

Delegated Report

Householder Planning Application

Planning Application No: 20230833

Location: 50 Marina Drive Northfleet Gravesend Kent

Description: Erection of a first floor rear extension with a pitched roof.

Applicant: Ms Olga Varankova

Site Visit Date: Desktop

Submitted Documents/Plans

Application form;
Drawing no. (P)003 Rev. A – Proposed Block Plan;
Drawing no. (P)001 – Location Plan;
Drawing no. (P)002 – Existing Block Plan;
Drawing no. (P)101 Rev. C – Proposed Plans and Elevations;
Drawing no. (P)100 – Existing Plans and Elevations;
Photographs x 3.

Relevant Planning History

Reference	Description	Decision	Decision Date
20230524	Erection of a first floor rear extension with a flat roof.	Refused	17.07.2023

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 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

None.

Neighbouring properties

15 surrounding properties were consulted plus site notice – overall consultation expiry date was 22.09.2023 – no responses received.

Officer's Analysis

This application is a re-submission of previous application ref. 20230524 which was for the erection of a first floor rear extension with a flat roof and was refused on the following ground:

1. *The proposed first floor rear extension by virtue of its scale and design would be an unacceptable form of development due to it being greater in height than the eaves level of the host dwelling, having a flat roof design which is not in keeping with the roof form of the main dwelling and the juxtaposition with the existing mansard roof detailing on the out-rigger would create an extension that would not be subservient and would be of an incongruous design. The proposal would therefore be harmful to the character and appearance of the host dwelling and the streetscene and as such is contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (2014) and section 12 of the National Planning Policy Framework (2021).*

It therefore needs to be seen whether this application addresses this ground of refusal and also whether all other matters are acceptable or not.

The principle issues in the consideration of the application are:

- Design, Character and Appearance;
- Amenity of Future Occupiers;
- Neighbouring Amenity; and
- Parking and Highways Safety.

Design, Character and Appearance

The application site consists of a two storey semi-detached dwelling situated on the western side of Marina Drive as seen in the below images (application property is marked by a blue star below):





The property has an original two storey out-rigger and a single storey rear extension.

In the previous application it was proposed to erect a first floor rear extension above the existing single storey rear extension to the same depth as the existing two storey out-rigger – 2.2m in depth, 3.2m in width and from the top of the existing single storey rear extension to the top of the flat roof of the proposed first floor extension it would have had a height of 2.7m (the height to the top of the proposed first floor extension when measured from ground level would have been 6m).

The Council's Householder Extensions/Alterations Design Guide (2021) states that proposals for two storey or first floor rear extensions should ensure the following in terms of design:

- Depth: The extension does not dominate the original property. This can cause the site to appear overdeveloped, and cause long dark internal spaces to be formed. Extensions to extensions will generally not be supported.
- Height: two storey extensions can have very significant impact on neighbouring amenity, so should generally not be built up to site boundaries with neighbouring gardens / properties.
- Width: Extensions should not be of greater width than the original building.
- Design: Taller extensions are of greater visibility, and should incorporate roof designs to reflect, tie in with and not overwhelm the main property's roof. Patterns and proportions of windows should reflect the host building and local character.
- Materials: Using matching external materials and window / door frames is especially relevant for two storey extensions.

The proposed first floor rear extension would have been of a modest depth and width however, in terms of height, the extension was excessive as it would have exceeded the eaves height of the host dwelling. Furthermore, the proposed extension would have had a flat roof which is out of keeping with the host dwelling which has a pitched roof. The proposed extension also 'cut into' the mansard roof form of the existing two storey out-rigger thereby causing harm to this design detail which makes up part of the character of the rear elevation of the dwelling. The extension was not considered subservient and would have been of an incongruous design out of keeping with the scale and character of the host dwelling and as the flat roof would have been visible from Marina Drive to the south it would have been harmful to the streetscene also.

In this current application the design of the proposed first floor rear extension is much improved as it would now have a pitched roof. The extension as before would be the same depth as the existing two storey out-rigger (2.2m) and would be 3.2m in width. From the top of the existing single storey rear extension to the top of the ridgeline of the pitched roof of the proposed first floor extension it would have a height of 3.4m (the height to the top of the ridgeline when measured from ground level would be 6.7m). The proposed extension would be of modest depth and width and the eaves line would now be in line with the eaves line of the existing two storey out-rigger and slightly under the main eaves line of the host dwelling. The proposed extension would now have a pitched roof which is in keeping with the roof form of the host dwelling which is pitched. The extension would be faced with materials to match the host dwelling – render painted white and plain clay tiles.

The extension would be subservient to the host dwelling in keeping with its scale and character and would therefore now cause no harm to the host dwelling or the streetscene. As such in respect of design, character and appearance the proposal is considered compliant with Policy CS19 (LPCS) and the ground of refusal of previous application ref. 20230524 has been resolved.

Amenity of Occupiers

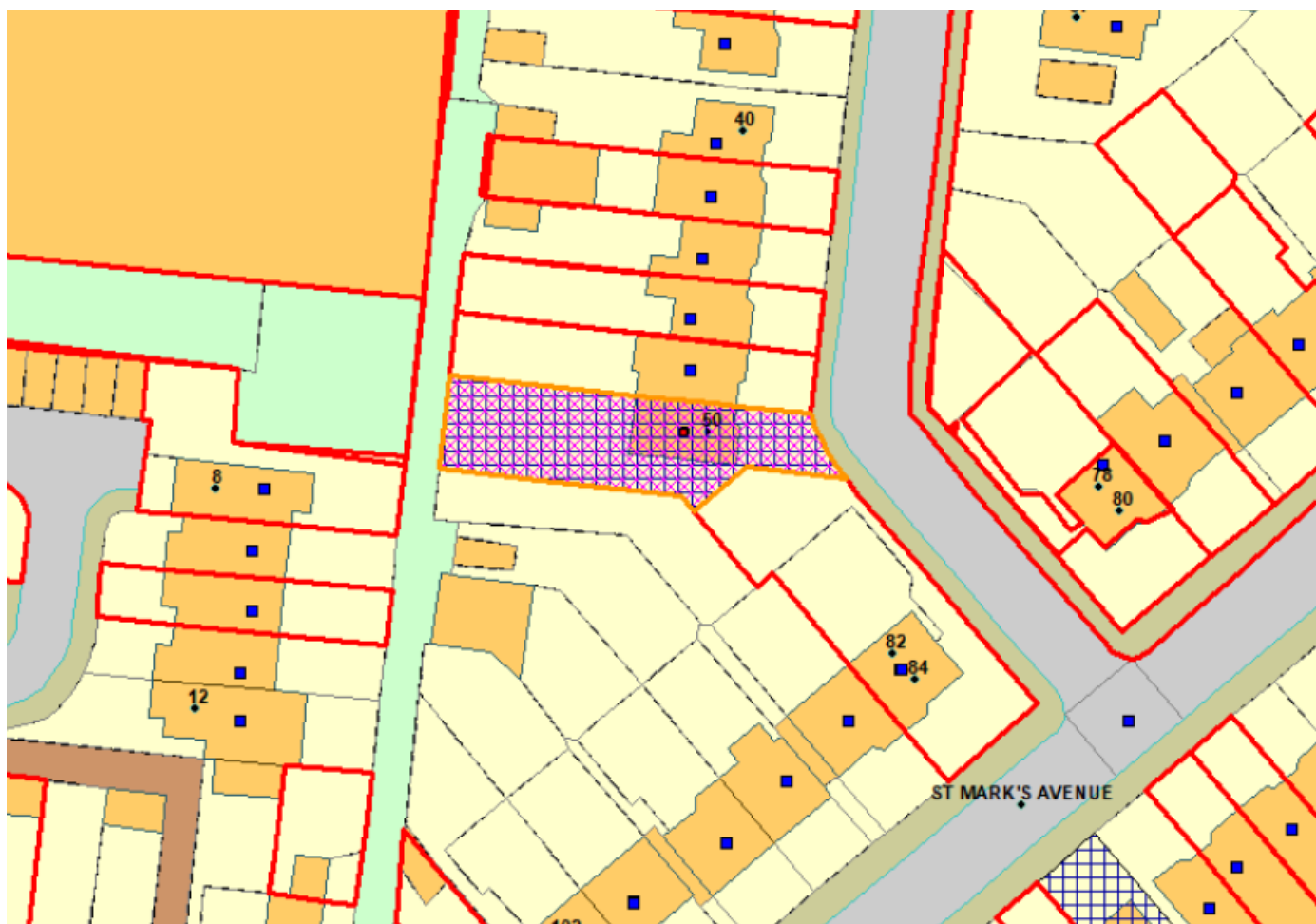
The proposal would not increase the number of bedrooms at the property (it would only increase the size of existing bedroom no. 2) and as a first floor extension is proposed it would not alter the existing garden area or depth at all.

The proposed extended bedroom no. 2 would be increased from 8 sq. m to 14.5 sq. m and would therefore exceed the minimum standard for a double bedroom as set out in the Technical Housing Standards (2015) which is 11.5 sq. m.

Overall, in respect of the amenity of occupiers the proposal is considered compliant with Policy CS19 (LPCS).

Neighbouring Amenity

The application site is surrounded by a number of properties as shown below:



The proposed extension would be located to the south of the existing two storey out-rigger on the rear of the application property and would not extend any deeper or higher than it. As such, there would be no impact on the neighbouring property to the north no. 48 Marina Drive with regards overshadowing, loss of outlook or overlooking.

To the south adjacent to the application site there are nos. 82-84 & 86 St Marks Avenue. Directly to the south alongside where the first floor rear extension is proposed there is the rear garden of no. 86 St Marks Avenue which is angled and with no. 86 situated some 25m away to the south-east. Due to the distance of no. 86 and its private garden area (first 5m from rear wall of dwelling) from the proposed extension there would be no impact on no. 86 with regards overshadowing or loss of outlook. There are no windows proposed in the south flank elevation of the proposed first floor side extension and therefore there would be no overlooking of no. 86 or its private garden area. The other property to the south of the application site is nos. 82-84 but due to the siting of this building with its rear elevation some 26m from the proposed extension there would be no impact on it or its private garden area. Due to the angled nature of this section of St Marks Avenue there are other properties which have their rear elevations angled towards the application site but due to their distance from where the first floor rear extension is proposed, 26m and more, there would be no impact on any of these properties with regards overshadowing, loss of outlook or overlooking.

To the west there is no direct neighbouring dwelling that would be affected at all from the extension; the nearest, no. 8 Collington Close, is some 26m away from the rear elevation of the application property.

In respect of neighbouring amenity the proposal is therefore considered compliant with Policy CS19 (LPCS).

Parking and Highways Safety

The proposal would not increase the number of bedrooms at the property or affect the existing parking arrangements in the front garden. As such there would be no impact on parking and highway safety and in this respect the proposal would be compliant with saved Policy P3 (LPFR).

Any Other Material Planning Considerations

None.

Conclusion & Recommendation

The proposed first floor rear extension is much improved in design terms compared to the previously refused application. It would now be acceptable in respect of design, character and appearance, amenity of occupiers, neighbouring amenity and parking and highway safety. The proposal is now therefore compliant with local and national planning policy and has resolved the ground of refusal of previously refused application ref. 20230524.

Recommendation: Permission

(For detailed conditions / 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:	13th October 2023	Dated:	13 October 2023