



Delegated Report

Householder Planning Application

Planning Application No: 20231306

Location: 83 Windsor Road Gravesend Kent DA12 5BW

Description: Erection of first floor side extension, increase in height of roof incorporating front and rear dormers, infill extension between garage and dwelling and conversion of the garage into a lounge including dormer extension in rear roof slope to provide bedroom above, erection of a single storey front extension to provide double garage and erection of a front porch.

Applicant: Rajinder Dhanoya

Site Visit Date: 08/02/2023

Submitted Documents/Plans

- Application form;
- Drawing no. 01 – Rev. 01-WIP;
- Drawing no. 02;
- Drawing no. 03;
- Drawing no. 04;
- Photograph.

Relevant Planning History

Reference	Description	Decision	Decision Date
20010131	Conversion of existing attached garage into a study, wc, utility room and store and erection of a detached double garage at the side.	Permitted	02.04.2001

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 (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 1st 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

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

No response from:
Ward Councillors

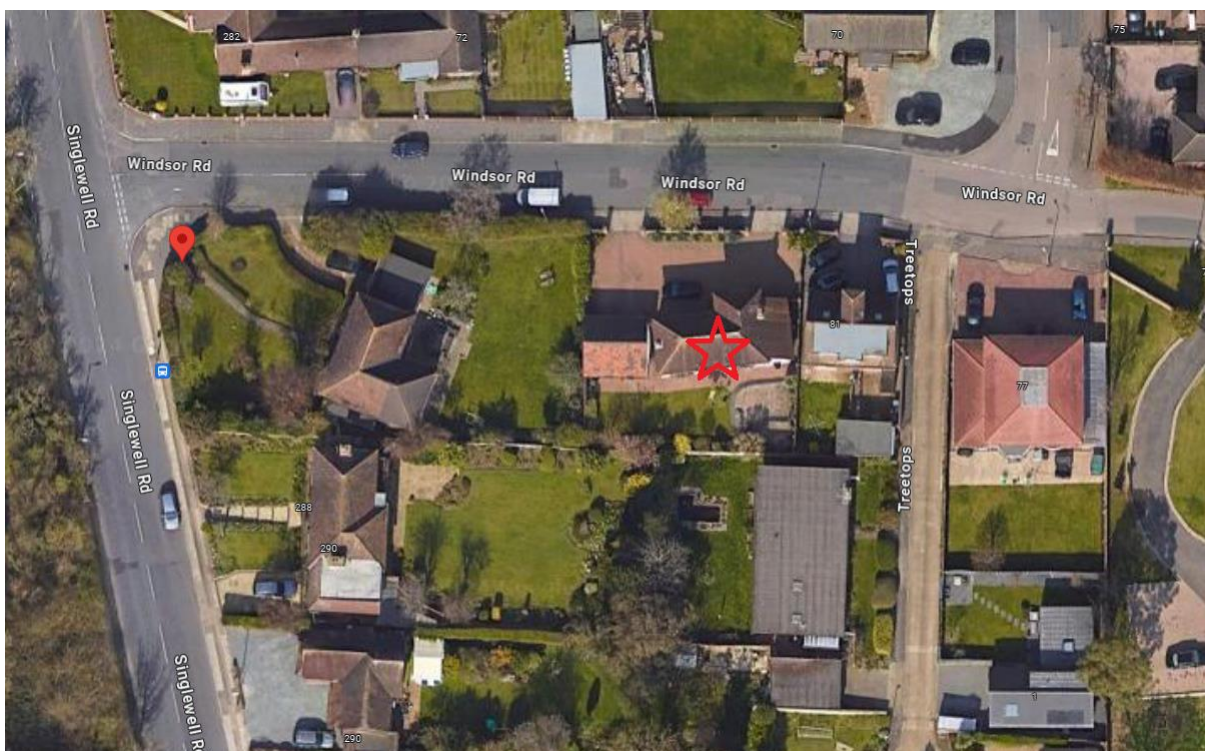
Neighbouring properties

6 surrounding properties were consulted – overall consultation expiry date was 05.02.2024 – two responses were received however they are identical comments from the same individual just sent at different times. Therefore, in effect only one comment has actually been received (objection) the comments of which are summarised as follows:

- Garage extension is forward of the building line in Windsor Road;
- The proposals are not in keeping with the size of the neighbouring properties and will be oversized;
- New garage extension will impact on the view and outlook from their property and garden and will overshadow their garden;
- The height of this proposed extensions will ruin their rear aspect and impact hugely on the view and outlook from their garden and property;
- Proposals may significantly reduce the natural light available to adjacent properties and overlook neighbouring grounds;
- Dormers on back of house and existing garage will reduce privacy for neighbouring properties;

Officer's Analysis

The application site consists of a two storey dwelling situated in Windsor Road as seen below:



Design, Character and Appearance

The application site consists of a two storey detached dwelling at the southern end of Windsor Road on the part which connects to Singlewell Road. It is residential in area where the dwellings vary in design, scale and roof form. A number of properties have been altered and extended in the area and there is therefore variety to the existing built form in the streetscene and the local area to which the property belongs.

The proposal includes increasing the height of the roof so the dwelling would increase from 7.86m high to 8.57m high therefore an increase of 0.71m, and also altering the hipped western end of the roof to a gable end.

A first floor side extension is proposed on the east elevation which would be built in line with the new raised ridge height and have a gable end design.

There is a dormer window and three rooflights proposed in the front roof slope. However the dormer would extend up from the main front wall giving the appearance of three storeys as it is not set above the eaves. It is 1.98m in width and would have a pitched roof. There is an extensive dormer extension proposed in the rear roof slope which would be 13.4m in width, 2.6m in height and have a flat roof. It would have two windows in it and a set of doors in the centre with a Juliet balcony.

A front porch is proposed which would be 1.4m in depth, 3.1m in width and 2.8m in height with a flat roof.

It is also proposed to erect an infill extension between the existing double garage and dwelling, convert the garage into a lounge, install a dormer extension in the rear roof slope to provide a bedroom above which would be 6.4m in width and 2.2m in height; and erect a single storey front extension to provide a double garage which would be 6.7m in width, 6.2m in depth and 5.2m in height to the top of the pitch.

The brick and render would match existing, the roof would be modern slate tiles.

Given the height of the adjacent property to the east, no. 81 Windsor Road, the increase in the height of the dwelling is considered acceptable as it would not be any higher than the adjacent property and would therefore not appear overly tall or out of keeping in the streetscene. The alteration of the western end of the roof from a hip to a gable end and the proposed first floor side extension on the eastern end are also considered acceptable as although the dwelling currently has a hipped roof there is as stated a mix of roof forms in Windsor Road and many examples of gable roofs including the neighbouring dwelling to the east no. 81 Windsor Road and the dwelling opposite no. 70 Windsor Road. Ordinarily first floor side/two storey side extensions should normally be set back from the main front wall and set down from the ridgeline in order to be subservient, but in this case given the varied style of dwellings in Windsor Road where there is no uniform style to the streetscene. A set back and set down is not considered to be necessary in this case therefore and with the gable ends would essentially replicate the design of the neighbouring dwelling to the east no. 81 Windsor Road and the dwelling opposite no. 70 Windsor Road.

In respect of the dormer window in the front roof slope, the Council's Householder Design Guide (2020) states 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. In this case it is noted that there is a front dormer in the neighbouring property to the east no. 81 Windsor Road and also at no. 73 Windsor Road, there is therefore a small degree of established character of front dormers in the immediate streetscene. However, what is proposed is unacceptable as it would be built up from the main front wall and not sit up from the eaves within the roof slope. The Council's Householder Design Guide (2020) states that dormers should be set away from the gables, hips, eaves and ridge of a property and in this case although it would be set away from the gables it would not be set away at all from the eaves as it would be built up from the main front wall. It would also be built right up to the ridge of the property. Although the dormer at no. 81 Windsor Road is built up to the ridge, this shows the importance of setting a dormer down from the ridge in order to create subservience, and the dormer at no. 81 is at least set up from the eaves which the proposed dormer at the application dwelling is not. The neighbouring dormer is not considered to justify the dormer proposed therefore which would be an incongruous and overly dominant addition in the front roof slope harmful to the character of the host dwelling and the streetscene.

With regards the dormer in the main rear roof slope the Council's Householder Design Guide (2020) states for rear roof extensions 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 and that when assessing planning applications, a high standard of design shall be required. As stated, it states that

rear roof extensions and alterations should be set away from the gables, hips, eaves and ridge of a property and also should be lower than the existing ridgeline, should not overwhelm the roof slope within which they are placed, window position and design should reflect the position, design and character of windows to the lower levels of the host building and large black facades on dormers can have an overbearing appearance and will not generally be acceptable. It refers to full width flat dormers being out of character in terms of scale and design and states that multiple, traditionally shaped dormers will compliment a property. In this case, the proposed dormer in the main rear roof slope is an extremely long box dormer. It would be set slightly down from the ridge, up from the eaves and in from the flanks but essentially it would be an extremely dominant addition that would conceal the whole of the rear roof slope of the host dwelling and would therefore not be a subservient addition. It is approximately 47m³ which although is under the 50m³ allowance, does not include the hip the gable enlargements also proposed. As such the extent of roof alterations are clear and considered overdevelopment. It is appreciated that the dormer would have a limited impact on the street scene and also that there is a similar dormer in the rear roof slope of the neighbouring property to the east no. 81 Windsor Road but again this shows the importance of subservient roof additions. In the case of the application site the application dwelling is much wider than no. 81 and the dormer would be full width so the inappropriateness and harm would be heightened.

The front porch is modest in size; it would have a flat roof which is a roof design which is not in keeping with the host dwelling but due to its modest size this is not considered so objectionable.

Turning to the works to the existing garage including the infill extension to connect the dwelling and garage, installing a rear dormer in the existing garage, converting it and then erecting a front extension to form a new double garage. There are no objections to the infill extension which is modest in scale and acceptable in design. The rear dormer in the rear of the existing garage is considered a dominant and incongruous addition, particularly when it is considered alongside the proposed dormer in the main dwelling. This element of the dwelling is single storey with a pitched roof. The proposal to add a large full width box dormer in the rear roof slope would increase the prominence of what is meant to be a modest and subservient element of the dwelling and appear incongruous. The dormer would be set slightly up from the eaves, in from the gables and down from the ridgeline but only just and would essentially conceal the whole of the existing roof slope. It is considered that it would therefore not be subservient and would be an incongruous addition which in combination with the large full width box dormer in the main rear roof slope of the dwelling, would be all add to the overdevelopment and dominance of the dormer extensions proposed to the property. It is appreciated the dormer would have little impact on the streetscene.

In respect of front extensions the Council's Householder Design Guide (2020) states that front extensions can change the character of the original building and where poorly designed have a negative impact on the appearance of the street and that due to their visibility these kind of extensions are most likely to have an impact on the wider street scene and are generally discouraged. It is stated that it is therefore important to invest a high level of design quality in such proposals. It states they should be designed to respond to and enhance the character of the existing dwelling and street, scale and design should respond to the existing dwelling and care should be taken to preserve the appearance of existing features. In this case the proposed front extension on the existing garage would have a hipped, pitched roof which is part of the character of the host dwelling however, it is the siting and extent of projection forward of the dwelling which is considered unacceptable. In the immediate streetscene in this part of Windsor Road there are no forward projections such as the front extension proposed. As the extension would be added onto the front of an existing garage which is already virtually level with the front elevation of the host dwelling and the proposed extension would be 6.2m in depth it would constitute an extremely dominant and incongruous addition in the streetscene extending far forward the rest of the built form in this immediate streetscene of Windsor Road. Although there is a single storey flat roofed projection on the side of the neighbouring dwelling to the west no. 286 Singlewell Road, this corresponds to the Singlewell Road street frontage rather than Windsor Road and is a side extension to that property not a front projection as is proposed at the application property. In the immediate streetscene the site is located in Windsor Road and it is considered that by virtue of its siting and size the proposed front extension would be overly large and would not be a subservient addition to the host dwelling and would appear as a dominant and incongruous addition in the streetscene.

In summary, the proposed increase in the height of the dwelling, alteration of the hipped western end of the roof to a gable end, the first floor side extension on the eastern end, the front porch, infill extension between dwelling and existing garage would be acceptable in design terms. However the proposed front dormer, the rear dormer in the host dwelling, the rear dormer in the existing garage and proposed front extension would by virtue of their scale, bulk, massing and design be overly dominant and incongruous additions which would be harmful to the character and appearance of the host dwelling and in some case the streetscene also. As such the proposal is considered contrary to Policy CS19 (LPCS) and section 12 of the NPPF (2023).

Amenity of Occupiers

The property would be a five bedroom dwelling. SPG (2020) states that a property with 4 or more bedrooms should have a minimum garden area of 100sq. m and a minimum rear garden depth of 10m. In this case the rear garden would have an area of 207 sq. m and a rear garden depth ranging from 8.2m to 10.7. The minimum standards as set out in SPG (2020) would therefore be achieved. In respect of existing and future occupier amenity the proposal is therefore considered compliant with Policy CS19 (LPCS) and paragraph 135 (f) of the NPPF (2023).

Neighbouring Amenity

Due to the height of the neighbour to the east no. 81 Windsor Road with its gable end with no windows in its west flank elevation, there would be no impact on that property with regards overshadowing, loss of light or loss of outlook from the proposed increase in the height of the dwelling or the first floor side extension on the eastern end nor any overlooking. The rear dormer would afford oblique views to the rear garden of no. 81 but this would not be materially worse than the oblique views which would currently be possible from the first floor level windows. The other elements of the proposal due to their distance would have no impact on no. 81.

The Cedars borders the site to the rear with its nearest point some 12m away from the rear elevation of the application property. Due to the distance between the two there would be no actual overshadowing, loss of light or loss of outlook to The Cedars in respect of the windows in its rear elevation. However, the proposed rear dormer, due to the openings it would have including two habitable openings (serving a bedroom) one of which would be a set of double doors with a Juliet balcony combined with its second floor level height would look right down onto the private rear garden area of The Cedars which would begin only 9.6m away and the minimum distance of 21m as set out in SPG2 (2020) would therefore not be achieved. It is appreciated that there will already currently be views from the existing first floor rear windows of the application property down into The Cedars private garden area, but for the above reasons the proposed dormer would materially increase this impact and harm with another level of openings a whole storey higher than is currently the case. It would lead to an increased sense of overlooking down into the private rear garden area of The Cedars (a single storey bungalow) and also potentially increased oblique overlooking into its rear windows or at the very least a perception of that for occupiers. Similarly the proposed rear dormer (with bedroom window) in the existing garage would also lead to an increased sense of overlooking to the private rear garden area of The Cedars and oblique views into the rear windows.

With regards no. 286 Singlewell Road there would be a distance of some 23m from the proposed gable on the western side of the roof to the nearest part of no. 286 and as such no issues regarding overshadowing, loss of light or loss of outlook. The distance from the nearest non-habitable opening (en-suite) in the dormer proposed in the main rear roof slope to the nearest part of no. 286 would be some 26.5m therefore, this exceeds the 11m minimum distance as set out in SPG2 (2020) for non-habitable to habitable windows. The distance between the nearest habitable window in the proposed dormer to the nearest part of no. 286 would be some 31m therefore this exceeds the minimum distance for habitable to habitable windows as set out in SPG2 (2020). With respect of the dormer in the rear of the single storey garage this would be some 16m from the nearest point of the rear elevation of no. 286 and would be a bedroom window. Although no direct overlooking due to the field of view from that window and the orientation of no. 286 to the application property it is considered it could give rise to a perception of overlooking to occupiers of that property by

virtue of its level and size.

With regards no. 288 Singlewell Road the distance of the nearest part of the roof extensions and alterations would be some 39m therefore no issues with overshadowing, loss of light, loss of outlook or overlooking.

The porch and front dormer due to their scale and distance from any neighbouring properties would cause no overshadowing, loss of light, loss of outlook or overlooking.

In summary the proposal by virtue of the rear dormers would lead to overlooking of neighbouring properties which would be harmful to their amenity and privacy. As such in respect of neighbouring amenity the proposal is contrary to Policy CS19 (LPCS) and paragraph 135(f) of the NPPF (2023).

Parking and Highways

The front garden of the property is all hard paved and there is a double garage proposed, there would therefore be space for a number of vehicles for this 4 bedroom property which would be in exceedance of the standards as set out in SPG4 (2006).

The double would be 5.98m in width and 6.2m in depth which would meet the minimum standards for a garage as set out in SPG4 (2006).

Therefore, in respect of parking and highway safety the proposal is therefore considered compliant with saved Policy P3 (LPFR).

Any Other Material Planning Considerations

None.

Conclusion & Recommendation

The proposal is acceptable in respect of occupier amenity and parking and highway safety but is not acceptable in respect of design, character and appearance and neighbouring amenity. As such the proposal is contrary to Policy CS19 and section 12 and paragraph 135(f) of the NPPF (2023).

Recommendation: Refusal

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

Case Officer:	Ms Rebecca Harrison	Team Leader:	Miss Faye Hobbs
Signed:	<i>Rebecca Harrison</i>	Signed:	
Dated:	12th February 2024	Dated:	12 February 2024