



Delegated Report

Householder Planning Application

Planning Application No: 20230682

Location: Tawahi Telegraph Hill Higham Rochester

Description: Erection of a double storey front and rear extension, conversion of loft space, to include two dormers, conversion of garage, to include a new roof. Erection of an outbuilding for car parking, storage and office space, and changes to fenestration.

Applicant: Mr N Singh

Submitted Documents/Plans

Application Form
01 – Existing Floor Plans
02 – Existing Elevations
03 – Proposed Ground Floor Plan
04 – Proposed First Floor Plan
05 – Proposed Loft Plan and Elevation
06 – Proposed Roof Plan and Elevation
07 – Proposed Elevations
08 Rev A – Proposed Floor Plans and Elevations
Design and Access Statement

Relevant Planning History

Reference	Description	Decision	Decision Date
19590385 TH/6/59/385	Erection of house and garage	Permitted	05.01.1960

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 (2021) 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 (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving sustainable development and well-designed places

Supplementary Planning Guidance

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

Consultations, Publicity and Representations

Consultees

Ward Councillors: No comments received.

Higham Parish Council: No comment received.

GBC Highways Officer:

I can see no highway implications, no objections. The property is situated in a large plot and can provide more than adequate car parking.

However, I would suggest that the office can not be used for commercial purposes as this may require further consideration in terms of vehicle movements and car parking.

KCC Highways Officer:

Referring to the above description, it would appear that this development proposal does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current consultation protocol arrangements. If there are any material highway safety concerns that you consider should be brought to the attention of the HA, then please contact us again with your specific concerns for our consideration.

Informative: *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>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

KCC Heritage:

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

Environment Agency:

We have no comments to make on this planning application as it falls outside our remit as a statutory planning consultee.

Please refer to the attached 'When to consult the Environment Agency' document for guidance on when to consult us.

Please note: If the application at a later stage proposes the use of non-mains drainage, we will need to be re-consulted.

Non planning consents

Although we have no comments on this planning application, the applicant may be required to apply for other consents directly from us. The term 'consent' covers consents, permissions or licenses for different activities (such as water abstraction or discharging to a stream), and we have a regulatory role in issuing and monitoring them.

The applicant should contact 03708 506 506 or consult our website (<https://www.gov.uk/guidance/check-if-you-need-an-environmental-permit>) to establish whether a consent will be required.

Dickens Protection Society

The Society would wish to raise concerns that the property may not be well screened on the hillside and may appear intrusive when viewed from the east. Any existing trees should be protected.

The Society would suggest that the garage is conditioned that it can only be used to house motor vehicles.

Neighbouring properties

A site notice was placed near the site on 14th July 2023.

12 surrounding properties were consulted, and 6 comments were received from members of the public. 3 were objections and 3 were representations. Summary of those comments are below:

- The first section of the driveway is in the ownership of the owner of 9 Telegraph Hill. It was originally designed in the 1950's for light vehicles. The large vehicles required for development could damage the driveway which also provides access to main gas, water drainage and sewerage services which could be damaged.
- The height of the proposed house is too high and will overshadow the bungalow next door.
- The statement that the proposed dwelling is similar in height to those of the surrounding area is misleading.
- Obstruction of view.
- Objection to location of proposed garage.
- Road is not suitable for large heavy-duty vehicles.
- Hours of work should be restricted to 8am to 6pm and no Sundays.
- Drainage is barely adequate investigations should be undertaken to ensure that it would take the load.
- Recent increase in size of houses in the vicinity have caused pressure on drains and sewers. A structural survey of the system should be undertaken.
- Evidence of nearby flooding issues where Silver Birches resulted in sewerage seeping into neighbouring gardens.
- Overlooking windows
- Scale out of keeping with its surroundings.

Officer Notes:

1. During the course of the application, it came to the officer's attention that a number of nearby properties were concerned that they were not notified of the application. Whilst the site notice placed and letters sent were compliant with the neighbour notification policies, a decision was made to further notify nearby neighbours not directly adjoining the site to ensure that the local community had appropriate opportunity to comment on the application.
2. Comments relating to; private access arrangements and loss of views whilst noted, are not material planning considerations which can be taken into account for the assessment of this application.

Officer's Analysis

Principle of Development

This application is located in the Rural Settlement inset from the Green Belt, 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), Landscape Character Area, Amenity of Future Occupiers, Residential Amenity of neighbours, Parking Provision, Flood and Drainage.

Design, Character and Appearance

The proposed development included several elements of change to this dwellinghouses;

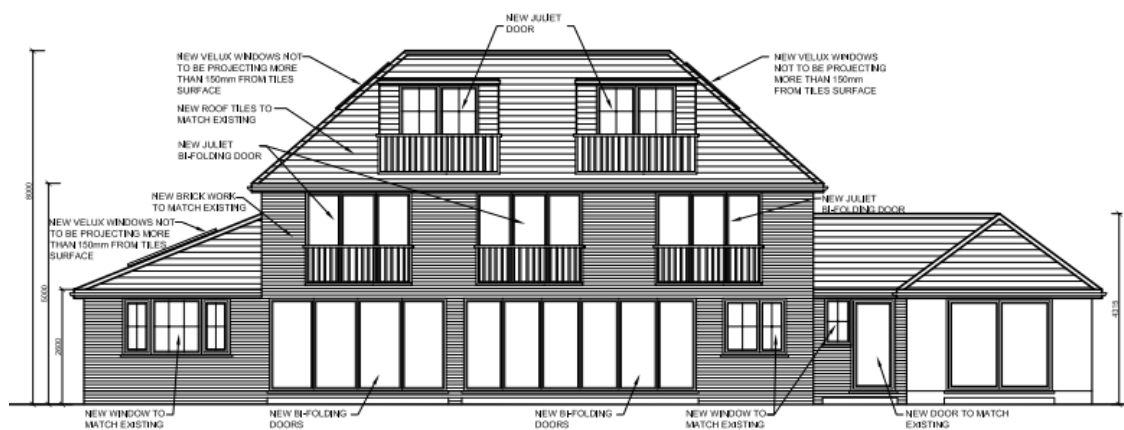
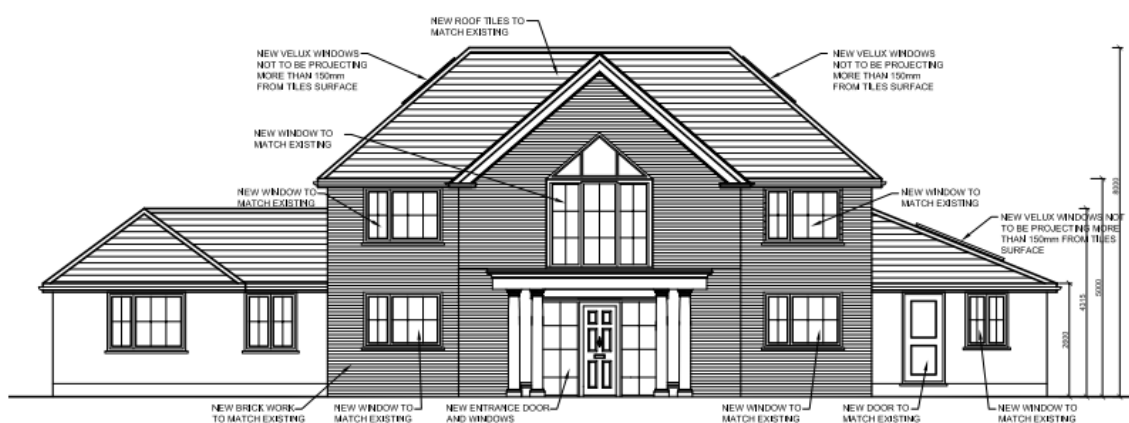
- Erection of a two-storey front extension.
- Erection of a two-storey rear extension.
- Conversion of the loft space and associated addition of 2 dormer roof extensions to rear roof slope.
- Conversion of the garage and replacement garage roof.
- Erection of an outbuilding for car parking, storage, and office space.
- Alteration to fenestration.

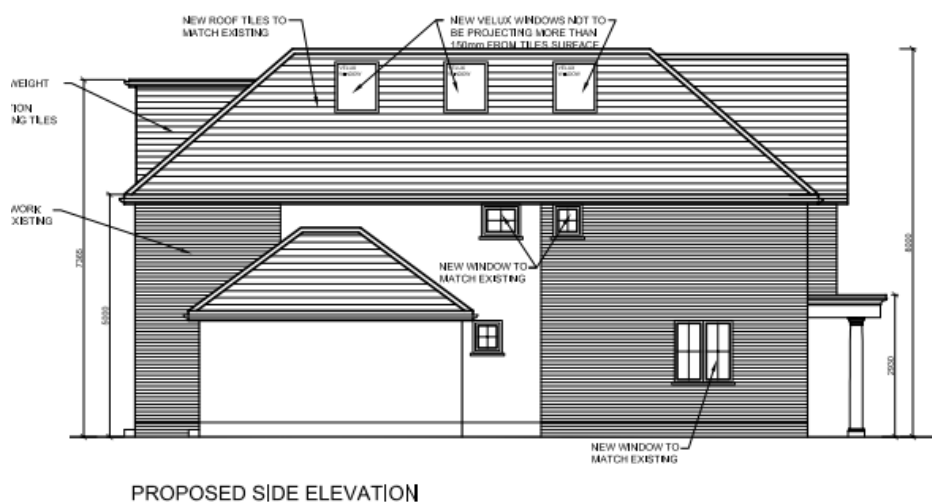
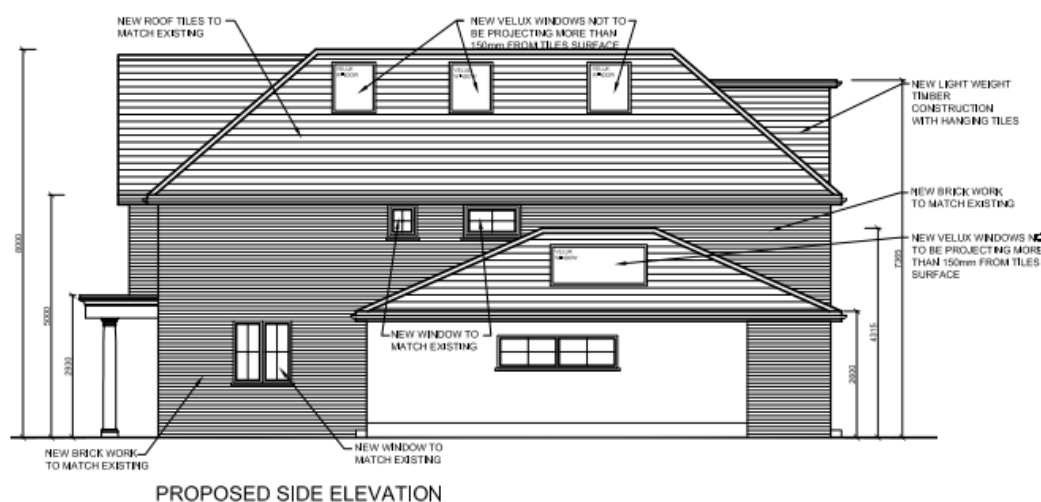
The below image taken from the Design and Access Statement shows the appearance of the front elevation of the dwellinghouse.



The existing and proposed elevations are shown below for information (Not to scale)







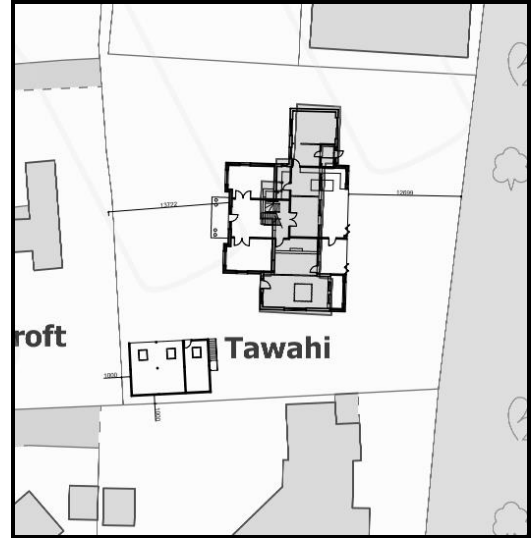
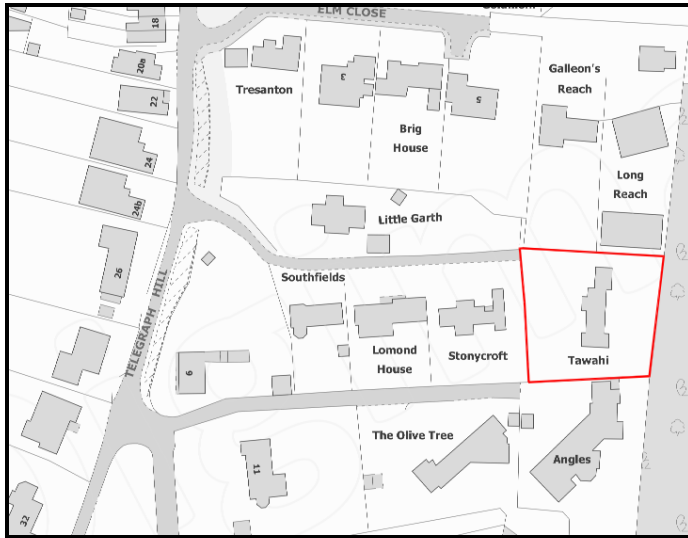
To assist in understanding to what extent the proposed works would increase the scale of the dwellinghouse, the floorspaces are calculated in the below table.

Floor	Existing	Proposed	Actual Increase	Percentage increase
Ground Floor	116m ²	222m ²	106m ²	91.4%
First Floor	59m ²	162 m ²	103m ²	174.6%
Total Floorspace	175m²	384m²	209m²	119.4%

It is noted that the outbuilding proposed would be considered a domestic adjunct and so would also be included in the increased scale of the dwellinghouse, but this is not included in the table above.

The footprint of the dwellinghouse would increase by 91.4% and the total floor area would over double the size of the existing dwellinghouse.

Existing dwellinghouses in the area do vary in scale, character and design but for those dwellinghouses to the west and south of Tawahi, they follow a similar layout with a wide frontage and smaller depth, creating a wide, short building. Those dwellinghouses to the north have more of a traditional, 'squarish' layout but keep a similar overall scale of footprint. By altering this dwellinghouse to extend to the front and rear, it makes the building more squarish. However, this would not be characteristic to either the wide, short buildings to the west and south or the squarish buildings to the north which would have a much smaller footprint than that proposed. This is evident when the site location plan and proposed block plan are compared as below (Not to scale):



In addition those exceptions with larger footprints to the south such as Angles, are bungalows as the below image shows:



Overall, the additions would be of substantial size, enveloping the existing dwellinghouse at the front and rear. The proposed design would be incongruent to the existing dwellinghouse and wider character of the area in terms of layout, form, roof design and would be inappropriate for the semi-rural area, in terms of design features such as the large front dominating window, excessive roof lights, bulky dormer roof extensions and alterations to the single storey elements which would create a disbalanced appearance when viewing the ridge height against the first floor windows.

The proposed outbuilding would be set forward of the main dwellinghouse but to the side. Given the layout of the plot, this would be the most appropriate position. The garage would have an open front and residential features are limited to two doors, and 3 small rooflights. The access to the first floor is accommodated by first floor provision. There is a close relationship to the main dwellinghouse in this position. From a design perspective as an element of the proposal taken on its own, the proposed outbuilding would not cause significant concerns, subject to a condition which would lie the use to the main dwellinghouse. However, when viewed cumulatively with the remainder of the alterations to the dwellinghouse, the addition would exacerbate the disproportional scale of the increase, as the garage would be considered a domestic adjunct.

On balance, the proposed development would **NOT** comply with the requirements of Policy CS19 of the

Core Strategy 2014 and paragraph 130 of the NPPF (2021) in terms of design, character and appearance.

Landscape Character Area

The proposal is for extensions and alterations to an existing property which is located in a built-up rural settlement inset from the Green Belt. Although the proposed development would increase the size of the property, it would still retain as an open site due to the size of the plot and the surrounding garden and as such the proposed development would not be detrimental to the open, rural landscape character of the surrounding area. In respect of landscape character, the proposal is therefore considered compliant with Policy CS12 (LPCS).

Amenity of Future Occupiers

The NPPF (2021) 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 National Space standards. The site is on a large plot and so the garden depth and area would retain adequate external space standards despite the increased footprint.

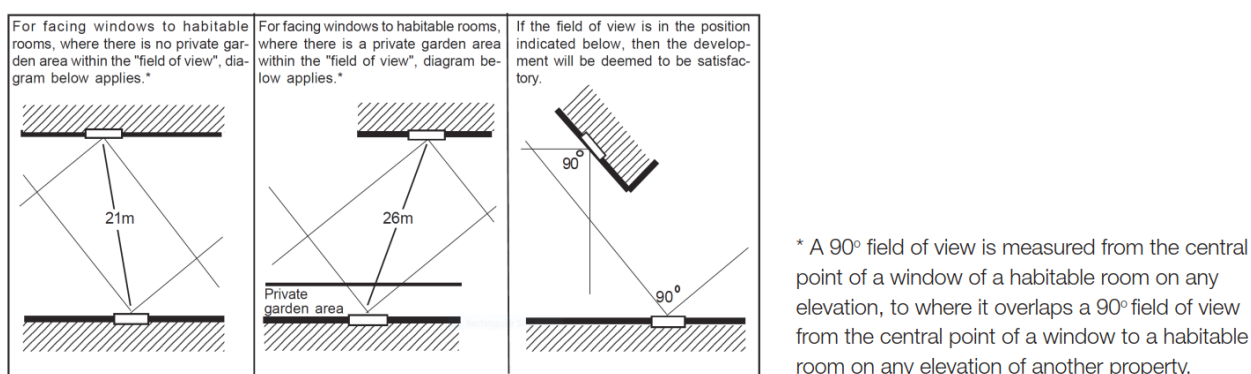
Neighbouring Amenity

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, no objection to the proposal was received.

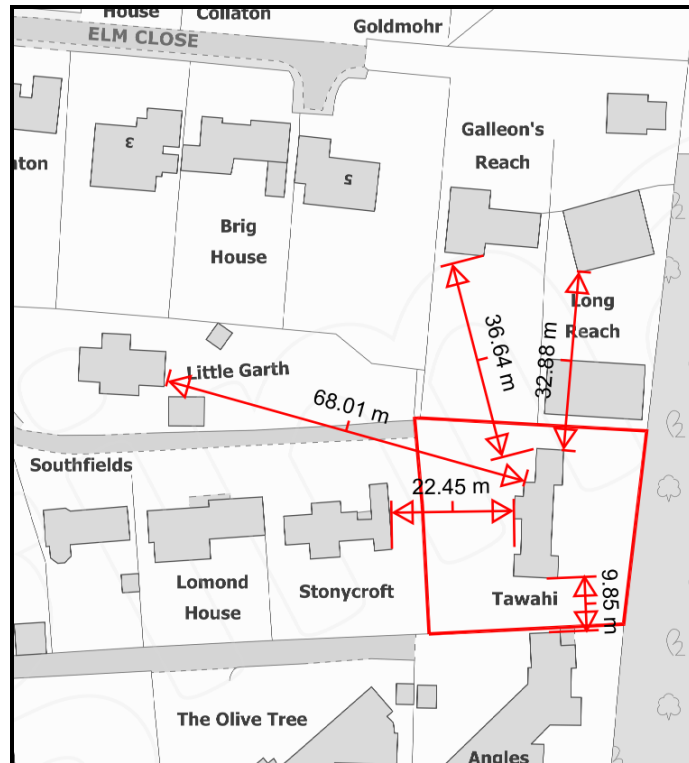
The boundary of Tawahi immediately adjoins several neighbouring properties. Those are the properties most likely to be impacted by the development.

The Residential Layout Guidelines, details appropriate privacy distances in the following diagram:

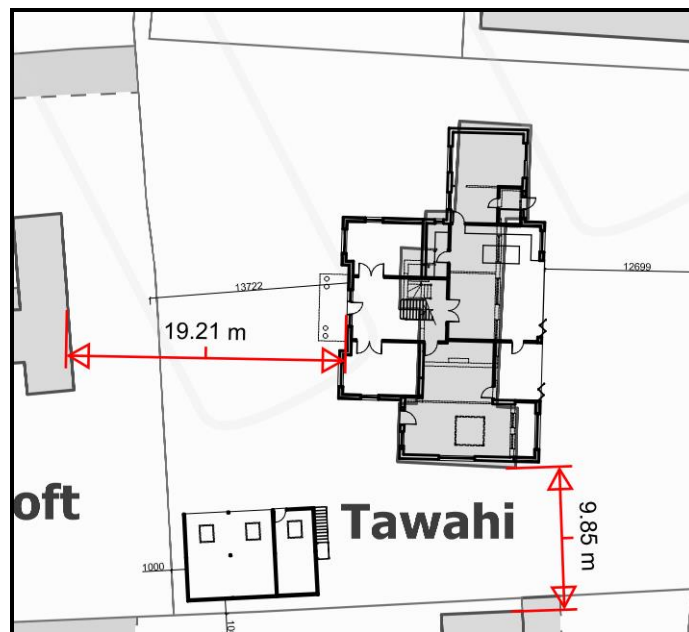
Figure 1



For references the distances from those adjoining dwellinghouses are shown in the image below:



As this image shows, Little Garth, Gallions Reach and Long Reach have distances in excess of 30 metres. It is unlikely given these distances that the proposed development would result in significant harm to the residential amenity of these neighbours.



Angles to the South is the closest neighbour. However, the distance would remain at 9.85 metres. Although there would be an increase in height and depth, on balance given the distance and position of the building, it would be unlikely to overbear or this neighbour directly in terms of increased bulk. The proposed Window included in the converted garage, which would become 'family area' would directly overlook the neighbouring window at Angles to the south.

The distance from the Stonycroft to the east would decrease to 19.21m which again would be a significant distance, which would be unlikely to result in overbearing bulk. There is a row of trees at the boundary adjoining these properties and to the proposed development would be unlikely to directly overlook this

neighbours' windows.

The position, scale and nature of the proposed outbuilding would be discreetly located in such a position and of a scale which would be unlikely to cause direct substantial overlook or overbearing bulk to the neighbouring properties.

The proposal is therefore considered **NOT** to safeguard the amenity of neighbouring properties in compliance with policy CS19 of the Core Strategy 2014.

Any Other Material Planning Considerations

Flood and Drainage:

Concerns have been raised with regard to potential flooding and drainage issues. However, the site is in not in a Flood Risk Area and the proposed development is for extensions to an existing dwellinghouses, which is unlikely to result in significant likely increase in flooding. However, given the concerns raised the Environment Agency were consulted. However, they have advised that the development type falls outside their remit as a statutory planning consultee. An informative will be included as they have requested advising that there are some circumstances where the applicant will need to apply for consents from the Environment Agency.

Conclusion & Recommendation

The proposed development by reason of its scale, poor design and layout would be disproportional to the main dwellinghouse and would result in significant harm to the character of this area and would as a result fail to comply with the requirements of the Householder Alterations/Extensions Guide, Policy CS19 (Development and Design Principles) of the Core Strategy 2014 and paragraph 130 of the National Planning Policy Framework (2021) in terms of design, character and appearance.

By virtue of the window which would serve a habitable family room to the proposed converted garage, the development would result in harm to the living environments of future occupants of neighbouring Angles, Telegraph Hill. The ground floor window would experience direct overlooking which would not comply with required privacy distances. The proposal would therefore fail to provide a high standard of amenity for neighbouring's sites which conflicts with the requirements of the Residential Layout Guidelines (2015), Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and paragraphs 126 and 130 of the National Planning Policy Framework 2021.

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

Case Officer:	Ms Lisa Williams	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	15th August 2023	Dated:	15th August 2023