



Delegated Report

Householder Planning Application

Application No:	20230293
Location:	49 Hillside Avenue, Gravesend, Kent, DA12 5QN
Description:	Part one storey/two storey side and rear extension incorporating alterations to the roofline , also to include dropping of front kerb to the front of the property
Applicant:	Mr Ademola Atobaru
Site Visit:	N/A Desktop Assessment

Submitted Documents/Plans

- Application Form - dated 25/03/2023;
- Supplementary Information - Supporting Statement with Photographs;
- Supplementary Information - Photograph of no. 51 Hillside Avenue;
- Drawing No. 49HILLS/PD/A/100 - Rev. A - Existing Elevations Floor Plans/Roof Plans OS Plan and Existing and Proposed Roof Plan;
- Drawing No. 49HILLS/PD/A/101 - Rev. D - Proposed Floor Plans and Elevations; and
- Drawing No. 49HILLS/PD/A/102 - Rev. D - Existing and Proposed Block Plans, with Proposed Front Layout Plan.
- ~~Drawing No. 49HILLS/PD/A/101 - Rev. C - Proposed Floor Plans and Elevations as Proposed - SUPERSEDED; and~~
- ~~Drawing No. 49HILLS/PD/A/102 - Rev. C - Existing and Proposed Block Plans, with Proposed Front Layout Plan - SUPERSEDED.~~

Relevant Planning History

Reference	Description	Decision	Decision Date
20221244	Erection of a part one storey/two storey side and rear extension incorporating alterations to the roofline and creation of a vehicle crossover	REFUSED	16.03.2023

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
- T1 - Impact of Development on the Highway Network
- T5 - Access to the Identified Highway Network

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 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)
- Gravesham Landscape Character Assessment (2009)

Consultations, Publicity and Representations

Internal Consultees

GBC Highways Officer - I have no objections providing the driveway is constructed from a bound permeable material that is installed in accordance with the manufacturer's instructions.

The extra bedroom will also require a parking space for a cycle to conform to the requirements of SPG4 of one cycle space per bedroom.

Local Ward Councillors - No comment received.

Neighbouring properties

Five surrounding properties were consulted and one representation was received. The neighbour did not object to the development, but raised the following concerns:

Material Planning Considerations

- Loss of Privacy - flank window should be obscure glazed

Non-Material Planning Considerations

- Private Legal Matters (Boundary Dispute)
- Boundary wall should be retained
- Boundary wall must be rebuilt in the same position

Please note that only material planning considerations are relevant to this decision

The consultation period expired 19th April 2023.

Previous Application

This application follows a refusal for a similar development, proposing the “erection of a part one storey/two storey side and rear extension incorporating alterations to the roofline and creation of a vehicle crossover” (ref. 20221244). The application was refused by the Local Planning Authority on the following grounds:

- 1. The proposed development is poorly designed, introducing bulky, disproportionate and incongruous additions to the property with a large two storey flat roof section, which harms the character of the host dwelling, its adjoining neighbour and the appearance of the street scene. Moreover, the proposed driveway would result in a harsh, overdeveloped appearance which is harmful to the character of the street scene. As such, the proposal is contrary to Gravesham's Design Guidance SPD (2021), Policy CS19 of Gravesham's Local Plan Core Strategy (2014) and Section 12 of the National Planning Policy Framework (2021).*
- 2. The extended dwelling would fail to provide a high standard of amenity or acceptable living conditions for future occupants, by virtue of substandard rooms contrary to Gravesham's Residential Layout Guidelines (2020). Therefore, the proposed development does not safeguard the amenity of future occupiers contrary to Policy CS19 of Gravesham's Local Plan Core Strategy (2014) and Section 12 of the National Planning Policy Framework (2021).*

In order to receive a favourable decision, this application must be considered to overcome the reason for refusal attached to the previous application.

Preliminary Matters

The applicant contacted the Local Planning Authority regarding the application and was informed that the development was not considered to have addressed the ground of refusal attached to ref. 20221244. Following this the agent responded and negotiations began to make minor amendments to the scheme to bring it in line with policy and guidance. The revised plans for the extension and driveway were received and accepted 3rd May 2023 / 17th May 2023 respectively.

Officer's Analysis

49 Hillside Avenue is a two storey semi-detached property located on the northern side of the highway. The property forms part of a pair of dwellings characterized by sloping catslide roofs and front bay windows.



The street scene is varied in terms of character, with a mixture of two storey dwellings and bungalows, as well as detached, semi-detached and terraced properties. However, the application property and the

adjoined neighbour are unique within the street scene. The neighbouring property has installed a driveway and extended to the side in the form of a flat roof dormer window.

Proposed Development

This application seeks planning permission for the erection of a two storey side extension and single storey rear extension, along with the creation of a vehicular crossover and driveway. The side extension would be set in from the flank wall, would have a hipped roof and project out beyond the rear wall of the property. The rear extensions would have a flat roof, with a parapet wall and be set-in from the shared boundary. The dimensions of each extension are listed below:

Two Storey Side:

- Depth - 9.55m
- Width - 5.55m
- Height (max) - 6.75m
- Height (eave) - 5.5m

Single Storey Rear:

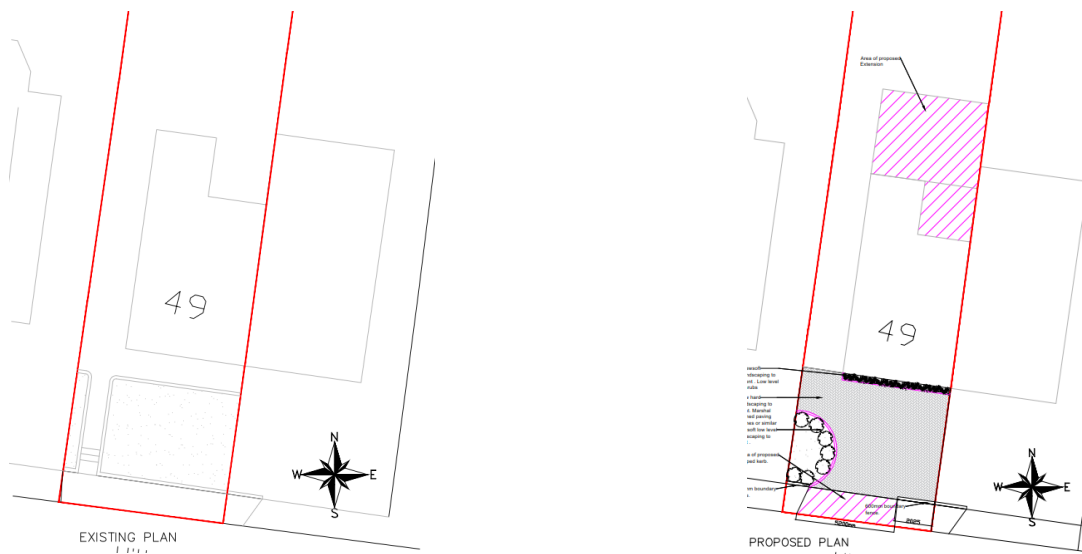
- Depth - 6m
- Width - 5.58m
- Height (max) - 3.35m
- Height (eave) - 2.95m



The extensions would create space for an open plan kitchen/living/dining space and a new utility room at ground floor, with one additional bedroom, a walk-in wardrobe and a family bathroom at first floor. The side extension would be finished in render and tiles to match the existing dwelling. The rear extension would be rendered to match on the flank walls, with a clad rear elevation. There would be two new flank windows with a new window on both the front and rear elevation at first floor level, with bifold doors at the rear providing access to the garden.

The driveway would be formed on the frontage with a raised planting bed on the front western boundary and a strip of landscaping to the front of the dwelling. Although there is no parking plan submitted, the driveway is considered to have sufficient space to park at least two vehicles off-street. It would be

constructed using Marshal flamed paving stones.



Design, Character and Appearance

Policy CS19 (Development and Design Principles) (LPCS) states that new development will be visually attractive, fit for purpose and locally distinctive. It also seeks to conserve and enhance the character of the local built, historic and natural environment and integrate well with the surrounding local area, whilst ensuring that 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, the quality of the public realm and the character of the area.

Gravesham's newly published Householder Extensions/Alterations Design Guidance SPD (2021) set out key principles for developments. Generally, the SPD highlights the importance of new development complimenting and corresponding to existing character and the wider context. In this case, as aforementioned in this report, the immediate context is varied with the exception of the application dwelling and the adjoining neighbour, therefore the extensions to the neighbouring property are material considerations.

The revised design has set the side extension back from the original position and is now set-in from the eaves and the flank wall of the property. The flat roof has been removed which improves the design and reduces the perceived bulk. As a result of these changes the side extension has the appearance of a pitched roof dormer from public vantage point, similar to the extension on the neighbouring property, and is more proportionate to the host dwelling. While it extends beyond the existing rear wall of the dwelling, it is not considered to be excessive in scale and would wrap-around the rear wall to create a uniformity in design and improve the external appearance at the rear. It would be constructed using matching materials and would not have any detrimental impact on the appearance of the dwelling or the character of the street scene.

Similarly, the rear extension is not visible from any public vantage point and will have no impact on the street scene. The height of the extension could be deemed excessive, however this is due to the parapet wall and is not considered sufficient grounds to refuse the development. The rear extension would be rendered on the side elevation to match the dwelling, with a composite cladding on the rear with a set of bifold doors, which is an appropriate material palette.

In terms of the driveway, the introduction of soft landscaping serves to reduce its urbanising impact on the street scene and would benefit biodiversity retention (discussed later in this report). This alteration to the design of the previous refusal is in line with the recommendation for driveways in Gravesham's Design SPD (2021) and is considered to be good design.

Overall, the proposed development is considered to overcome the previous grounds of refusal relating to design. The side extension has been reduced in size and will be set within the roof slope, giving the impression of a dormer from public vantage point and will not have any detrimental impact on the street scene. The rear extension is not visible from any public vantage point and is considered to be appropriate in terms of design. Furthermore, the introduction of landscaping softens the impact of the driveway and will improve the appearance within the street scene. Therefore, the development is in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2021).

Amenity of Future Occupiers

Policy CS19 (LPCS) requires that all development should be 'fit for purpose' and be 'adaptable to allow changes to meet the need of users' and that 'the design and layout of new residential development, including conversion, will accord with the adopted Residential Layout Guidelines' (RLG) (2020).

The new rooms created in the development are compared in the table below with the minimum requirements from the RLG:

	RLG (minimum floor area)	Proposed Room Size
Kitchen/Living/Diner	25.2m ²	40.3m ²
Utility Room	N/A	2.5m ²
Double Bedroom	11.5m ²	12.2m ²
Single Bedroom	6.5m ²	11.6m ²
Bathroom	3.6m ²	8m ²
		5m ²

The table demonstrates that all rooms within the extended property comply with the RLG and the development would provide a good quality living environment for future occupiers. Similarly, the garden would have an area of approx. 226m² and a depth of 28.5m, which is in accordance with the RLG requirement for a 3 bedroom dwelling.

Therefore, the proposal has overcome the ground of refusal attached to ref. 20221244 and would safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2021).

Neighbouring Amenity

Policy CS19 (LPCS) seeks to protect amenity and ensure acceptable future living conditions. Section 16 of the NPPF (2021) 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 proposed development is not considered to cause any harm to the amenity of adjoining properties in terms of loss of light, loss of outlook or sense of enclosure. The orientation of the properties with north facing gardens means that the single storey rear extension, although excessive in height, will not result in any overshadowing for the adjoined neighbour. Moreover, the side extension will not impact on the amenity of the neighbour in terms of overshadowing and by virtue of the 4.65m (approx.) separation distance to the neighbours flank elevation will not impact on outlook or create a sense of enclosure to their flank window, which serves the staircase.

A neighbour representation expressed concern with the new flank windows impacting on privacy. The new flank windows in the extension would serve a walk-in wardrobe and bathroom. These are not habitable rooms and the windows can be obscure glazed. As such, a condition will be attached to the decision notice to ensure that the flank windows are obscure glazed in the interest of neighbour amenity.

Overall, the proposed development is not considered to impact on the amenity of any adjoining occupier. Therefore, it is in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2021).

The neighbour representation also raised concerns with the removal of the shared boundary wall. The plans show that a raised planter would be constructed on the shared boundary with no. 47 Hillside Avenue and that the boundary wall would be retained with no. 51 Hillside Avenue. Nevertheless, the boundary wall is a civil matter between neighbours, is not a material planning consideration and not relevant to this decision.

Parking and Highways

Gravesham's adopted parking standards (SPG4) (2006) states that parking spaces should have a width of 2.5m, which increases to 2.7m when adjacent to a boundary, and a minimum depth of 5m. However, the national standard for depth is lower than that given in Gravesham's SPG4, at 4.8m. Therefore, the proposed parking area would have a depth of 5.85m and a minimum width of 5.55m, which would be sufficient space for at least no.2 vehicles. This would be in accordance with the off-street parking requirement for a three bedroom property.

The Highways Officer raised no objection to the parking provision (on the first drawings submitted without any landscaping), subject to the driveway being formed using bound permeable materials which will be secured by planning condition. The comment also reference secure cycle storage provision, however it is considered that there is adequate space in the garden for bicycle storage.

However, the proposed landscaping and boundary wall were originally proposed at a height of 900mm, which exceeds the minimum height required for pedestrian visibility splays. Kent County Council's vehicle crossing guidance self-assessment (2022) 2m x 2m pedestrian visibility splays with no obstruction over a height of 600mm. In order to achieve the pedestrian visibility splays the height of the raised planter to the west and the part-width front boundary wall were reduced in height (drawing no. 49HILLS/PD/A/101 - Rev. D) and a condition will be attached to the decision notice to ensure that no planted exceed a height of 600mm at any point. However, the obstruction to the east is the neighbouring properties boundary wall, as such the plan has been amended with the proposed dropped kerb relocated to a more central location to ensure that the pedestrian visibility splay is achieved.

Overall, the proposed driveway would provide acceptable off-street parking provision for a three bedroom dwelling in accordance with Gravesham's adopted parking standards (SPG4) (2006). The revised plans demonstrate that suitable pedestrian visibility splays can be achieved which will be secured by condition, as will the permeable surface materials for the driveway. Therefore, subject to condition, the proposed driveway is in accordance with highway policy and guidance.

Any Other Material Planning Considerations

The NPPF (Section 15) seeks to ensure that any development result in a biodiversity net gain. This application proposes the formation of the hardstanding for vehicular parking and would remove all existing soft landscaping in the front garden. As such the development is contrary to Section 15 of the NPPF (2021) and would represent a net-loss of biodiversity.

However, a biodiversity net-gain in a driveway development is unrealistic and the retention of some landscaping is considered to be a good compromise. In this case, the new planting beds would reintroduce some soft landscaping and this is an acceptable compromise and will soften the impact of the development on the street scene.

Conclusion

The application has been fully considered and is considered to have overcome the previous grounds of refusal in accordance with local and national planning policy.

The extensions and driveway will not negatively impact the appearance of the property or the character of the street scene, will create an acceptable living environment for future occupiers and will safeguard the amenity of neighbouring residents. The driveway will provide acceptable off-street parking and will have acceptable sightlines for the safety of pedestrians and other road users.

Therefore it is recommended that planning permission is granted, subject to conditions.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mr Ethan Bonthron	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	18 th May 2023	Dated:	19 May 2023