



Delegated Report

Planning Application

Application no: 20211583

Location: Atbara Gravesend Road Higham Rochester Kent ME3 7EQ

Description: Demolition of existing garage and provision of vehicle hardstanding in the front garden; erection of part single storey and part two storey front, rear and side extensions incorporating alterations to roof and two glazed Juliet balconies at first floor level to the rear elevation; and installation of a low level patio in the rear garden.

Applicant: Mrs Usher

Site Visit Date: 21 January 2022 and 08 February 2022

Site Description and Surroundings

Atbara is an early 1950's detached two-storey dwelling on the north side of the A226 Gravesend Road, near the junction with Hollytree Drive. It is located within Higham village, a rural settlement inset from the Green Belt. The site is shown in the red line plan below.



The dwelling is 'L' shaped and sits back on its plot and at a lower level to the highway. It has a rough cast render exterior with a red plain tiled roof and with large metal framed windows. The rear elevation is rather unusual as having no windows in the main rear elevation other than a single narrow ground floor window

and it has two chimneys in the roof slope. There is a modern tiled porch to the front.

The dwelling comprises entrance porch and hall, kitchen, lounge and dining room, with 3 bedrooms and bathroom at first floor.

The front garden is lawned with borders and there is a hedge to the frontage. Within the hedge is a stone marker indicating that this location is 3 miles from Rochester and 26 miles from London Bridge. Its date is unknown (possibly 18th century) but is an interesting antiquity.

The dwelling has a gated tarmac driveway on the east side sloping down towards the house and leading to a detached concrete garage at the rear.

The property has a large rear garden enclosed by screen block walling and hedging to rear and east and a low open mesh fence to the west set between concrete posts

Adjoining to the west of the site is a detached bungalow (Ballacraigne) which has a rear conservatory and an attached flat roofed garage at the side of the applicants dwelling. Adjoining to the east are a pair of semidetached bungalows (Highways and Hollycroft). The one of the pair immediately adjoining (Highways) has a large box type rear dormer in the roofspace and attached garages at the side.



Gravesend Road is an 'A' Class classified highway. There is a wide verge between the footway and carriageway and there is also a layby to the road and a bus stop close to the dwelling frontage.

Planning History

There is no planning history other than a Building Regulation approval for erection of a private garage on 30 June 1958.

Proposal

This application as originally submitted was for the demolition of existing garage and erection of detached garage with associated hardstanding in the front garden; erection of part single storey and part two storey front, rear and side extensions incorporating new roof; installation of a raised deck/patio in the rear garden with glass balustrade and 2 no. Juliet balconies to the rear elevation.

This has since been amended following the deletion of the front garage, the lowering of the rear two storey extension and the removal of the high level patio to:

Demolition of existing garage and provision of vehicle hardstanding in the front garden; erection of part single storey and part two storey front, rear and side extensions incorporating alterations to roof and two glazed Juliet balconies at first floor level to the rear elevation; and installation of a low level patio in the rear garden.

Submitted Drawings and Documents, as revised

Planning Application Form and Certificates

Drawing No 01: Plans and Elevations as Existing

Drawing No 02A: Plans and Elevations as Proposed

Drawing No 03: Site Location Plan

Drawing No 04C: Block Plans as Existing and Proposed

Drawing No 06B: Sections through site 1 - As Existing & As Proposed

Drawing No 07A: Sections through site 2 - As Existing & As Proposed

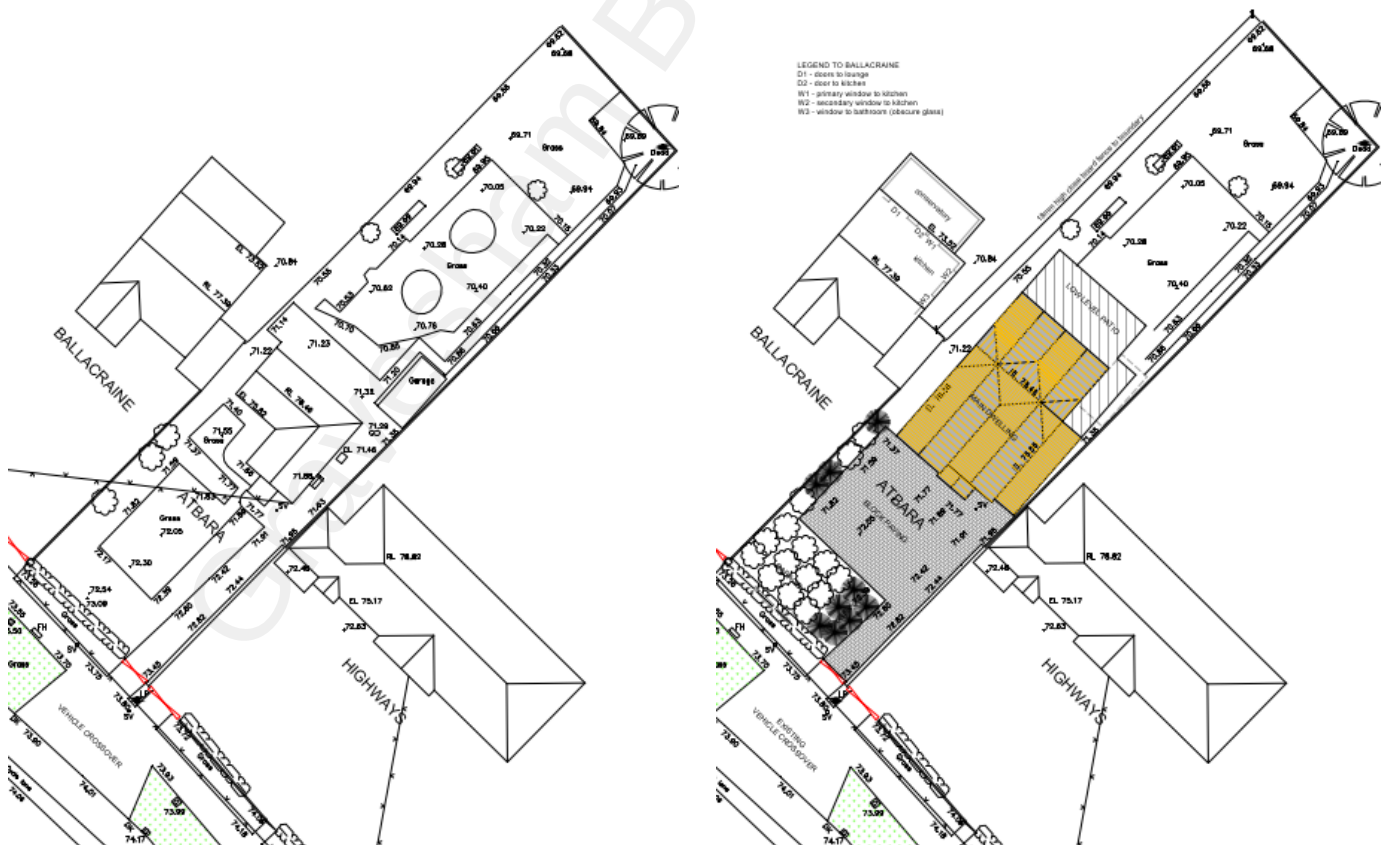
Details of the Development

The proposed extended dwelling will comprise at ground floor a new entrance porch (2.7m wide and 1.5m deep) and reception room at the front and with bedroom above in a two-storey extension 4.1m long by 4.0m wide and with a two-storey rear extension 5m deep by the width of the existing dwelling (8.1m) to provide a lounge and kitchen combined at ground floor and two bedrooms above. The extended dwelling will be a 4-bedroom dwelling with two of the bedrooms having ensuite bath/shower rooms.

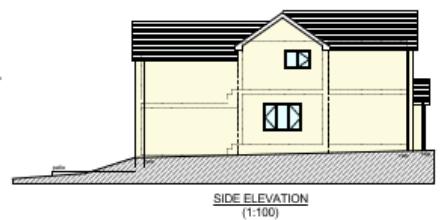
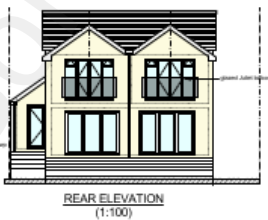
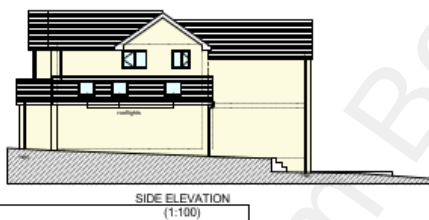
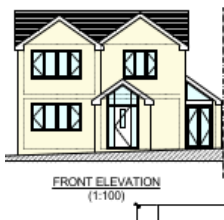
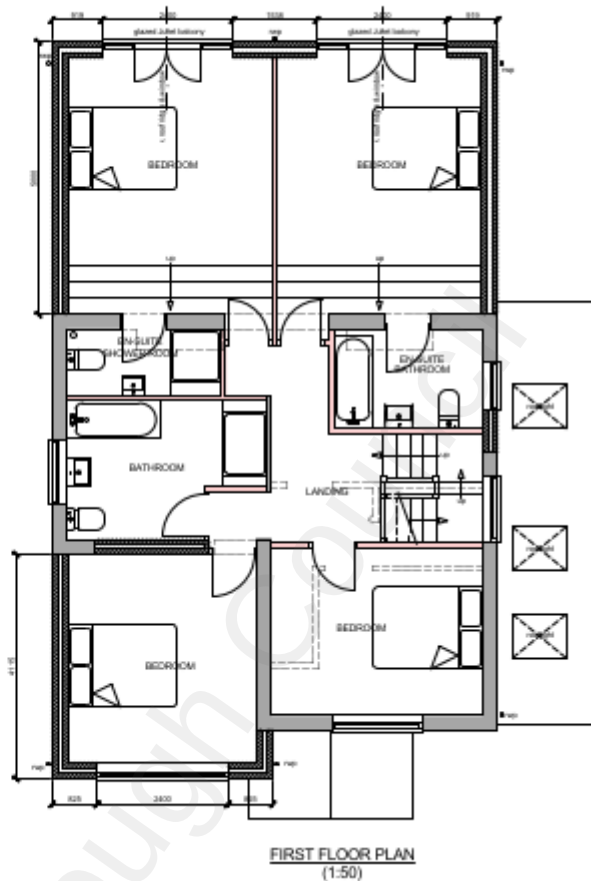
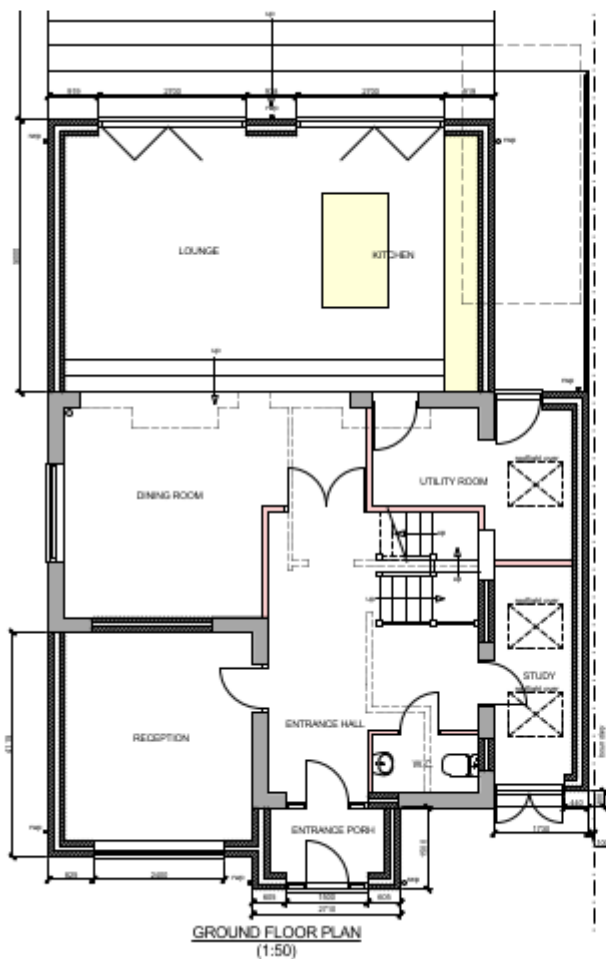
As a result of negotiations with the applicant's agent the height of the rear extension has been dropped down to be more subordinate to the existing dwelling. This means that there will be steps down internally within the dwelling into the extension.

There will be a single storey lean to extension on the side (1.7m wide and 7.2m long) to form a study and utility room.

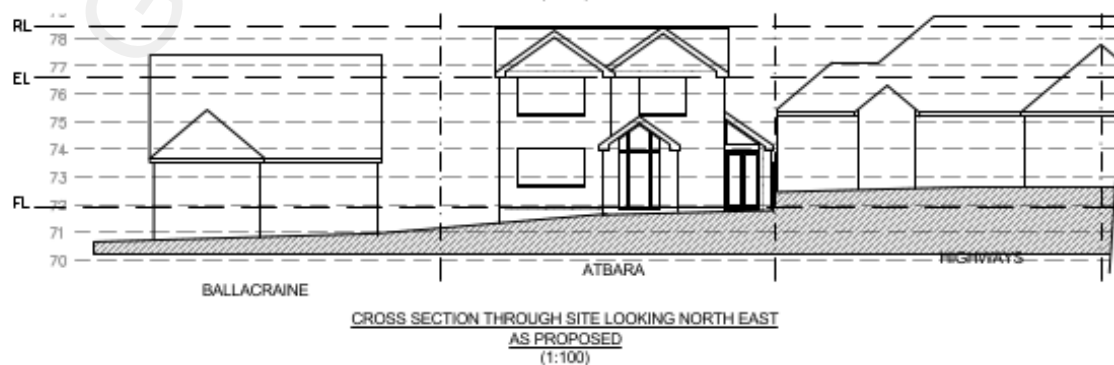
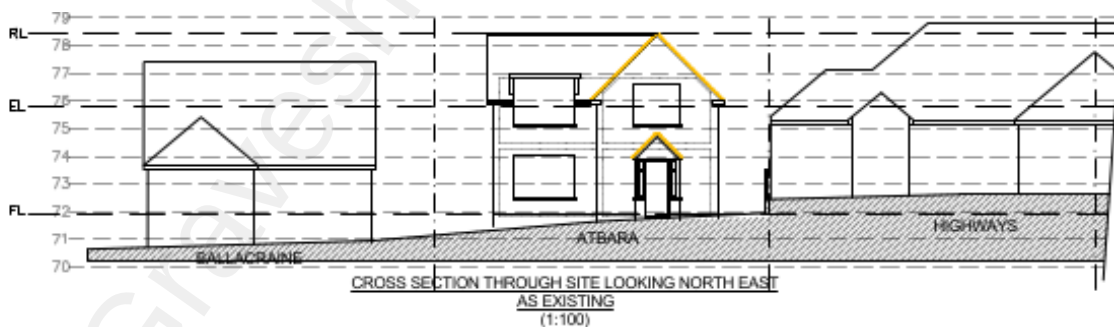
The existing and proposed site layout is shown below.

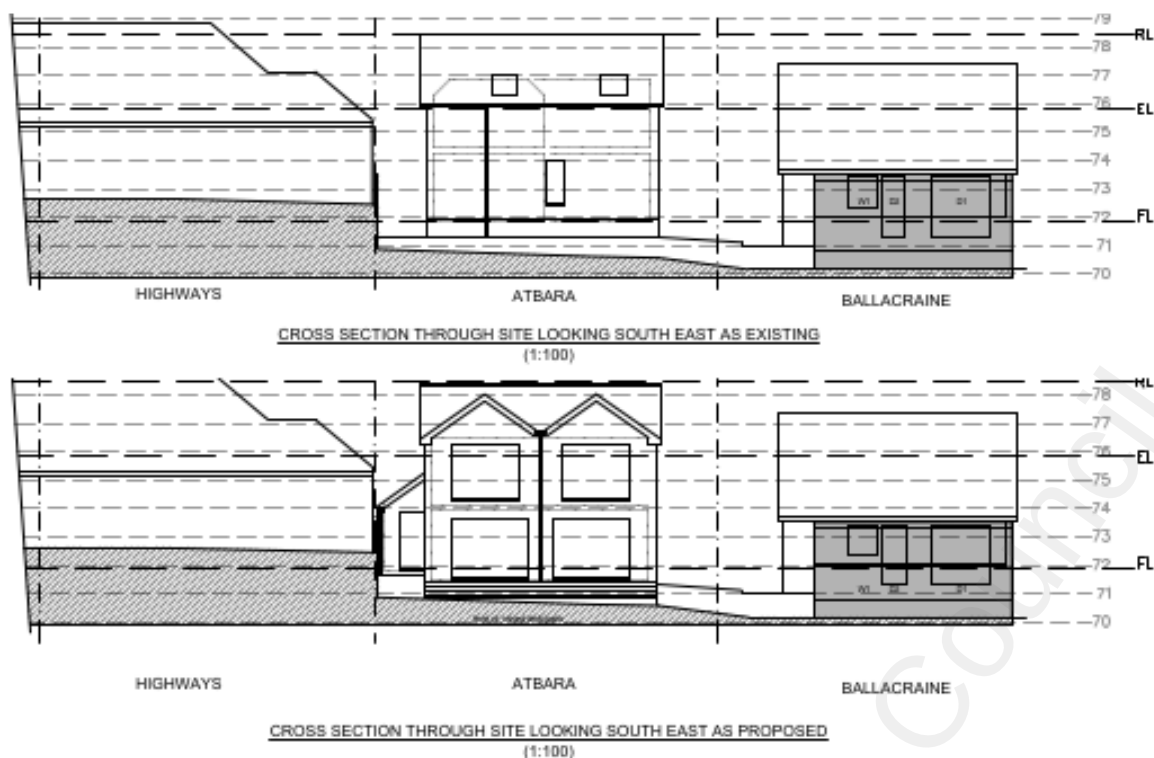


The following extract from the plans show the proposed floor layout and elevations.



The following plans show the front and rear sections existing and proposed





Development Plan and other Relevant Planning Policies and Guidance

The Development Plan for Gravesham comprises: -

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

Local Planning Guidance

Gravesham Local Plan Core Strategy, September 2014

The Core Strategy sets out the Council's spatial vision and strategic objectives for the Borough to 2028 and the policies which will deliver them. It identifies the main areas where major change is likely to take place and allocates sites which are key to achieving the strategy.

The site is shown as being within a **rural settlement** inset from the Green Belt (Policy CS02) and fronting on to a **primary distributor** on the highway network (Saved Policies T1-T3) in the Gravesham Local Plan Core Strategy Policies Map.

The most relevant policies from the adopted Core Strategy are as follows:

Core Strategy Policy CS01: Sustainable Development
 Core Strategy Policy CS02: Scale and Distribution of Development
 Core Strategy Policy CS11: Transport
 Core Strategy Policy CS12: Green Infrastructure
 Core Strategy Policy CS18: Climate Change
 Core Strategy Policy CS19: Development and Design Principles

Gravesham Local Plan First Review (November 1994)

The following remaining saved policies are relevant to the consideration of this application:

Policy T1: Impact of Development on the Highway Network
 Policy T4: Development outside the Built-Up Area
 Policy T5: New Accesses onto Highway Network
 Policy P3: Policy for Vehicle Parking Standards

Review of Local Plan

Paragraph 33 of the NPPF (2021) 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 (2021), the Council will also seek to replace these.

Gravesham Local Plan Regulation 18 Stage 2 Consultation Part 2: Draft Development Management Policies Document October 2020

The Council published in 2020 a Regulation 18 (stage 2) consultation on its proposed Development Management Policies Document, replacing the 2018 Stage 1 version, which will in due course form part of and update the Gravesham Local Plan. Under paragraph 48 of the NPPF, policies in this document may be accorded weight in the decision making process with this varying according to its stage of preparation; the extent to which there are unresolved objections; and the degree of consistency of policy with those in the Framework. As the Development Management Policies Document is at an early stage and the fact that the consultation has only recently concluded, the policies therein should at this stage be given very limited weight. It should be noted, in any event, that many of the relevant policies reflect those set out in the Framework and for the purposes of this pre-application these should be relied on instead.

The following draft policies from the Regulation 18 (Stage 2) Development Management Policies Document (2020) show the direction of travel the Council is going albeit the weight that these emerging policies may be accorded at this stage is very limited.

Proposed Policy INF 2: Transport Design Principles;
Proposed Policy INF 3: Understanding and Mitigating Transport Impacts;
Proposed Policy GI 4: Trees, Hedgerows and Woodlands;
Proposed Policy GI 5: Landscape Character;
Proposed Policy GI 6: Biodiversity;
Proposed Policy RES 4: Domestic Extensions, Outbuildings and Other Development;
Proposed Policy AM 4: Sunlight and Daylight within New Development;

National Planning Policy Guidance

The National Planning Policy Framework (NPPF)

The following paragraphs in the National Planning Policy Framework (NPPF) July 2021 are specifically highlighted as being of importance to the consideration of the application proposals, but it should not be taken that these are the only parts of the NPPF that need to be considered. Reference to the national planning guidance is also considered in the analysis section of this report.

Section 2, Paragraphs 7 - 14: Achieving Sustainable Development
Section 4, Paragraphs 38 - 59: Decision Making
Section 9, Paragraphs 104 - 113: Promoting Sustainable Transport
Section 12, Paragraphs 126 - 136: Achieving well-designed places
Section 14, Paragraphs 152 - 173: Meeting the Challenge of Climate Change, Flooding and Coastal Change
Section 15, Paragraphs 174 - 188: Conserving and Enhancing the Natural Environment

The National Planning Practice Guidance (NPPG)

Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/>) supports and clarifies areas in the NPPF. It contains guidance on assessing housing need; design; public consultation; open space provision in new development; travel plans, transport assessments and statements in decision-taking; health and wellbeing; water supply, wastewater and water quality; light pollution; determining a planning application; the use of planning conditions and viability, amongst other things. The NPPG gives guidance

on what is a material planning consideration in determining a planning application indicating that the impact of a development on the value of a neighbouring property or loss of private rights to light could not be material considerations.

The NPPG includes more detailed advice on the use of planning conditions (replacing the cancelled Circular 11/95). It outlines the six tests.

Supplementary Planning Guidance and other Documents

The Council has adopted a number of Supplementary Planning Guidance documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.

In addition, the Council has adopted a number of documents that have been produced by Kent County Council also as Supplementary Guidance.

The following documents are relevant to the consideration of this application:

- Kent County Council Supplementary Planning Guidance SPG1: Landscape Character (adopted July 2006);
- Adopted Kent Vehicle Parking Standards (SPG 4 published in 2003 and adopted in 2006);
- GBC Residential Layout Guidelines including Housing Standards Policy Statement October 2015, (SPG2) Adopted February 1996 - amended June 2020;
- Householder Extensions/Alterations Design Guide SPD, adopted 01 October 2021;
- Gravesham Landscape Character Assessment, May 2009 (a technical document which underpins policy CS12 of the Gravesham Local Plan Core Strategy);

Consultations, Publicity and Representations

Consultations - Internal

GBC Highways Development Management Officer

I have no objections, there will be adequate space to accommodate the car parking requirement. The applicant needs to note that careful consideration will need to be given to the construction of the drive as it will have to be either constructed from a bound porous material, drain to a soakaway if it can be installed and comply with the requirements of Building Regulations, or drain to a sewer if one is available and the agreement of the Water Utility company is given.

Ward Councillors

No comments offered but notes that within the front hedge of this property, there is a historic Milestone, which is of great historic importance and should not be disturbed by any works carried out within this site.

Consultations - External

Higham Parish Council

No comments received

KCC Highways and Transportation

The proposal will utilise the existing access and as detailed on the submitted plans, there is adequate parking and turning room to ensure vehicles can enter and exit the driveway in a forward gear. Consequently, I can confirm that provided the following requirements are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority: -

- Provision and permanent retention of the vehicle parking and turning area, shown on the submitted plans (drawing no 04A) prior to the use of the site commencing.
- Use of a bound surface for the first 5 metres of the access from the edge of the highway.
- Provision and maintenance of 2m x 2m pedestrian visibility splays behind the footway on both sides of the access with no obstructions over 0.6m above footway level, prior to the use of the site commencing.

Requests imposition of standard KCC Highways informative

KCC Heritage and Conservation

The site lies within an area of multi-period archaeological potential. However, I consider it unlikely that these proposals would have a significant below-ground archaeological impact and have no further comments to make in this case.

Publicity and Representations

Neighbour notification was originally sent to 6 adjoining dwellings and a site notice was displayed on site (under Article 15). The expiry date for the receipt of any comments was 28 January 2022. No representations were received.

Following various revisions and amendments additional neighbour notification was subsequently sent to the same 6 adjoining dwellings and a further site notice was displayed on site (under Article 15). The expiry date for the receipt of any comments was 8 April 2022. No representations were received.

Planning Analysis and Assessment

Introduction

The original proposals included the provision of a detached garage at the front of the site (see below).



The applicants agreed to delete this from the scheme.

In addition, various amendments were made to the design and detailing of the scheme from the plans that were originally submitted.

The Key Issues

The key issues therefore in the consideration of this revised planning application are:

- Principle of the Development
- Design and Siting and Impact on the character and appearance of the area
- Environmental, Neighbour or Amenity Impacts
- Traffic Generation, Highway Safety, Access and Parking
- Other Material Planning Considerations including Impact on Landscape Character and Archaeology

Principle of the Development

Policy CS01 (Sustainable Development) indicates that when considering development proposals, the Borough Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and in the Core Strategy.

The application site is situated in a rural settlement inset from the Green Belt. Policy CS02 (Scale and Distribution of Development) of the Gravesham Local Plan Core Strategy 2014 indicates that the strategy prioritises development in the urban area as a sustainable location for development. Paragraph 4.2.27 indicates that in the rural area, development will be supported within those rural settlements inset from the Green Belt and defined on the Policies Map.

There are therefore no policy objections to the principle of development on this site per se subject to the proposal complying with the relevant policies relating to design, character, amenity, highway impacts, landscape, biodiversity and any other material planning considerations.

Design, Character and Visual Impact

General Policy Issues

Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 (LPCS) sets out detailed criteria against which the acceptability or otherwise of proposed development will be evaluated. It requires new development to be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area and meet anti-crime standards. The design, layout and form of new development will be derived from a robust analysis of local context and character and make a positive contribution to the street scene and to the character of the area.

It requires account to be taken of the scale, height, building lines, layout, materials and other architectural features of adjoining buildings and of the wider context including features of townscape and landscape value, which contribute to local character and sense of place.

It 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 and avoid adverse environmental impacts from pollution. New residential development is required to accord with the adopted Residential Layout Guidelines and will be required to provide appropriate levels of private and public amenity space.

Proposals should include details of appropriate hard and soft landscaping, protect and where opportunities arise enhance biodiversity and provide appropriate facilities for the storage and disposal of waste.

Emerging Policy (Policy RES 4: Domestic Extensions, Outbuildings and Other Development) of the Gravesham Local Plan Regulation 18 Stage 2 Consultation Part 2: Draft Development Management

Policies Document October 2020 states:

All domestic extensions, additions and alterations should be well designed and located and respect the scale, form, proportions, character and appearance of the main dwelling and the character of the locality. Particular attention should be paid to:

- *The roof form and roofline.*
- *Window detail.*
- *Architectural features.*
- *Boundary treatments, and*
- *Materials.*

Any such development should not have an unacceptable adverse impact on the occupiers of neighbouring properties due to loss of sunlight and daylight or overlooking. Where the potential for an unacceptable adverse impact due to loss of sunlight or daylight exists, an application should be accompanied by a formal assessment undertaken in accordance with policy AM4.

At a national level the National Planning Policy Framework (NPPF) 2021 sets out in Paragraph 126 that 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.

Paragraph 130 indicates that, amongst other things, planning policies and decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change

It also states (Paragraph 134) that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

Evaluation and Assessment

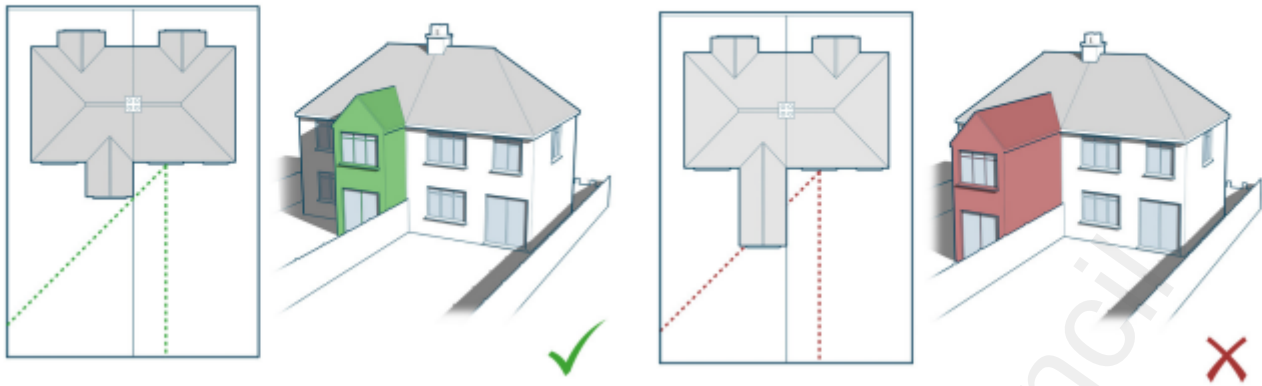
The Council's Householder Extensions/Alterations Design Guide SPD, October 2021 states:

Two Storey and First Floor Rear Extensions

10.3 Two-storey rear extensions are often desirable as they create more space within a home, however they are not appropriate in all circumstances e.g., mid-terraced properties, and need to be carefully designed to avoid negatively impacting neighbouring properties. Proposals for two-storey rear extensions should consider the surrounding context, and ensure that:

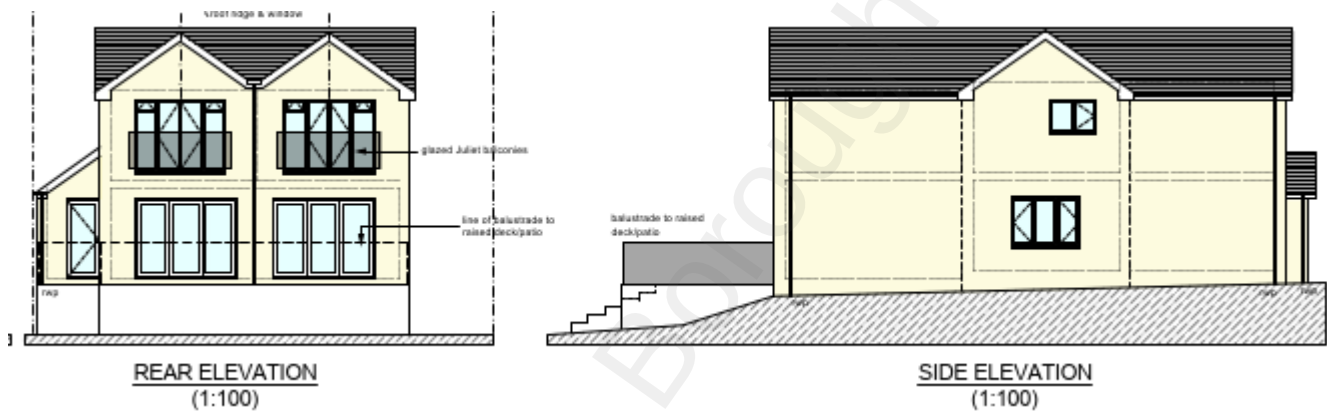
- **Depth:** The extension does not dominate the original property. This can cause the site to appear overdeveloped and cause long dark internal spaces to be formed. Extensions to extensions will generally not be supported.
- **Height:** two storey extensions can have very significant impact on neighbouring 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.
- **Overlooking:** Extensions should avoid inserting any flank windows, or involve raised platforms where they would allow new, or increased overlooking views into neighbouring gardens / properties.
- **Light / Outlook:** The 45 / 25-degree rule will be used to assess the impact of the extension on neighbouring light / outlook.
- **Garden Space:** Adequate garden area for the enlarged house should be retained following development

A two storey extension should comply with the 45 degree rule. (See Appendix 1).

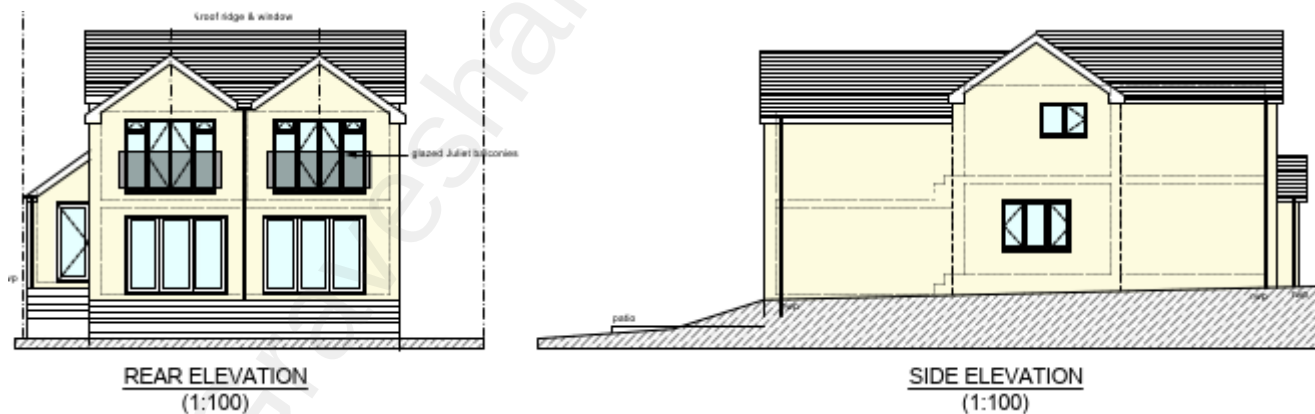


The proposed two storey rear extension has been amended since it was first submitted including the lowering of the extension and the removal of the raised deck patio

Originally Submitted Proposals



Revised Proposals



It is considered that these revisions have assisted in reducing some of the bulk of the extension and making it a little more subordinate to the existing dwelling.

The existing rear elevation is somewhat bland and uninspiring and these proposals, while still resulting in a significant enlargement to the dwelling, will provide more architectural and visual interest.

In respect of single storey side extensions, the Council's Householder Extensions/Alterations Design Guide SPD, October 2021 states:

Side extensions should consider the impact on the character and appearance of both the host building and

the street. Care is also needed when considering the relationship between any proposed extension and the boundary with neighbouring properties, as the separation between properties can provide access routes to the rear of the property and in some locations are part of the character of the area. Depending on the orientation of the neighbouring property, side extensions also have the potential to impact their amenity

In this case the proposed side extension, whilst coming close to the neighbouring boundary, is considered to be the correct scale, proportion and width, and the roof design is appropriate.

In respect of front extensions, the Council's Householder Extensions/Alterations Design Guide SPD, October 2021 states:

Front extensions can change the character of the original building and where poorly designed have a negative impact on the appearance of the street; 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 therefore important to invest a high level of design quality in such proposals.

In this case the front extension is effectively filling in the gap within the current 'L' shape built form and would not be visually prominent as the dwelling is set back significantly from the road frontage and again the design will add some interest and character to the dwelling.

Overall, the revised proposals are of a suitable design and notwithstanding the size of the extensions these can be accommodated reasonably successfully within the site and would not materially harm the character or appearance of the dwelling or impact on the street scene and will comply with policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 and the NPPF.

Environmental, Neighbour or Amenity Impacts

In considering any proposals for development it is important to ensure that it does not cause demonstrable harm to the amenity of any existing residents or property such that it will materially harm their living conditions. Policies seeking to protect amenity and ensure acceptable future living conditions are included in the Local Plan Core Strategy. Policy CS19 (LPCS) requires new development to safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land.

The NPPF (paragraph 130) also assists and seeks to ensure developments will function well, do not undermine quality of life and create attractive and comfortable places to live, work and visit and seeks to "secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings".

The recently adopted Householder Extensions/Alterations Design Guide SPD (October 2021) sets out the key principles for new development in relation to neighbour impacts.

In respect of **Overshadowing**, it states:

9.5 Depending upon the orientation and position of neighbouring windows and private amenity areas, problems of overshadowing can occur from an extension. This is particularly so if the neighbouring property is to the north of the proposed extension. Extensions should not create an unreasonable amount of overshadowing of neighbouring properties. Account should be taken of the orientation and position of neighbouring properties, and in particular any impact that the extension will have on neighbouring windows and private gardens. Where an extension would result in a significant reduction in light, or cause excessive overshadowing, planning permission may not be granted. In particular, care should be given when proposing extensions on the boundary with neighbouring properties that are either single-storey with a long projection or are two-storeys in height.

In respect of **Privacy**, it states:

9.6 It is important that new development sustains the privacy of neighbouring dwellings. Windows, balconies and raised decking can result in the loss of privacy to neighbouring properties from overlooking of their private amenity areas, or from direct close views into windows. To ensure adequate privacy levels are retained, there should be no direct overlooking into neighbouring habitable rooms or private amenity spaces

of neighbouring gardens. There may be a requirement for privacy screens to the end of raised decks or balconies. Careful consideration should be given to window positions to ensure no windows on the boundary with neighbouring properties cause harmful overlooking and to ensure that windows above the ground floor retain adequate privacy distances. It may be possible, in some cases, to use high level and obscure / translucent glazing.

In respect of **Overbearing and Outlook**, it states

An extension close to a neighbouring properties window, or a large extension on the boundary, can cause a loss of amenity by appearing overbearing and creating a sense of enclosure and dominance. Careful consideration will therefore need to be given to the relationship to existing neighbouring windows and to the size and design of an extension that may change the outlook from a neighbouring property.

The GBC Residential Layout Guidelines (SPG2) set out the Council's requirement in terms of privacy distances and overshadowing.

It is considered that the two-storey rear extension is sufficiently far away from neighbouring dwellings and with the windows to habitable rooms in the neighbouring dwellings set in from the common boundaries such that there would not be a material impact in terms of loss of outlook or overshadowing. It does not extend as far back as to existing detached garage in the rear garden which will be demolished.

Following amendments to the scheme a window in the (west) side elevation at first floor level that was serving a proposed bedroom has been deleted and the internal layout at first floor level has been revised and now the only window at first floor level in that elevation will be serving a bathroom and will be obscure glazed and this can be safeguarded by a planning condition along with a condition preventing any additional fenestration.

There has also been some material gain in the revised scheme with the deletion of the raised patio that had the potential for overlooking into the rear garden and side windows of Ballacraigne notwithstanding the intention to provide 1.8m high boundary fencing. It should be noted that under Article 3 of and Class A.1 (k) of Part 1 of Schedule 2 to the GPDO verandahs and raised platforms are not permitted development within the curtilage of a dwelling such that it would not be necessary to remove permitted development rights in this case.

On balance, it is not considered that the development would result in any material loss of privacy or amenity for adjoining dwellings.

It is noted that there are no neighbour objections to the development, either to the original scheme or the revised scheme.

Highways, Access, and Parking Issues

At a local level Gravesham Local Plan Core Strategy Policy CS11 (Transport) states that new development should mitigate their impact on the public highway and that transport assessments should be provided and implemented to ensure delivery of travel choice and sustainable opportunities for travel. Furthermore, it states that sufficient car parking in new developments will be provided in accordance with adopted standards, which will reflect the availability of alternative means of transport accessibility to services and facilities.

This approach to development is also supported by saved policies in the Gravesham Local Plan First Review Policy T1 (Impact of Development on the Highway Network), Policy T5 (New Accesses onto the Highway Network) and Policy P3 (Policy for Vehicle Parking Standards) and in supplementary guidance in the adopted KCC vehicle parking standards (SPG4) and Planning Policy for vehicular accesses to classified highways (SPG 6, November 1992).

The original scheme included a garage in the front garden that has now been deleted. The scheme does include the provision of a hardstanding area for car parking within the current grassed front garden to replace the rear garage and this will be accessed by the existing gated access drive at the west side of the

dwelling.

The GBC Highways Development Management Officer has no objections, as there will be adequate space to accommodate the car parking requirement but comments that the construction of the drive will have to be either constructed from a bound porous material, drain to a soakaway if it can be installed.

KCC Highways and Transportation consider that there is adequate parking and turning room to ensure vehicles can enter and exit the driveway in a forward gear and raise no objection subject to conditions relating to:

- Provision and permanent retention of the vehicle parking and turning area, prior to the use of the site commencing.
- Use of a bound surface for the first 5 metres of the access from the edge of the highway.
- Provision and maintenance of 2m x 2m pedestrian visibility splays behind the footway on both sides of the access with no obstructions over 0.6m above footway level, prior to the use of the site commencing.

The parking area is sufficient for parking of 3 cars and with turning. It is shown, along with the access, as being block paved and the access point remains as existing.

Other Material Planning Considerations

Impact on Landscape Character

The application site lies within the Higham Arable Farmlands Landscape Character Area in the Gravesham Landscape Character Assessment where the key characteristics are:

Very gently undulating topography extensive views across open arable land from within the character area and views out of the character area, towards the marshes and the River Thames in the north, good soils, pockets of orchards and garden nurseries, a regular pattern of medium to large fields throughout the area, with some smaller paddocks.

The gentle topography and good soils, combined with the relative proximity to London and the River Thames means there has historically been a rich agricultural landscape. As a consequence, there is little tree cover, allowing extensive views across an arable landscape

Higham and Lower Higham are the main settlements in the area. Higham has developed as two parts, with the original Saxon village of Lower Higham to the north and a more recent development to the south around the main road linking Gravesend to Rochester.

Its condition is described as poor, and it is stated:

Isolated properties and farmsteads provide local distinctiveness, in contrast with more recent development within Higham and Lower Higham. There is a modified cultural integrity, and the overall, functional unity is weak.

The sensitivity of the landscape is also described as moderate, and it is stated:

Much of the modern landscape comprises gappy hedgerows, limited woodland and indistinct recent buildings and, on average, features and elements within the landscape are indistinct and the sense of place is weak. The open character of the landscape and gently undulating landform provide high visibility across the character area.

Policy CS12 of the Gravesham Local Plan Core Strategy Policy seeks to protect the green infrastructure within the Borough and states at 5.7.26 the overall landscape character and valued landscapes will be conserved, restored and enhanced.

The development is within the residential curtilage of the dwelling and by virtue of its location, scale, design and location, it is considered that the development would not have any materially detrimental impact on the wider landscape character.

The scheme does include some loss of biodiversity due to the proposed vehicle hardstanding, but some new landscaping is shown to be provided at the front and with some landscaping as a border to the western boundary with the neighbouring dwelling Ballacraigne. The hedge at the front is shown to be retained. It would be appropriate to safeguard the provision of landscaping and retention of the hedge through a planning condition. It is noted that in the rear garden the existing low open mesh fencing to the boundary with Ballacraigne will be replaced with a 1.8m high close boarded fence.

Archaeology

KCC Heritage and Conservation consider it unlikely that these proposals would have a significant below-ground archaeological impact. However along with the case officer they note the existence within the front boundary hedge of a historic stone marker indicating that this location is 3 miles from Rochester and 26 miles from London Bridge. It is considered that, outside the scope of this application, this should be explored further for potential listing.

Conclusions and Balancing Exercise

The revised development has been fully considered and assessed and is acceptable in design and amenity terms and conforms to Policy CS19 of the Gravesham Local Plan Core Strategy 2014.

The revised proposals are of a suitable design and notwithstanding the size of the extensions these can be accommodated reasonably successfully within the site and would not materially harm the character or appearance of the dwelling or impact on the street scene

It is considered that the two-storey rear extension is sufficiently far away from neighbouring dwellings and with the windows to habitable rooms in the neighbouring dwellings set in from the common boundaries such that there would not be a material impact in terms of loss of outlook or overshadowing. There would be no material impacts from the front two storey extension or the single storey side extension.

Following amendments to the scheme a window in the (west) side elevation at first floor level that was serving a proposed bedroom has been deleted and the internal layout at first floor level has been revised and now the only window at first floor level in that elevation will be serving a bathroom and will be obscure glazed and planning conditions are recommended. The high-level patio at the rear was also deleted.

There have been no neighbour objections or adverse consultee comments.

There are no highway objections subject to planning conditions.

It is not considered that the proposals would conflict with local or national planning policy and on balance therefore there are no objections to the development.

Recommendation:

The recommendation is for **PERMISSION**, subject to the following conditions, reasons and informatives

CONDITIONS AND REASONS

Time Limit Condition

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: In pursuance of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans and Particulars

2. The development hereby permitted shall be carried out only in precise accordance with the following approved details, plans and specifications:

Planning Application Form and Certificates

Drawing No 01: Plans and Elevations as Existing

Drawing No 02A: Plans and Elevations as Proposed

Drawing No 03: Site Location Plan

Drawing No 04C: Block Plans as Existing and Proposed

Drawing No 06B: Sections through site 1 - As Existing & As Proposed

Drawing No 07A: Sections through site 2 - As Existing & As Proposed

and those approved pursuant to any conditions contained herein after and there shall be no deviation therefrom.

Reason: In order to ensure the development is implemented on the basis of the scheme as submitted and assessed in the interests of proper planning and in accordance with Policy CS19: Development and Design Principles of the Gravesham Local Plan Core Strategy (September 2014).

Materials

3. All external facing materials used in the development hereby permitted shall match those of the existing dwelling or as indicated and annotated on the approved drawings.

Reason: In the interests of visual amenity and in accordance with Policies CS19: Development and Design Principles and CS20: Heritage and the Historic Environment, of the Gravesham Local Plan Core Strategy (September 2014).

Permitted Development Rights - Windows and Obscure Glazing

4. Notwithstanding the provisions of Article 3, and Part 1 Classes A and G of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, or any provision equivalent to those Classes in any statutory instrument replacing, revoking or re-enacting that Order, with or without modification, no window, door or other form of opening other than those shown on the approved drawings shall be formed in either flank elevations of the dwelling as hereby extended. For the avoidance of doubt the first-floor bathroom window in the west elevation of the development shall be obscure glazed only at all times.

Reason: In the interest of local residential amenity in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) and in order to ensure that any alterations to the permitted scheme may be the subject of a planning application that the Local Planning Authority would wish to determine on its merits.

Parking Provision

5. Prior to the first occupation of the development hereby permitted the hardstanding area in the front garden for vehicle parking and turning shall be formed, surfaced, drained and marked out in accordance with the details shown on the approved drawing (Drawing No 04C: Block Plans as Existing and Proposed); thereafter, and notwithstanding the provisions of the Town and Country (General Permitted Development) (England) Order 2015 (as amended), or any provision equivalent to it in any statutory instrument revoking and re-enacting that Order, with or without modification, no development shall be carried out on the site in such a manner or in such a position as to preclude the use of or access to the reserved vehicle parking and turning areas.

Reason: To ensure sufficient off street car parking provision is available to serve the development, in accordance with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and saved Policy P3 of Gravesham Local Plan First Review (1994) and the adopted vehicle parking standards (SPG

4).

Materials/Surfacing and Extent of Hardstanding

6. The vehicle access drive and hardstanding within the front garden of the dwelling, as hereby permitted, shall be constructed of porous materials and/or incorporate appropriate drainage; and notwithstanding the provisions of Article 3 of and Part 1, Class F of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, (or in any provision equivalent to that Class in any statutory instrument replacing, revoking or re-enacting that Order with or without modification), the front garden hardstanding/parking area shall not extend beyond the area as shown in (Drawing No 04C: Block Plans as Existing and Proposed) at any time.

Reason: In the interests of visual amenity and highway safety and pursuant to Policies CS11: Transport and CS19: Development and Design Principles, of the Gravesham Local Plan Core Strategy (September 2014) and saved policy T5: Access to the Identified Highway Network, of the Gravesham Local Plan First Review (November 1994).

Visibility Splays

7. No boundary wall, fence or other means of enclosure or obstruction exceeding 1.05m in height shall be erected or placed within 2.0m by 2.0m pedestrian visibility splays at the back edge of the footway outside the site on either side of the existing vehicular access.

Reason: In the interests of highway and pedestrian safety and pursuant to Policy CS11: Transport, of the Gravesham Local Plan Core Strategy (September 2014) and saved policy T5: Access to the Identified Highway Network, of the Gravesham Local Plan First Review (November 1994).

Soft Landscaping

8. Notwithstanding the details as shown in Drawing No 04C (Block Plans as Existing and Proposed) prior to the first occupation of the development hereby permitted and unless otherwise agreed in writing by the Local Planning Authority, full details of soft landscaping of the front garden of the dwelling shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the type and species of planting to be carried out, to include their quantity and size as well as arrangements for aftercare. Thereafter the approved soft landscaping scheme shall be carried out in full during the first available planting season following the first occupation of the development. Any trees or plants that die, are damaged, removed or become diseased within five years from the date that the development is first brought into use shall be replaced with a species of a similar size and type during the next available planting season. For the avoidance of doubt the landscaping scheme shall include the retention of the front boundary hedge.

Reason: To ensure that the landscaped elements of the scheme as proposed are properly designed and suitably implemented in the interests of visual amenity in accordance with Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (September 2014).

INFORMATIVES: -

1. DEVIATION FROM APPROVED PLANS

Deviation from or amendment to the approved plans could require a further application and permission/consent. In the event that any change is proposed, applicants and builders are advised to seek advice from the Local Planning Authority. Proceeding without the necessary permissions or consents could result in enforcement action.

2. BUILDING REGULATIONS AND PARTY WALL ACT

This decision **DOES NOT** imply any consent which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

3. STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION- TAKING

In accordance with Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and paragraph 38 of the National Planning Policy Framework (NPPF) 2021, the Local Planning Authority has approached the assessment and determination of this application in a positive and creative way and, where appropriate, has worked pro-actively with the applicant to secure a development that is sustainable and that improves the economic, social and environmental conditions of the area, and that is in accordance with the Development Plan for the area.

In this instance, necessary revisions were identified and made to the proposal, at which point it was able to be given permission.

4. WORKS OF CONSTRUCTION

Hours of work of construction site plant, equipment and machinery, should be restricted to not earlier than 7.00 a.m. and not later than 6.00 p.m. weekdays and Saturday working should be restricted to not earlier than 8.00 a.m. and not later than 1.00 p.m. No work shall be carried out on Sundays, Bank or Public Holidays.

i. Suitable sound attenuation shall be used at all times in respect of all plant, machinery and equipment in operation on site in order to aid prevention of noise nuisance. Compliance with BS 5228: Part 1: 1984 and subsequent amendments regarding the use of equipment on site will be required in appropriate cases.

ii. A suitable method of control shall be used in order to aid prevention of dust nuisance arising from work activities on site.

iii. Burning of waste materials shall not be carried out on site. Such materials are to be stored in a suitable receptacle, as far from residential accommodation as reasonably practicable, pending disposal off site.

iv. Adequate arrangements shall be made to remove all waste material from the site on a regular basis and to dispose of it at a suitably licensed waste disposal site.

5. KENT COUNTY COUNCIL HIGHWAYS

It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

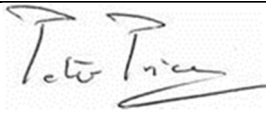
Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway

assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

Case Officer:	Mr Peter Price	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	27 th April 2022	Dated:	29 th April 2022

File Location: H: Plan/Typing/General/Peter/Delegated Reports/Uniform - 20211583 - Delegated Report - Atbara Gravesend Road Higham - single and two storey extensions