

Delegated Report

Householder Planning Application

Planning Application No: 20230999

Location: 2 Burghfield Road Istead Rise Gravesend Kent

Description: Erection of a single storey side and rear extension, and conversion of loft space with rear and front dormers.

Applicant: Mr R Voak

Site Visit Date: 13th November 2023

Submitted Documents/Plans

Application Form

2023/63 – Location Plan, Block Plans, Proposed Floor Plans and Elevations

2023/64 – Existing Floor Plans and Elevations

Email confirming roof tile material

Superseded Plans:

~~2023/63 – Location Plan, Block Plans, Proposed Floor Plans and Elevations~~

Relevant Planning History

No relevant planning history. All planning history is pre 1960'.

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

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

- SPG2 - 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); and
- Gravesham Landscape Character Assessment (2009)

Consultations, Publicity and Representations

Consultees

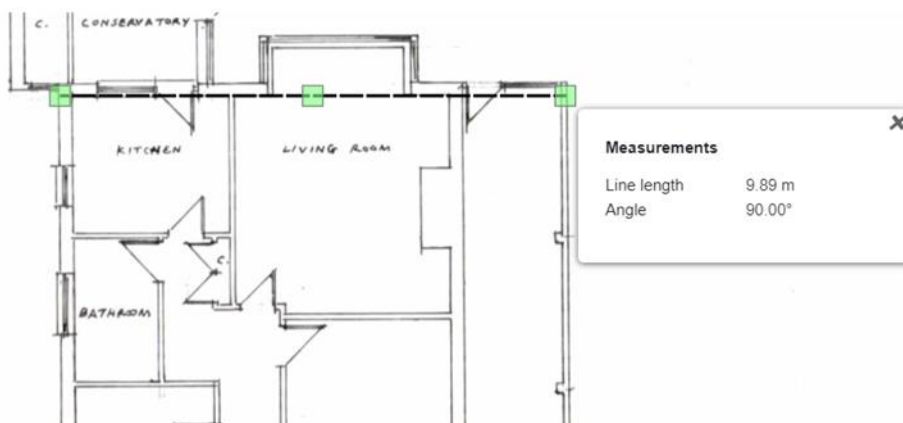
Ward Councillors:

No comments received.

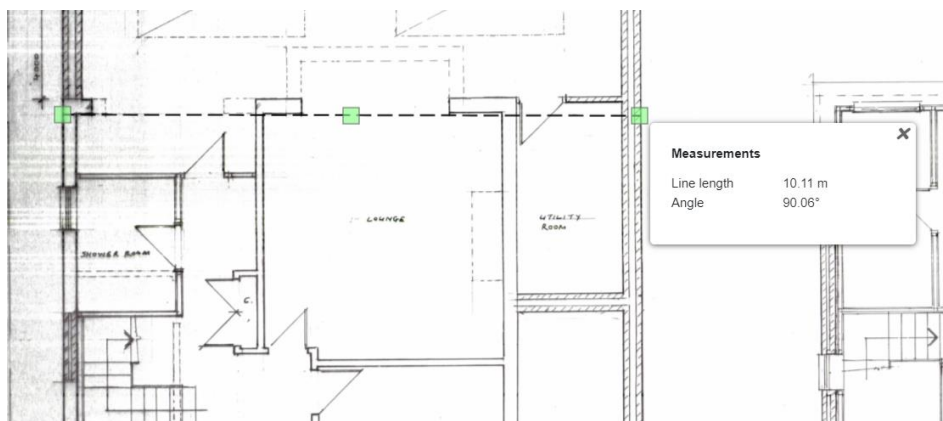
GBC Highways Officer:

18th October -

The property will increase in size from a three bedroom to four bedroom property which is acceptable. However, to achieve the design the physical width of the property appears to have increased to retain the garage width with a new cavity wall construction.



Drawing number 2023/64 Existing



Drawing number 2023/63 Proposed

A difference of some 220mm, which whilst not necessarily significant gives the impression the garage width will be no worse than the existing situation. This additional width could only be achieved by building on the neighbour's property.

Whilst the existing garage may be substandard and does not comply with current guidance it was provided, presumably as a garage and so would have been taken into account as a parking space. However, the inevitable reduction in width due to the construction of a cavity wall means changes are taking place and it can no longer to be considered to be a car parking space, although it would serve for the parking of the cycles required by KCC SPG4 of one per bedroom.

The depth of the front driveway appears to be some 5.2 metres and there is sufficient width to provide for two cars. It is noted that the parking space in front of the garage, is less than current guidance would suggest, but as the garage door remains unaltered, I will accept this.

So, in highway terms I have no objections, but two cycle spaces will be required to serve the additional bedrooms, and these can be provided in the substandard garage which ideally should be redefined as a store. This assumes that the measurements on the drawings are correct, so I suggest a dimensioned parking plan is requested possibly as a condition for two car parking spaces as defined in SPG4 issued by Kent County Council.

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.	

Note the additional width requirement in Note 2

Updated comments on 19th November:

The revised drawings, confirm the garage is no longer viable to park a car, but is suitable for the storage of cycles etc.

The applicant has not submitted a parking plan, but from what I can ascertain from the drawings submitted, it will be possible to park two vehicles on the driveway. I therefore have no objections.

Neighbouring properties

A site notice was displayed on 13th November 2023. 2no. surrounding properties were consulted and 1 comment was received from a member of the public. The comment is summarised as follows:

- The Juliette balcony would allow direct views into neighbouring gardens.
- The dressing room and ensuite windows and side windows on east would also overlook neighbouring properties and opaque glass should be used if approved.
- The increased ridge height and three dormers' windows to the front would result in resemblance to a large house in an area characteristic of bungalows.
- Could this scheme be considered overdevelopment?
- Only 2 neighbours have been notified and wider consultation should be undertaken.

Officer Note: The two adjoining neighbours were sent letters and directly notified. A site notice was also placed, allowing for wider consultation. The consultation complies the relevant consultation requirements.

It should also be noted that since these comments were received the proposed plans were altered to use a window to the rear dormer instead of a Juliet balcony and to set the dormer up from the eaves.

Officer's Analysis

Principle of Development

This application is located in a Rural Settlement inset from the Greenbelt, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development.

However, all other relevant matters should be considered. In this instance, the main points to consider would be the potential impact on; Visual Amenity (Design, Character and Appearance), Amenity of Future Occupiers and Residential Amenity of neighbours.

Design, Character and Appearance

The existing dwellinghouse is a detached bungalow. The adjoining properties are also bungalows, with the character of Burghfield Road consistently containing bungalows. It is noted that two-storey dwellinghouses are located alongside Brookside Road which stems off Burghfield Avenue, to the South of the subject dwellinghouse.



To the front elevation as visible from the street, the proposal would extend the roof, above the garage. It would retain the existing eave height and maintain the main ridge height of 5.85m. It would also introduce three dormer windows with half hipper roofs.



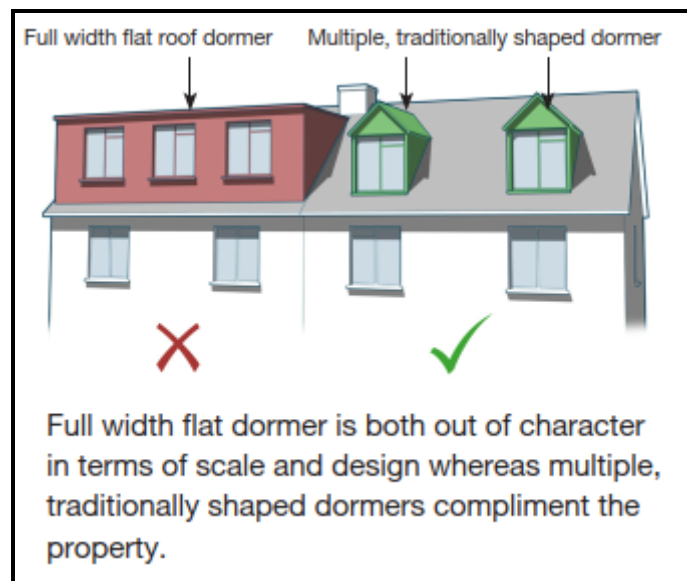
Roof Extensions

The proposed roof extension would extend above the garage but would retain the overall existing eave and ridge height. The impact visually would be the enclosing of the roof spacing with 1 Burghfield Avenue.

However, there would remain a 1 metre gap between the buildings and given that the building are both bungalows, there would be no terracing effect as a result of the change.

Roof Dormers

The Householder Extensions/Alterations Design Guide SPD advises under paragraph 10.10 that it will generally not be acceptable to create dormers on the front of a property whether there is not an existing established character of such forms in the immediately surrounding street scene. In this instance, whilst it is not a dominant character, there are instances of front facing roof dormers in the vicinity. 17, 23, 36, 38 and 39 Northumberland Road all have a flat roof dormer on the front roof slope. However, it is noted that the Design Guide makes a distinction between dormers which may be acceptable and those which would not as shown below.

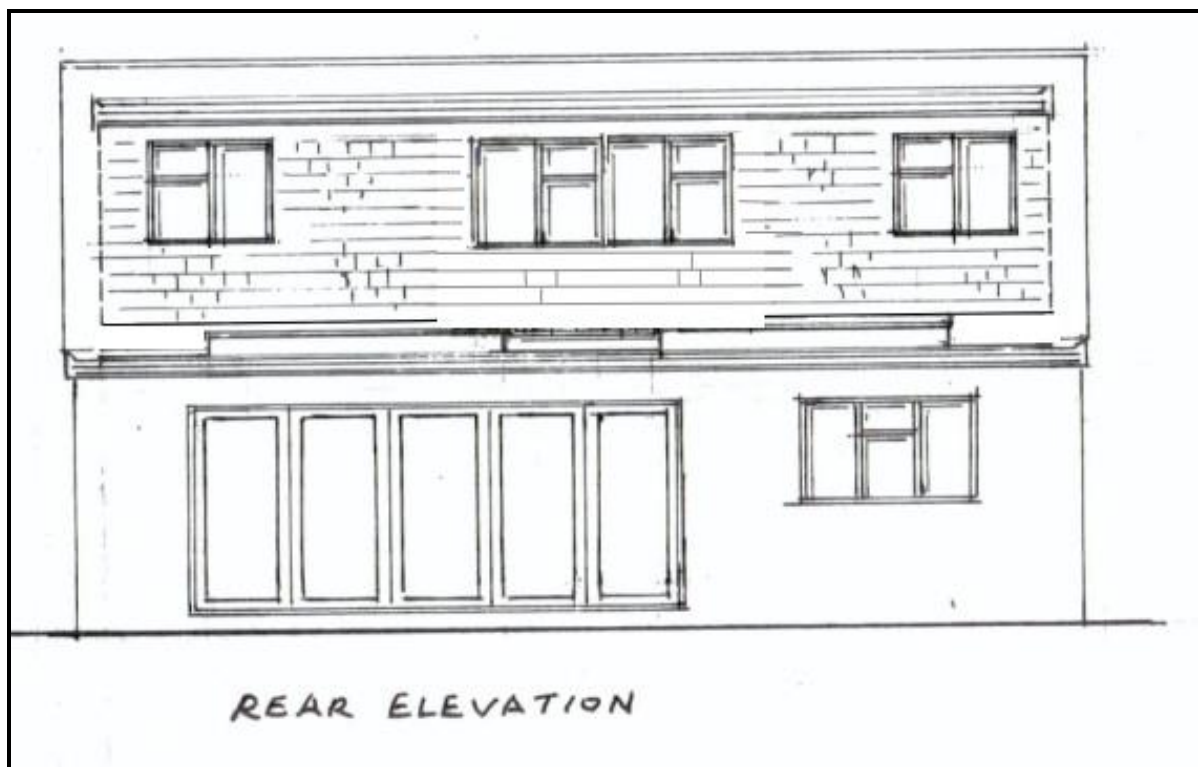


It should also be noted that front dormers were approved at no. 5 Burghfield Road under reference 20180085. Although the permission does not look to have been implemented and has since expired, it is still important to consider.

In this instance, there is a wider existing character for front facing dormers in principle. However, the flat roof wide dormers which existing in the area will generally be resisted for their poor design to the front roof slope. This proposal would propose the appropriate multiple, traditionally shaped dormer as shown above. The scales of which would be appropriate and would be symmetrical in their location.



To the rear the existing rear conservatory would be removed and replaced with a full width flat roof single storey rear extension, 2.82m in height and 7.1m in depth. There would also be a rear dormer roof extension which would be set in from the side and under the ridge. It would be set above the eaves.



The proposed single storey extension would be flat roof, in line with the existing side elevation and would not extend significantly beyond the existing rear elevation. The windows would be appropriate in number and size so as not to unbalance the rear elevations.

The proposed rear dormer would be set down from the ridge and in from the sides. Originally the plans showed the dormer as located on the eaves but following discussions with the applicant and the planning agent, the plans were amended to set this above the eaves.

The external walls would be clad in white render, with grey roof tiles and UPVC framed windows and doors.

On balance, the proposed development would comply with the requirements of Policy CS19 of the Core Strategy 2014 and paragraph 135 of the NPPF (2023) in terms of design, character and appearance.

Amenity of Future Occupiers

The NPPF (2023) states that planning decisions should aim to secure a high standard of amenity for all existing and future users. The impact on amenity is also considered with regard to the criteria with Policy CS19 of the Core Strategy, which states that new development should be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land. The impact on neighbours will be assessed in the next section of the report.

The proposed rooms would comply with the minimum internal space standards. The rear garden would have an area of 218m², and the rear garden depth would be 20m. This scheme would therefore retain adequate rear garden amenity space.

Neighbouring Amenity

As outlined above, it is important that any development safeguards the amenity of neighbouring properties and land. Following a period of consultation with neighbouring properties, one objection to the proposal was received.

There are 2 adjoining properties which may be impacted by this development: 1 Burghfield Avenue to the East and 3 Burghfield Avenue to the West.

1 Burghfield Avenue

This neighbour is located to the east. There is 1 metre distance between the properties. They have similar shapes, layouts and positions. The proposed single storey rear extension would meet the shared boundary. Given the low form nature of the single storey addition it would be unlikely to overbear or overshadow this neighbours' openings or garden area. The dormer roof addition, include a side extension to the roof above the existing garage, would not extend beyond the roof slope and given that it would be over 1 metre from this neighbour's elevations, it would be unlikely to result in significantly increased overshadowing. There would also be no side openings facing this neighbour as a result of the development. The narrowing of the visual gap between the properties is noted, but this is not considered significantly detrimental to the street scene.



3 Burghfield Avenue

This neighbour is located to the west and there is little space between the dwellings, with close board fencing situated at the shared boundary. The single storey extension would have limited visual impact from this neighbour's perspective. The extension would not extend further to the rear than this neighbour's rear elevation and so would not overbear on or overshadow this neighbour. There would be a new window in this elevation which would face this neighbour's rooflight but it serves the staircase. Given that the neighbour's rooflight would be obliquely angled, there would be no direct overlooking in this position. The rear roof dormer would be in such a position that it would not overbear on this neighbour and its rear facing openings would not directly overlook the neighbour's openings or garden. It should also be noted that a dormer of a similar scale can be constructed under permitted development.

The proposal is therefore considered to safeguard the amenity of neighbouring properties in compliance with policy CS19 of the Core Strategy 2014.

Parking Provision

Adequate vehicle and cycle parking provision is therefore available in accordance with paragraphs 114 to 117 of the National Planning Policy Framework (2023), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014 subject to further details of cycle parking provision.

Conclusion & Recommendation

The proposed development complies with all relevant national and local planning policies. The recommendation is to approve.

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

Case Officer:	Ms Lisa Williams	Team Leader:	Miss Faye Hobbs
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Signed:		Signed:	
Dated:	9 th January 2024	Dated:	09 January 2024