

Delegated Report

Householder Planning Application

Planning Application No: 20231282

Location: 1 Orchard Avenue Gravesend Kent DA11 7NX

Description: Erection of a single storey rear extension and front porch with an extension to the first floor side roof slope and side dormer; and conversion of the existing garage into habitable rooms.

Applicant: Mr Sandeep Bratch

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

- Application Form
- Drawing No: 10A/A3/01 (Existing Ground Floor and First Floor Map and Site Location Map)
- Drawing No: 10A/A3/02 (Existing and Proposed Front and Rear Elevations)
- Drawing No: 10A/A3/03 (Proposed Ground Floor Plan)
- Drawing No: 10A/A3/04 (Proposed First Floor Plan)
- Drawing No: 10A/A3/05 (Existing and Proposed Side Elevations)
- Drawing No: 10A/A3/06 (Existing and Proposed Block Plans)

Relevant Planning History

Reference	Description	Outcome	Decision Date
20230769	Erection of a single storey rear extension and front porch with an extension to the first floor side roof slope and side dormer; and conversion of the existing garage into habitable rooms.	Refused	12.09.2023
20211510	Extension of front porch and erection of a single storey rear, part two storey side and front extensions.	Permitted	20.01.2022
20210696	Extension of front porch and erection of part single, part two storey rear and side extension.	Refused	08.10.2021
19820853	Erection of single storey rear extension to form enlarged kitchen and construction of dormer extension in the side roof slope to form enlarged bathroom and enlarged bedroom	Permitted	18.01.1983

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

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

- CS19 – Development & Design Principles

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

- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2023) sets out those 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 The review 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 a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) general conform with the National Planning Policy Framework (2023), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2023)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving Well-Designed and Beautiful Places

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)
- Technical Housing Standards – Nationally Described Space Standard (2015)

Consultations, Publicity and Representations

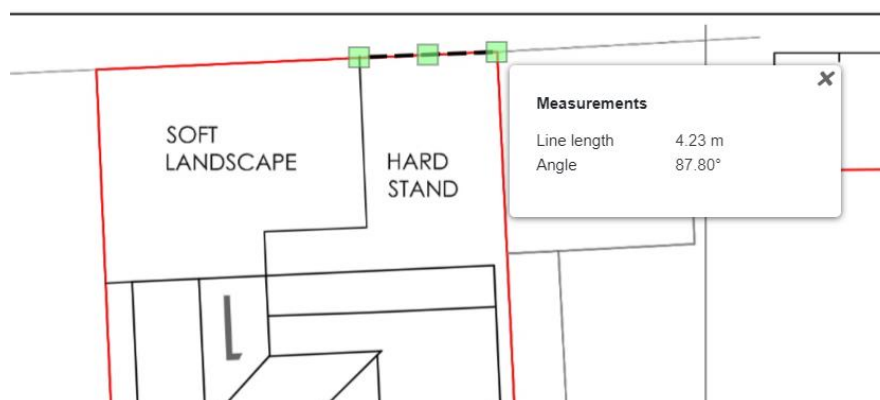
Local Ward Councillors

No comments received.

GBC – Highways Officer

In the interests of nil detriment, this would require two vehicles to be parked on the drive, instead of one to replace the loss of the garage.

A double width driveway adjacent to an enclosing boundary is 5.2 metres wide whereas only some 4.2 metres is shown on the proposed block plan.



Extract from KCC SPG4 regarding width of parking spaces. See last sentence Note 2

B8. The preferred sizes for parking bays in Kent provided as part of development proposals are:

	Length	Width
Parking Bay Size for Powered Two-Wheelers ⁽¹⁾	2.5m	1.5m
Parking Bay Size for Cars ⁽²⁾	5.0m	2.5m
Parking Bay Size for People with a Mobility Handicap	5.5m	3.6m
Parking Bay Size for Light Goods Vehicles	7.5m	3.5m
Parking Bay Size for Minibuses ⁽³⁾	8.0m	4.0m
Parking Bay Size for Coaches ⁽³⁾	14.0m	4.0m
Parking Bay Size for Rigid Heavy Goods Vehicles	12.0m	3.5m
Parking Bay Size for Articulated Heavy Goods Vehicles	16.0m	3.5m
Notes:	1. A minimum space of 1.0m should be allowed between each motorcycle. 2. Where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive the preferred bay size should be 6.0m x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2.7m 3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.	

Neighbouring properties

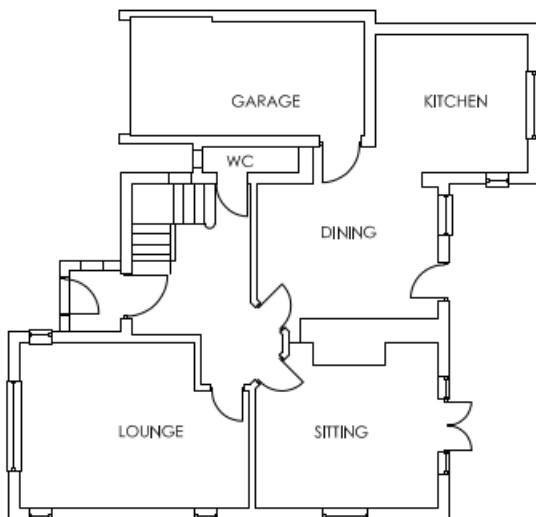
The application was advertised by way of letters to 7 surrounding properties. The consultation period expired on 11.01.2024 and no comments were received.

Analysis

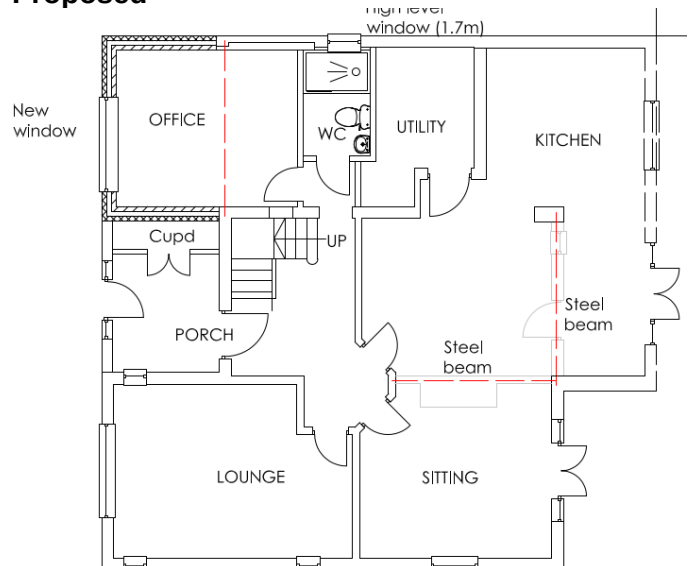
Proposal

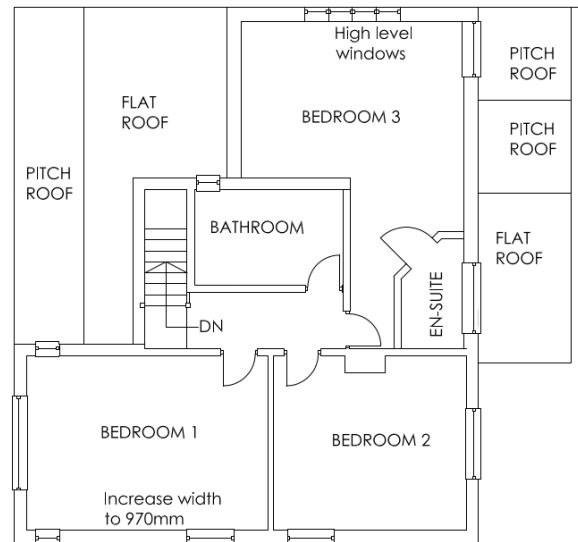
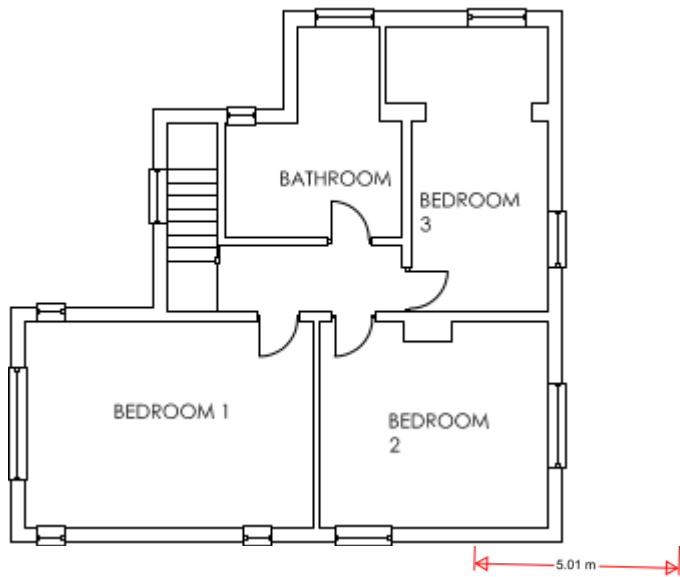
The proposal seeks to erect a single storey rear extension and front porch with an extension to the first-floor side roof slope and side dormer; and conversion of the existing garage into habitable rooms.

Existing

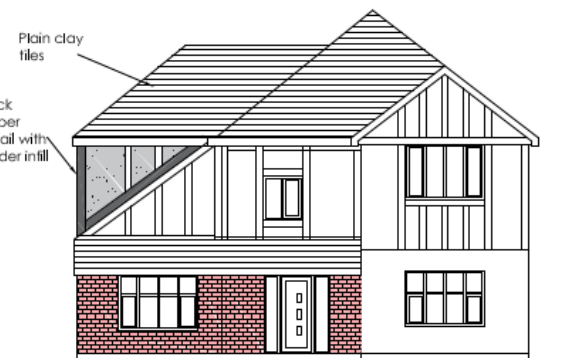


Proposed





EXISTING FRONT ELEVATION



PROPOSED FRONT ELEVATION



EXISTING REAR ELEVATION



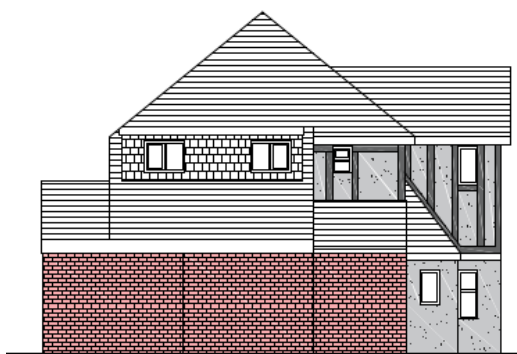
PROPOSED REAR ELEVATION



Existing Side Elevation (view from No.3)



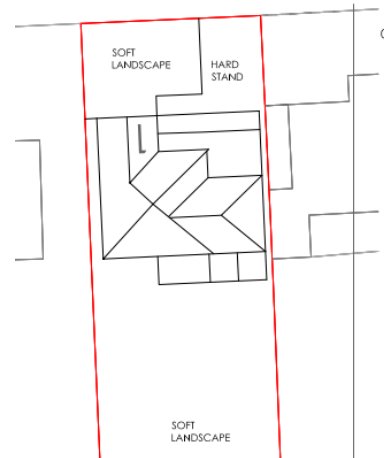
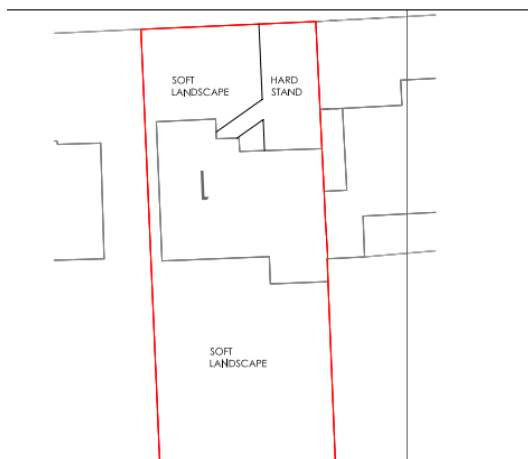
Proposed Side Elevation (view from No. 3)



Existing Side Elevation



Proposed Side Elevation



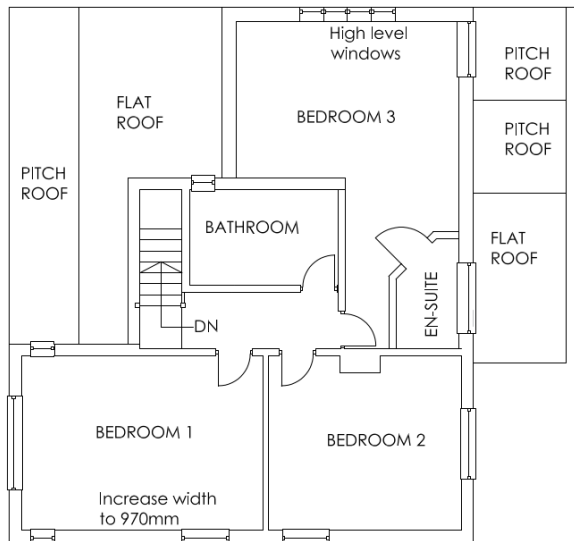
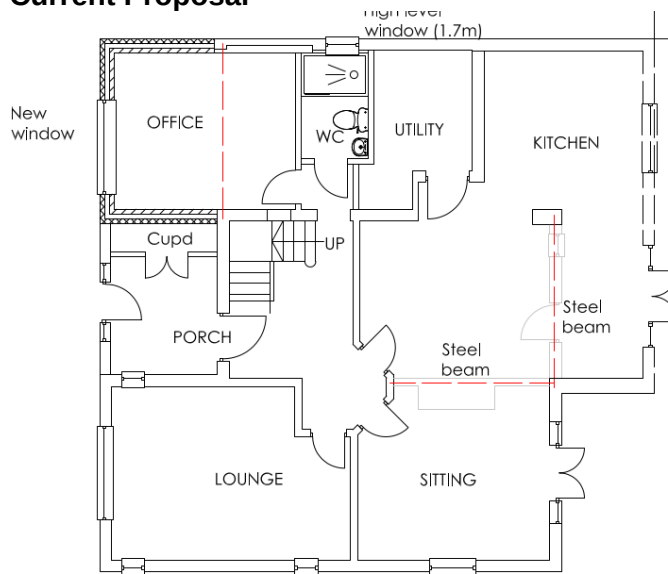
Background

The proposal is a resubmission of 20230769 which was refused on the below ground:

The proposal will result in the introduction of a large dormer which will result in a significant blank façade, which is out of scale, overbearing and of poor design. The dormer will overwhelm the existing roof slope and introduce a harmful and unattractive flat roof addition to the property contrary to the requirements of Policy CS19 Local Plan Core Strategy (2014), SPD4 Household Alterations and Extensions Guidance (2021) and Section 12 of the National Planning Policy Framework (2023)

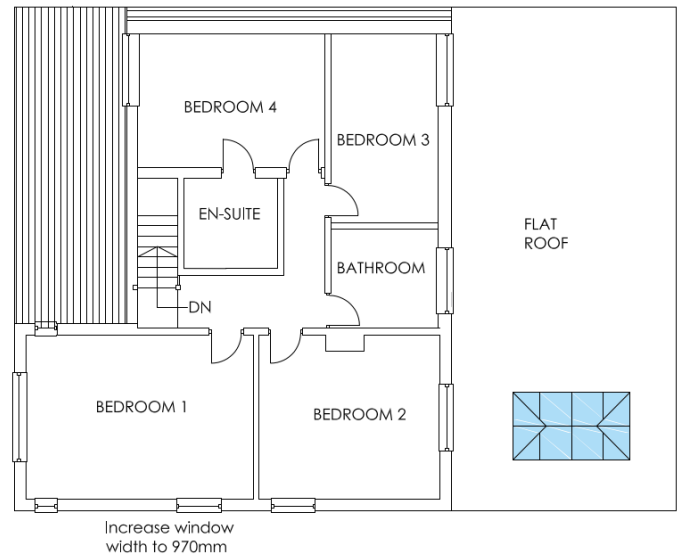
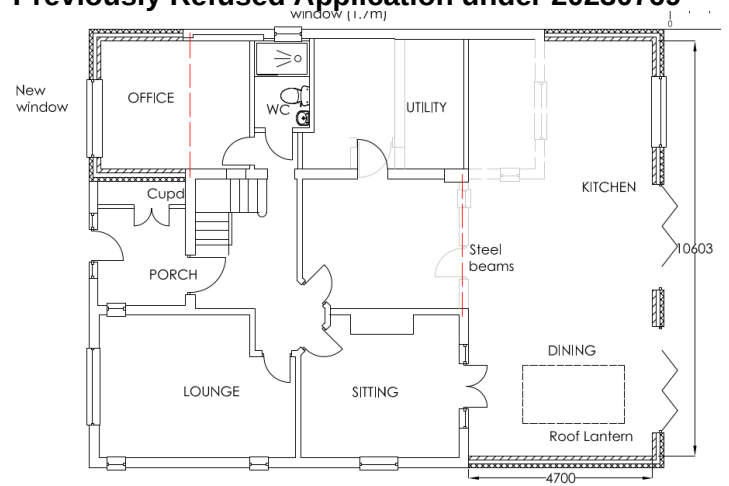
There is an extant planning permission under reference 20211510 on the site however this has not been utilised.

Current Proposal



PROPOSED FRONT ELEVATION

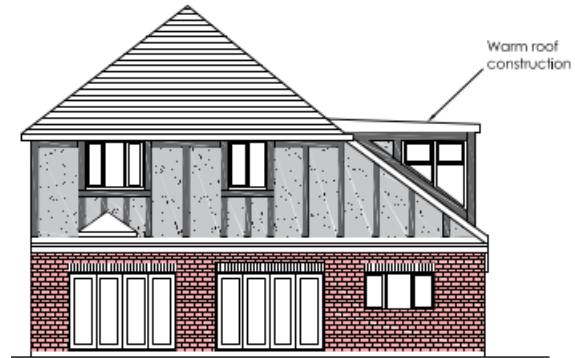
Previously Refused Application under 20230769



PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION



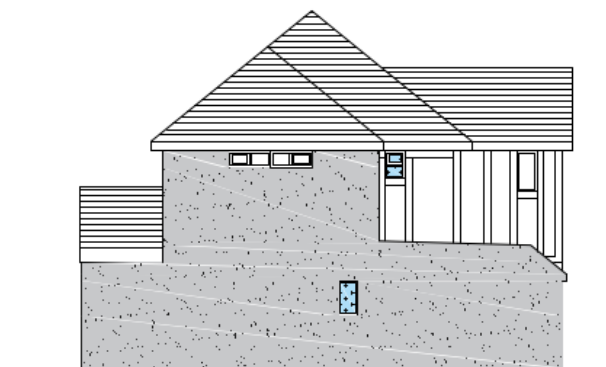
PROPOSED REAR ELEVATION



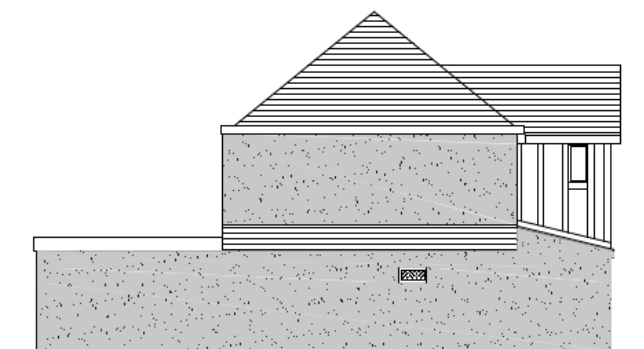
Proposed Side Elevation (view from No. 3)



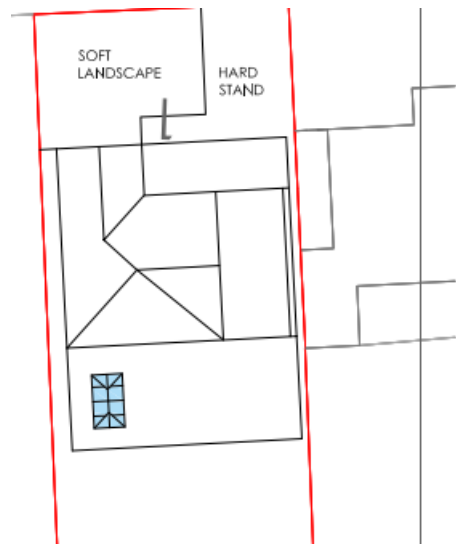
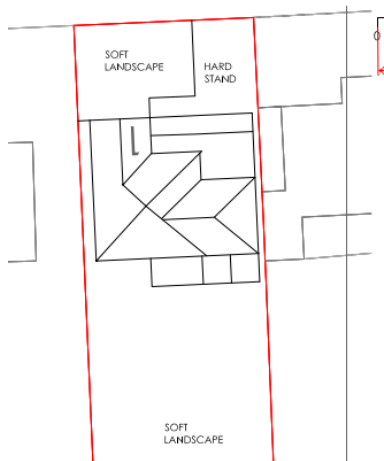
Proposed Side Elevation (view from No. 3)



Proposed Side Elevation



Proposed Side Elevation

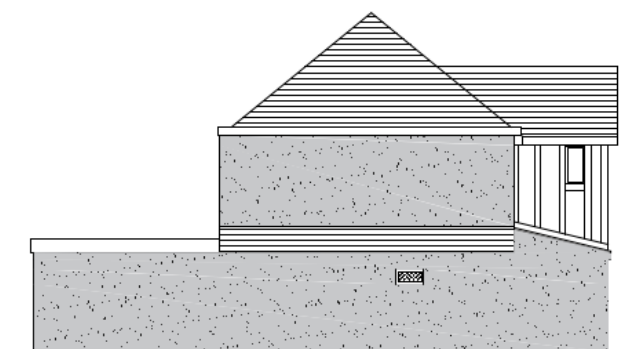


Character and Appearance

The application site is a two-storey detached house in use as a single family dwelling. The current proposal largely retains the existing roof form with the exception of the proposed first floor side extension. The revised proposal also seeks to convert the garage into a habitable room and introduce a high-level window in the flank elevation at ground floor level to serve a shower/w.c and a high-level window at first floor to serve a bedroom.

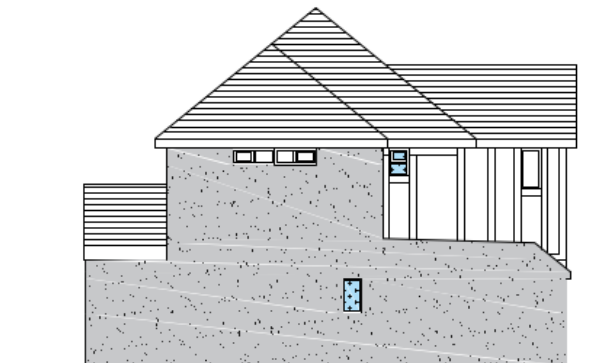
In order to ascertain whether the current proposal is acceptable it is necessary to determine whether the previous reasons for refusal have been adequately amended. The previous refusal (ref: 20230769) raised concerns relating to the design and appearance of the first-floor side dormer which introduced a large blank façade and constituted poor design.

Refused Proposal (ref 20230769)



Proposed Side Elevation

Current Proposal



Proposed Side Elevation

The revised proposal has removed the flat roof side dormer in its entirety and instead has introduced a first-floor dual pitched roof which is set behind the principal elevation and below the main ridge so to demonstrate subservience.

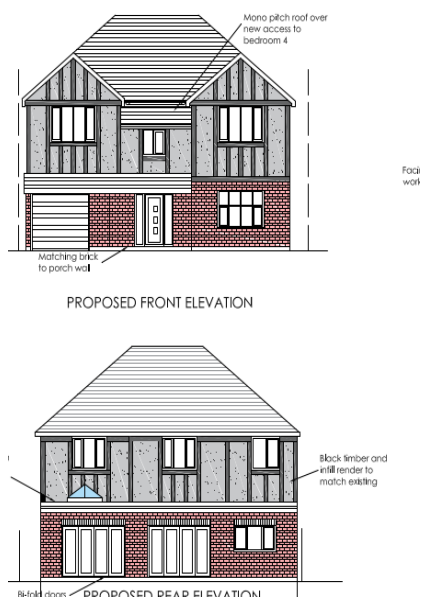
The extension to the rear will be reduced to a very modest scale and will be part width, The single storey front extension has been altered to have a flat roof as opposed to the mono-pitch, whilst the mono-pitch was preferable in terms of design, it is considered a refusal of the entire scheme on this basis is not warranted. The current proposal will also convert the existing garage into a habitable room, this was not raised as a concern in the previous refusal (ref: 20230769). The garage conversion is acceptable as it is not

an uncommon addition in the street scene and it is designed appropriately with fenestration to match the host dwelling.

Current Proposal



Permitted under 20211510



On balance in terms of design it is considered that the current proposal has adequately addressed the previous reasons for refusal under application 20230769 and so the submission is deemed compliant with the requirements of CS19 Local Plan Core Strategy 2014 and SPD4 – Householder Alterations and Extensions Guidance (2020).

Amenity of Future Occupiers

The proposed bedroom will have a floor space of approx. 20sqm which is compliant with the council's technical standards. It will be served by a window in the rear elevation as well as a high-level window in the flank elevation.

There will be sufficient garden space post development to comply with SPG2 Residential Layout Guidelines (2020) and so the proposal is considered to adequately safeguard the amenity of future occupiers.

Neighbouring Amenity

The first-floor side extension is located on the eastern side of the building close to the neighbour 'Evalon'. This neighbour has a first-floor flank window overlooking the site that is high level and secondary window that serves a bedroom. Any loss of outlook or daylight to this window is not significant as this is not the sole window. The proposed development will also have a high-level window in the flank elevation at first floor level and a high-level window serving a w/c and shower room at ground floor level of which the w/c window can be conditioned to be obscure glazed and top hung to ensure the privacy of this property is maintained.

Due to the path of the sun, there will be no detrimental impact on sunlight or daylight of any neighbouring properties.

To further maintain privacy a condition will be imposed to ensure there are no further openings created in the flank elevations.

The proposed extensions and alterations are considered to adequately safeguard neighbouring amenity.

Parking and Highways

The revised proposal will retain 3 bedrooms on site whilst resulting in the loss of a garage space. The highways officer states that there should be two on site parking spaces to meet the needs of the development, however on balance should the applicant increase on site parking provision this will result in a loss of soft landscaping.

The soft landscaping is considered to soften the street scene whilst a further hardstanding will urbanise the street scene, Orchard Avenue benefits from ample on street parking without restrictions and so notwithstanding the comments of the highways officer the proposal is considered to be acceptable in terms of parking.

Conclusion & Recommendation

The proposal has been fully considered and permission is recommended subject to conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Sharon Sahota	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	08.02.2024	Dated:	09 February 2024