



Delegated Report

Householder Planning Application

Planning Application No: 20240043

Location: Westwood Whitepost Lane Culverstone Gravesend

Description: Erection of a single storey rear extension and first floor extension over existing garage. Conversion of garage into habitable rooms, erection of an outbuilding to the rear and detached double garage to the front. Front boundary wall and gates.

Applicant: Mr Reggi Donovan

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form

WES/278/01 – Site Location Plan

WES/278/02 – Site Block Plan

WES/278/03 – Existing and Proposed Site Plan

WES/278/04 – Existing and Proposed Ground Floor Plan

WES/278/05 – Existing and Proposed First Floor Plan

WES/278/06 – Existing and Proposed Roof Plan and Outbuilding Floor Plan

WES/278/07 – Existing Elevations

WES/278/08 A – Proposed Elevations

WES/278/09 – Proposed Elevations – Garage and Outbuilding

Design and Access Statement

Superseded:

~~WES/278/08 – Proposed Elevations~~

Relevant Planning History

Reference	Description	Decision	Decision Date
20231043	Erection of a single storey rear extension and first floor extension over existing garage. Conversion of garage into habitable rooms, erection of an outbuilding to the rear and detached double garage to the front. Front boundary wall and gates.	Refused	05.12.2023
20080326	Construction of new enlarged pitched roof over dwelling incorporating two dormer windows in front roof slope and four dormer windows in rear roof slope; conversion of roof space into a total of five bedrooms, ensuite shower room/wc and bathroom/wc and erection of new front porch, chimney stack on the side and pitched roof over garage.	Permission	03.06.2008

19960607	Erection of single storey rear extension to form enlarged bedroom.	Permission	26.11.1996
19870962	Erection of single storey side extension to form kitchen and enlarged garage and erection of conservatory at the rear	Permission	09.12.1987
19780445	Erection of a single storey extension at the side to form a kitchen and a replacement private double garage	Permission	03.07.1978
19580410	Erection of bungalow and garage	Permission	28.07.1958

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles

Gravesham Local Plan: First Review (1994)

- CS11 – Transport
- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2023) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 – Achieving Sustainable Development
- Section 9 – Promoting Sustainable Transport
- Section 12 – Achieving well-designed and beautiful places
- Section 15 – Conserving and Enhancing the Natural Environment

Supplementary Planning Guidance

- SPG2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- Technical Housing Standards – nationally described space standard (2015);
- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide (2021); and
- Gravesham Landscape Character Assessment (2009)

Consultations, Publicity and Representations

Consultees

Meopham Parish Council
No comments received.

Ward Councillors
No comments received.

GBC Highways Officer
I have no objections there is adequate car parking and there is no change in the number of bedrooms. Other than the provision of a gate inset from the highway there are no changes to the vehicular access.

Southern Gas Network
No comments received.

Southern Water
Following the review of the submitted documents, we have the below comments for the Planning consultation.

Protection of Public Apparatus

Please see the attached extract from Southern Water records showing the approximate position of our existing foul sewer within the development site. The exact position of the public asset must be determined on site by the applicant in consultation with Southern Water before the layout of the proposed development is finalised.

- The 150 mm public foul sewer requires a clearance of 3 metres on either side of the public foul sewer to protect it from construction works and to allow for future maintenance access.
- No development or tree planting should be carried out within 3 metres of the external edge of the public foul sewer without consent from Southern Water.
- No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of public or adoptable gravity sewers.
- All existing infrastructure should be protected during the course of construction works.

Please refer to: southernwater.co.uk/media/3011/stand-off-distances.pdf

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Please note: There is a private communication and foul pipe within the development site.

Foul and Surface Water Drainage

Southern Water requires a formal application for any new connection to the public sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service: developerservices.southernwater.co.uk and please read our New Connections Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements

Our initial investigations indicate that there are no public surface water sewers in the area to serve this development. Alternative means of draining surface water from this development are required. This should not involve disposal to a public foul sewer and should be in line with the Hierarchy of H3

of Building Regulations with preference for use of soakaways.
gov.uk/government/publications/drainage-and-waste-disposal-approved-document-h

KCC Heritage

The site lies within an area of multi-period archaeological potential. However, based on existing Historic Environment Record data for the area and the relatively limited extent of the proposed works, 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.

Dickens Protection Society

Thank you for your letter of 24th January 2024 concerning the above. The Society notes the site is inside the village envelope. The Society is concerned at the impact on the street scene resulting from siting the garage in the front garden. The proposed large outbuilding in the rear garden is identified as a recreation area and gym. The Society would suggest that conditions should be imposed to control any extension of the building or residential use, in the interest of local amenity.

Neighbouring properties

5no. surrounding properties were consulted, and no comments were received from members of the public. The final date to submit comments ended on 14th February 2024.

Officer's Analysis

Previous Refusal

This application follows a recent planning refusal for a similar scheme. The description is unchanged from the previous application. The reasons for that scheme being refused are:

1. The height and design of the proposed detached garage and front boundary wall and gates would result in incongruous and overly dominant additions to the street scene which would detrimentally impact on the open rural appearance of the front gardens of Whitepost Lane and adversely affect the rural character of the area. These proposals are therefore contrary to the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and paragraph 130 of the National Planning Policy Framework 2023, as the proposals fail to conserve or enhance the character of the local built and natural environment or integrate well with the surrounding area.
2. The height of the proposed front boundary wall and gates is excessive and would restrict driver visibility and the proximity of the gates to the highway could cause a vehicle to obstruct or partially obstruct the highway, which would be detrimental to highway safety on the basis of sightlines being compromised. The proposal is therefore contrary to the requirements of Saved Policy T1 of the Gravesham Local Plan First Review 1994 and Policy CS11 of the Gravesham Local Plan Core Strategy 2014.

The changes made from the previous proposal are as follows:

- Increased width to proposed garage.
- Lower height and pitch to proposed garage.
- External Material to garage changed from render to brickwork.
- Lowered height and increased setback to proposed front boundary wall.
- Introduction of a pedestrian entrance gate at front.

The following assessment will address the changes made but for consistency will reflect the previous assessment where still relevant.

It should however be noted that the NPPF has been updated since the recent decision was made.

However, the changes made would not materially change the considerations of the scheme, with exception to updated paragraph numbering.

Principle of Development

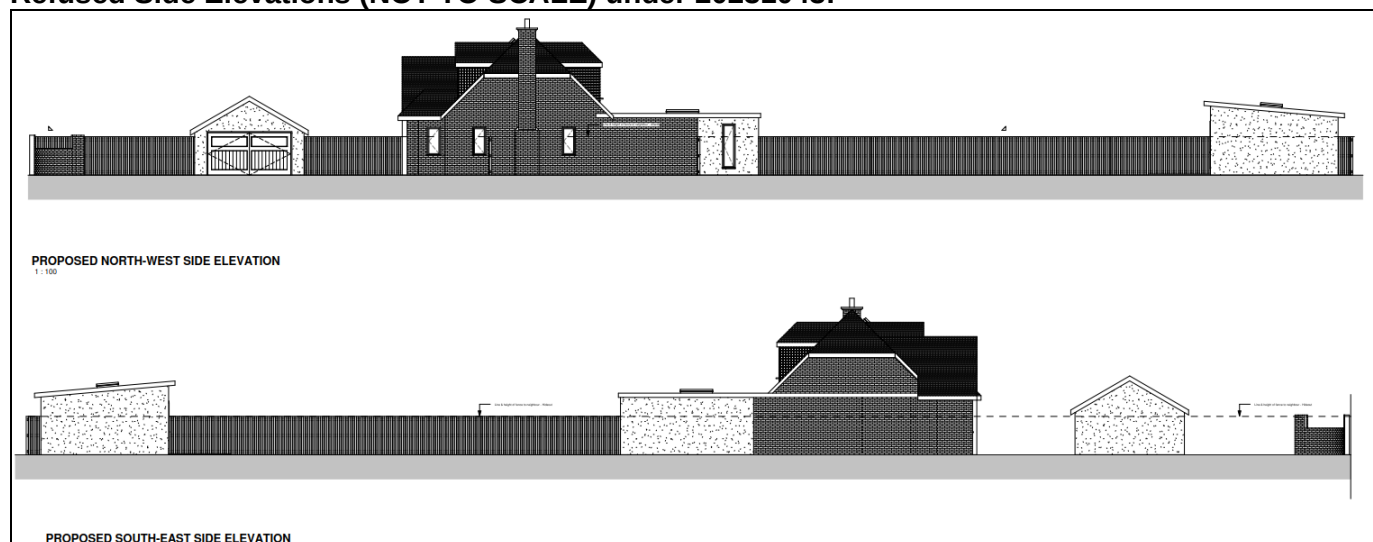
This application is located inside the Rural Settlement inset from the Green Belt, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development.

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), Amenity of Future Occupiers, Residential Amenity of neighbours, Highways and Parking.

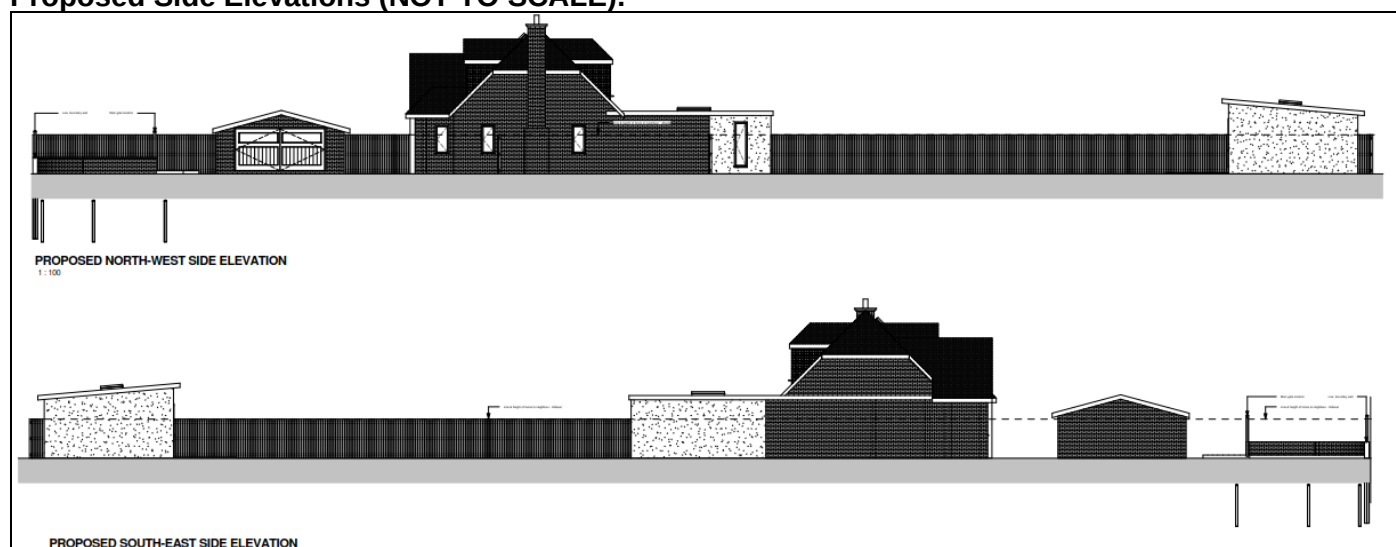
Design, Character and Appearance

For comparative purposes the side elevations as refused and as proposed are included below:

Refused Side Elevations (NOT TO SCALE) under 20231043:



Proposed Side Elevations (NOT TO SCALE):



As per the previous report the following assessments remain relevant:

- The site lies within the rural settlement boundary of Culverstone, inset from the Green Belt. Westwood is a one and a half storey, chalet style, detached property in a fairly generous plot, with a

good size front and rear garden. The road is quiet and the area is residential.

- The proposed rear extension would square off the rear of the property. It will be deep at just over 6m, but given that the property is detached, that the extension will be single storey and at the rear, and that adjacent properties have even deeper extensions, it will not adversely impact the character of the area.
- The extension into the roof space of the existing forward projecting garage to create a bathroom will not significantly affect the appearance of the property, as it will extend into the existing built form of the dwelling. The change in windows and glazing on the front elevation is in keeping with the appearance of this residential property, and again would be congruent with the street scene.
- With regards to the proposed outbuilding, whilst large, it is single storey and will be located at the bottom of the lengthy rear garden and would therefore not visible from a public vantage point. Rear outbuildings at the bottom of the garden also appear to be a common feature along this stretch of properties. The proposed outbuilding will therefore have no adverse impact on the character and appearance of the area.
- It is considered that these elements of the proposal would be in line with the requirements for such additions as set out in the Council's Householder Extensions/Alterations Design Guide SPD. It is considered that overall, the extensions and outbuilding would remain proportionate in terms of the existing size of the house and would maintain the character and appearance of the area.

Concerns were previously raised regarding the proposed garage and the front boundary treatment in design terms.

The proposed front elevation Street Scene (NOT TO SCALE), from the refused scheme and the proposed scheme are included below for comparative purposes:

Refused 20231043



Proposed



In relation to the boundary treatment, the current front garden is open, as are a lot of the front gardens along the road. Where there are front boundary treatments, these largely comprise open fencing, trees/shrubs, or low brick walls with open timber gates, all of which are in keeping with the rural nature of this county lane. The refused front brick wall would have been more than 1.2m in height, the pillars and gates would have been 1.7m high, and the gates will be solid. Such boundary treatment is out of keeping with the open rural character of the area and is therefore unacceptable.

The proposed alternative scheme would lower the front boundary wall to 0.6m in height, reducing the prominence of the wall. With low level shrubs behind. This would be preferable to the previous scheme. In the proposed plans originally submitted with this application, the proposed vehicular and newly introduced pedestrian gates would have remained tall in height and would not visually integrate appropriately with the low boundary wall and would obscure the front elevation of the dwellinghouse somewhat. However, following successful discussions with the planning agent, amended elevations were submitted which reduced the height of the gates to reflect the lowered boundary treatment more appropriately.

In terms of the proposed garage, its orientation and setback were considered acceptable in the previous scheme, and these matters would be unchanged by this proposal. It was noted previously that apart from the approved garage at neighbouring Hideout, there are no other examples of development forward of the main dwellings on the road. It is therefore important that the design of such development is appropriate in terms of the impact on the street scene. To address previous concerns of the height and materials of the garage, the height has been reduced to 3 from 3.7m as originally proposed and the rendered material originally proposed would now be brick, which would reflect the material of the existing dwellinghouse. Therefore, overcoming the original concerns.

The proposed scheme would overcome refusal reason 1 of the previous application.

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

Amenity of Future Occupiers

The application does not involve increasing the size of the house in terms of number of bedrooms.

Garden space around the property will be affected by the proposed extensions/outbuildings but the rear garden in particular would regardless remain in excess of the recommended 100m² for a 5-bedroom property at approximately 300m².

Overall, it is considered that the proposals would comply with the Council's residential layout guidelines and the Technical Housing Standards - Nationally Described Space Standards in terms of the size of the proposed accommodation and retained garden space.

Neighbouring Amenity

As outlined above, it is important that any development safeguards the amenity of neighbouring properties and land. Following a period of consultation with neighbouring properties, no objection to the proposal was received.

The proposed single storey rear extension and outbuilding would be close to the property boundaries. However, the submitted plans show no encroachment onto neighbouring land, and as the neighbouring dwellings are detached, the proposals will not have a dominant impact, particularly as they are single storey. Nor will they affect light or outlook to any significant degree. It would, however, be appropriate to restrict the use of the outbuilding in order to prevent any further impact on neighbours from potential alternative uses, such as residential.

The extension into the first floor would be at the front of the property and would not extend the built form of the building, and there would not be any windows to the flank elevations that would affect neighbouring properties.

The single storey nature and position of the proposed garage to the front would not cause any sense of enclosure, loss of light, outlook or privacy to the closest neighbouring property, Hideout, which also has its own detached front garage on the other side of the boundary. Details of landscaping/boundary treatment should be conditioned to ensure that the proposal is integrated back into its surroundings, and the property boundaries and landscaping are retained.

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

Overall, it is considered the proposal would have an acceptable impact on neighbouring properties in terms of outlook and privacy, and daylight and sunlight. As such, the proposals comply with Policy CS19 of the Core Strategy 2014 in relation to the impact on amenities.

Parking and Highways

There is no change in the number of bedrooms at the property as a result of the proposals. Regardless of this, it is considered that sufficient off-street parking space would be able to be maintained within the proposed garage and driveway space in accordance with parking standards.

However, the garage proposed in the previously refused scheme was not suitable for two cars, as it measured 4.8m wide by 5.7m deep internally compared with the preferred width and length in the KCC SPG4 adopted guidance of 5.5m by 6m. The proposed garage would either have to be increased in size to comfortably fit two cars or reduced to fit one car plus bikes/storage.

The proposed garage in this instance would be 5.5m by 6m internally and so would provide adequate parking space for 2 vehicles, complying with the size standards in SPG4.

The lowering and increased setback of the front boundary treatment and soft landscaping would also overcome previous concerns made regarding obstructed visibility of drivers.

Refusal Reason 2 is therefore overcome by the proposed scheme.

Adequate vehicle and cycle parking provision is therefore available in accordance with paragraphs 110 to 113 of the National Planning Policy Framework (2023), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014 subject to further details of cycle parking provision.

Conclusion & Recommendation

The proposed scheme would overcome refusal reason 1 and refusal reason 2 on the previous decision notice reference 20231043.

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

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

Case Officer:	Mrs Lisa Fisher	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	1 st March 2024	Dated:	05 March 2024