- Application forms.
- Supporting Letter (31 May 2024).
- Existing Block Plan.
- Drawing no. CB 3231.01 – Existing Elevations and Floor Plan. Site Location Plan.
- Drawing no. CB 3231.02 – Proposed Elevations.
- Drawing no. CB 3231.03 – Proposed Floor Plan, Roof Plan and Block Plan (Block Plan Superseded).
- Drawing no. CB 3231.04 – Sections.
- Drawing no. CB 3231.05 – Proposed Block Plan and Contour of Street Scene.
- Photographs 1 – 6.
- Photograph showing spoil to be removed.

Relevant Planning History

The is no planning history relating to this property.

Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The Courts have held that it is a matter of planning judgement as to whether a proposal is in accordance with the development plan when 'read as a whole' and conflict with a particular policy or policies may not pass that threshold.

Where there are other material considerations, the development plan should be the starting point, and other material considerations should be taken into account in reaching a decision. One such consideration will be whether the plan policies are relevant and up to date.

In this instance the development plan for Gravesham currently comprises: -

- The Gravesham Local Plan Core Strategy (September 2014);
- Remaining Saved Policies of the Local Plan First Review (1994); and
- The Kent Minerals and Waste Local Plan 2013 - 2030 (2016, revised 2020).

Gravesham Local Plan Core Strategy (September 2014)

- CS01 - Sustainable Development
- CS02 - Scale & Distribution of Development
- CS11 - Transport
- CS12 - Green Infrastructure
- CS18 – Climate Change
- CS19 - Design & Development Principles

Saved Policies in the Gravesham Local Plan First Review (November 1994)

- P3 - Vehicle Parking Standards

Paragraph 33 of the NPPF (2023) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan First Review (1994) generally conform with the NPPF (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 – Achieving Sustainable Development
- Section 12 - Achieving well-designed and beautiful places
- Section 15 – Conserving and enhancing the natural environment

Supplementary Planning Guidance

- Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020.
- Householder Extensions/Alterations Design Guide Supplementary Planning Document (2021).
- Design for Gravesham – Design Code SPD (2024).
- SPG 4 - KCC Parking Standards (2006).
- Landscape Character Area (2009)

Consultations, Publicity and Representations

Environmental Protection Team

No response

Neighbouring properties

Five surrounding properties were consulted and a site notice displayed. No responses have been received.

Analysis

The application site lies on the northern side of Arcadia Road. It comprises a detached bungalow located within a predominantly residential area.

This proposal involves the demolition of the existing detached garage and its replacement with a single-storey side extension. A single storey extension would also be provided to the rear of the dwelling and a modest sized extension to the front. All three extensions would have pitched roofs. Due to changes in land levels across the site, steps would be created to the front of the property to provide access into the building. A vehicular crossover and associated parking area are also proposed.

The main planning considerations relating to this application are:

1. Principle of development
2. Design and visual impact
3. Impact on landscape
4. Impacts on residential amenity
5. Highway issues

These issues are assessed below:

Principle of development

This application is located in a Rural Settlement Inset from the Green Belt, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02 of the Core Strategy. As such there is no objection to the broad principle of the extension of this property.

Design and visual impact

Section 12 of the NPPF relates to “achieving well-designed and beautiful places” and sets out the Government’s requirements in relation to design issues. Paragraph 131 is particularly relevant:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

The aims set out in paragraph 131 of the NPPF are reflected in Policy CS19 of the Core Strategy. This requires new development to be “visually attractive, fit for purpose and locally distinctive” and to “conserve and enhance the character of the local built, historic and natural environment”. It also requires new development to “integrate well with the surrounding local area”. In addition, Policy CS19 requires the following:

“....the design, layout and form of new development will be derived from a robust analysis of local context and character and will make a positive contribution to the street scene, the quality of the public realm and the character of the area. Account will be taken of the scale,

height, building lines, layout, materials and other architectural features of adjoining buildings.”

The Council's Householder Extensions/Alterations Design Guide Supplementary Planning Document (SPD) provides design guidance on extensions and alterations and requires that any such proposals “should respect the original character of the existing dwelling, complement and correspond with the character of neighbouring properties and the local area”.

Arcadia Road contains residential properties of varied size and architectural style. It is characterised by a mixture of bungalows and two storey dwellings which are predominantly detached. Between Castlefields and the application the dwellings are predominantly bungalows of a broadly similar style. Immediately to the east of the application site most properties are two storey and of varied appearance.

The use of materials varies considerably. Within Arcadia Grove the elevational treatments include various types and colour of render and brick. There is also variation in the type and colour of roofing materials. A significant number of properties within Arcadia Road have benefited from extensions, additions and alterations which further contribute to the mixed character of development within this locality. It is within this context that the current application needs to be considered.

The existing garage has little architectural merit. It has a flat roof and functional design which does little to complement the character and appearance of the existing bungalow. The proposed side extension would result in a visual improvement. The provision of a pitched roof together with the use of matching materials would be more in-keeping with the host property. This extension would be stepped towards the rear due to the alignment of the side boundary. This would result in a pitched roof with a lower ridge height than the roof facing the road frontage. As it is to the rear, this change would not be visually prominent.

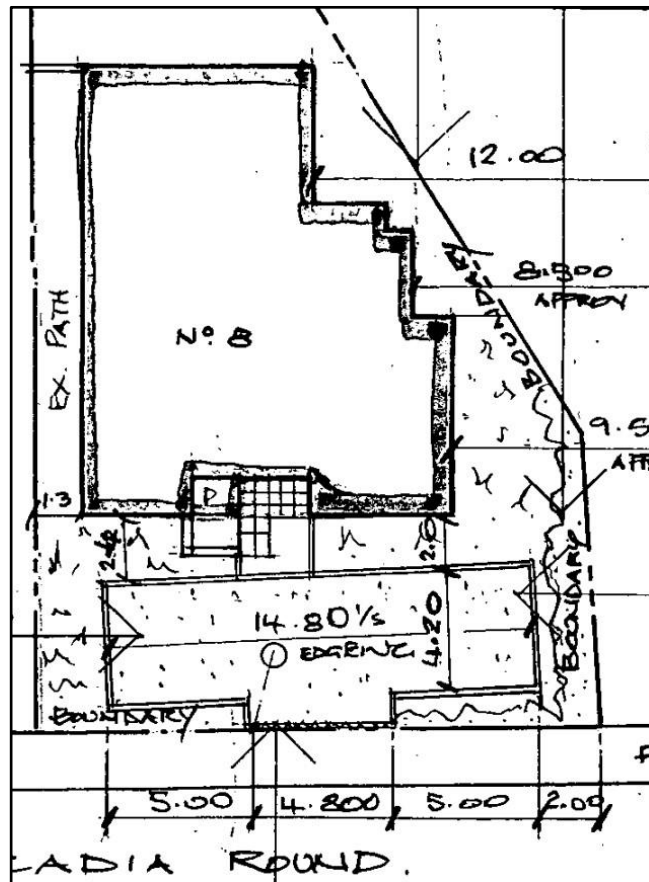
There is a single storey projection to the rear of the bungalow. The proposed rear extension would increase the depth of this by a further 2.0m and then square this off with the main property. The height of the roof would match that of the host dwelling and would extend over the resulting extension. This would increase the bulk of the building. However, the hipped design of the roof would be in-keeping with the design of the existing roof. Furthermore, as this element of the proposal would be located to the rear of the property, it would not be subject to widespread public view.

The front extension would be modest in size and would enlarge the existing front projection. The appearance of the resulting projection would mirror that of the proposed side extension.

This proposal includes various extensions which would result in this dwelling having a more varied roofscape. However, given the character of the locality described above, this would not necessarily result in visual harm to the existing dwelling or the wider area. Indeed, the replacement of the existing garage would certainly lead to a visual improvement. In addition, it is considered that the proposed extensions would sit comfortably within this plot and would ensure that a suitably sized garden area is retained. As such the development could not be considered to result in a cramped form of development or an overdevelopment of the site.

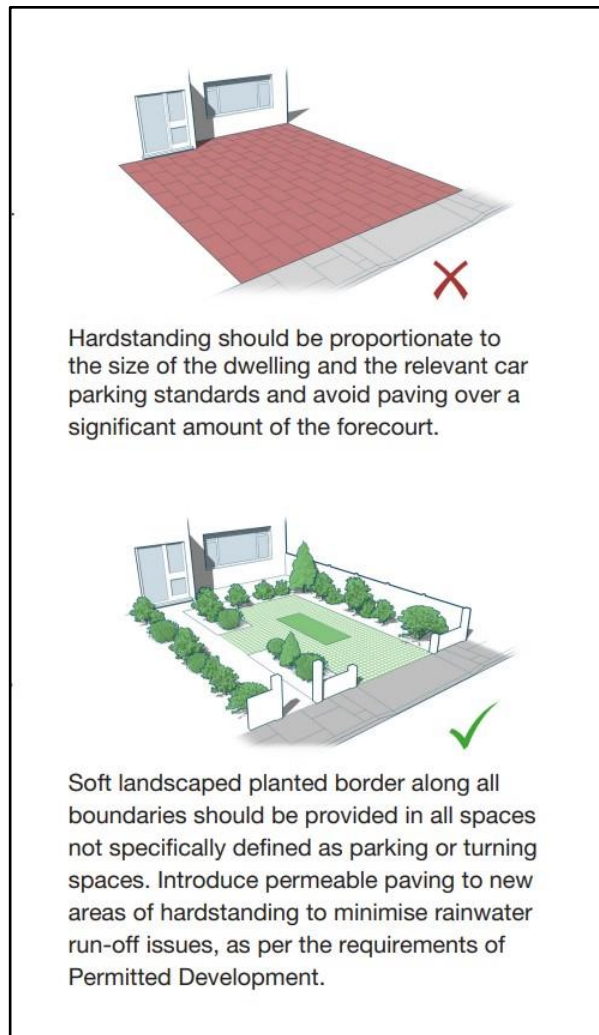
In these respects, it is considered that the proposed extensions could be supported in terms of their design and visual appearance.

This proposal also seeks to provide a new crossover and parking area to the front of the dwelling. This can be seen in the following extract from the submitted drawings:



The proposed parking area would occupy a significant proportion of the front garden area resulting in an adverse impact upon the visual amenity of the application site. Indeed, it is considered that this arrangement would fail to meet the requirements of paragraph 10.21 of the Council's Householder Extensions/Alterations Design Guide Supplementary Planning Document (2021) which relates to front gardens and parking

This document contains the following useful image which confirms the requirement that paving over a significant amount of the forecourt should be avoided. Instead, a soft landscaped planted border should be provided in all spaces not specifically defined as parking or turning spaces:



There is sufficient room within the site frontage to provide parking spaces located perpendicular to the road. These could be comfortably provided at the eastern end of the site frontage, thereby allowing the remainder of this part of the site to be soft landscaped. It is therefore proposed to add a condition to the recommendation requiring details of parking to be submitted to and approved by the local planning authority. An informative could also be added providing guidance on the preferred layout for the on-site parking provision.

In light of the above considerations and subject to the suggested condition and informative, this proposal would meet the tests set out in the NPPF, Policy CS19 of the Core Strategy and the Householder Alterations/Extensions Design Guide SPD in relation to the requirement for good design.

Impact on landscape

Section 15 of the NPPF highlights the importance of conserving and enhancing the natural environment, one aspect of which is the protection and enhancement of valued landscapes. Policy CS12 of Gravesham Local Plan Core Strategy states that the overall landscape character and valued landscapes within the Borough will be conserved, restored and enhanced and that proposals will take account of the Gravesham Landscape Character Assessment.

The site is located within the Instead Arable Farmlands Character Area. The key characteristics are defined in the Gravesham Landscape Character Assessment as follows:

- Gently undulating topography with open arable fields
- Fields divided by tracks, roads and occasional hedgerows
- Orchards to the east
- Minor native woodland clumps
- Few roads, which are open in character
- Instead Rise modern housing development
- Clusters of properties and farmsteads
- Large pylons

Given the location of the application site within a predominantly residential area, it is considered that this proposal would not conflict with the characteristics of the Instead Arable Farmlands Character Area as identified in the Gravesham Landscape Character Assessment and would meet the tests set out in Policy CS12 of the Core Strategy.

Impacts on residential amenity

Paragraph 135 of the NPPF requires planning decisions to, *inter alia*, provide “a high standard of amenity for existing and future users”. In addition, Policy CS19 of the Core Strategy requires new development to be located, designed and constructed to “safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land”.

Privacy

Windows are proposed in the front (southern) and rear (northern) elevations of the proposed extensions. Their main aspect would be towards the highway to the front of the dwelling and the garden to the rear. They would not therefore result in window-to-window overlooking or a loss of privacy to neighbouring private amenity areas. As the extensions are single storey, this would further ensure that there would be no loss of privacy to neighbouring occupiers.

Sunlight/daylight/outlook

The dwelling at no. 6 Arcadia Road lies to the east of the application site. The proposed side extension would be located in proximity to this neighbouring property. Due to the scale and design of the development and its orientation in relation to no. 6 Arcadia Road, it is unlikely that there would be an undue loss of sunlight/daylight or outlook. Indeed, the hipped design of the roof to the extension would further limit any impacts on this property.

The dwelling at no. 10 Arcadia Road lies to the west of the application site and would be most impacted by the proposed rear extension. As this extension would be located on the northern elevation of the application property, any loss of sunlight to neighbouring properties would be minimal. Furthermore, due to the scale and design of this extension, including the hipped roof design, there would not be an undue loss of daylight or outlook.

In light of the above considerations, this proposal would meet the tests set out in the NPPF and Policy CS19 of the Core Strategy in terms of the need to protect residential amenity.

Highway issues

Policy CS11 of the Core Strategy seeks to ensure that new development mitigates its impact on the highway and that sufficient parking is provided in accordance with adopted parking standards, reflecting the availability of public transport provision and the accessibility of local services and facilities. Saved Policy P3 of the Gravesham Local Plan First Review requires development to make provision for vehicle parking in accordance with the Kent County Council Vehicle Parking Standards.

This proposal would increase the number of bedrooms within the property from three to four. There is sufficient room within the curtilage of the site to ensure that satisfactory levels of on-site parking would be provided, subject to the design considerations set out above under the heading “design and visual impact”

Conclusion

In summary it is considered that the broad principle of this development is supported in policy terms and that it is acceptable in terms of design and visual impact (subject to a condition relating to the layout of the parking area), impact on landscape, impact on residential amenity and in terms of highway issues. As such it is recommended that permission be granted.

Recommendation:

GRANT PLANNING PERMISSION subject to conditions:

See draft Decision

Case Officer: Gary Edwards	Team Leader: Richard Hat
Signed: Gary Edwards	Signed: <i>R Hart</i>
Dated: 18/07/2024	Dated: 19th July 2024