



Delegated Report

Householder Planning Application

Planning Application No: 20240682

Location: Westwood Whitepost Lane Culverstone Gravesend

Description: Application for the variation of condition 2 attached to planning permission reference number 20240043 for the 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, to allow; the repositioning of the double garage and alteration to garage doors.

Applicant: Mr Reggi Donovan

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form

WES/278/02 A – Site Block Plan

WES/278/03 A – Existing and Proposed Site Plan

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

WES/278/08 B – Proposed Elevations

WES/278/09 A – Proposed Elevations, Garages and Outbuilding

Document titled Westwood Site Photos

Cover Letter

Relevant Planning History

Reference	Description	Decision	Decision Date
20240601	Application for a non-material amendment to planning permission reference number 20240043 to allow the repositioning of the existing approved double garage in the front drive	Refused	15.07.2024
20240043	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.	Permitted	05.03.2024

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)

- P3 – Vehicle Parking Standards
- CS11 – Transport

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)
- Design for Gravesham – Design Code (2024)

Other Relevant Guidance

- Kent County Council Vehicle Crossing: - Guidance and Self-Assessment (2018)
- Driveway Dropped Kerb Guidance
- Front Driveway Guidance

Consultations, Publicity and Representations

Consultees

Meopham Parish Council

Having reviewed the application in detail Meopham Parish Council raises no objection to the application subject to the new location not adversely impacting visibility for pedestrians and vehicles using that part of Whitepost Lane.

Ward Councillors

No comments received.

KCC Highways

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.

KCC Heritage

I have no comments on archaeological matters to make in this case.

Dickens Country Protection Society

Thank you for your letter of 29th July 2024 concerning the above. The Society notes condition 2, attached to planning permission 2024/0043, lists the approved drawings including inter-alia drawing WES/278/03 which defines the location of the two car garage. The Society further notes that application 2024/0601 to relocate the garage near the road (to which the Society objected) was refused. The Society notes that application 2024/0682 seeks to vary condition 2 to allow the garage to be relocated.

Accordingly, the Society wishes to register an objection to planning application 2024/0682 since its objective is to amend condition 2 to enable the garage to be relocated.

Southern Gas

No comments received.

Southern Water

No comments received.

Neighbouring properties

5no. surrounding properties were consulted and 1 comment was received from a member of the public, supporting the scheme. The final date to submit comments ended on 22nd August 2024.

Summary of comment:

- The proposed garage foundations should be constructed at a level that will not undermine the raft slab to the adjacent twin garage, given the proximity and sloped nature of the front gardens. Assume local building control would ensure this?

Officer's Analysis

Principle of Development

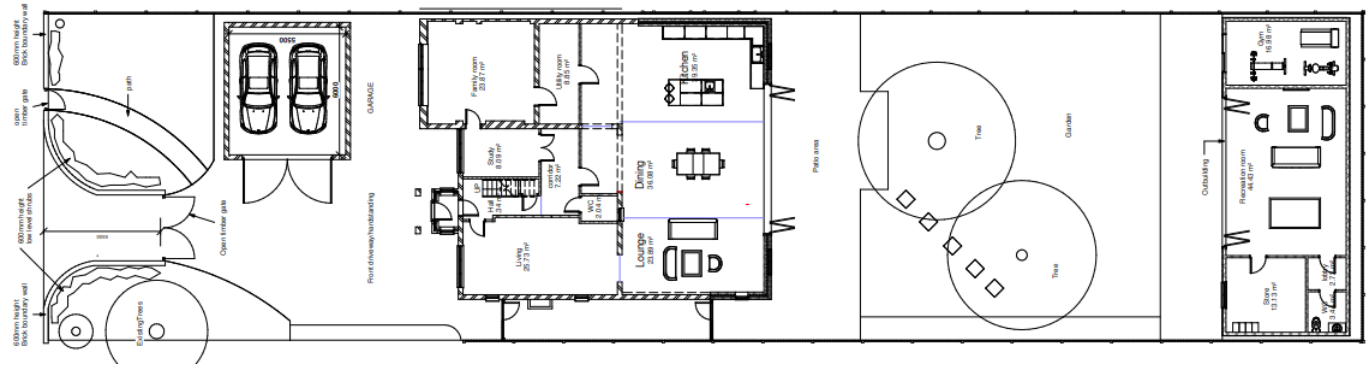
This application is located inside the Rural Settlement inset from the Green Belt, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development.

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.

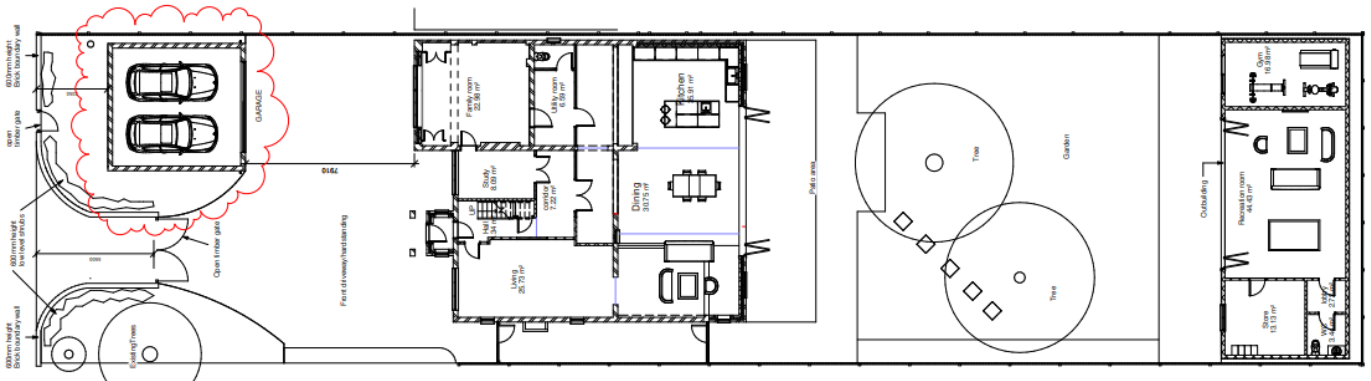
This scheme proposes an amendment to that approved under 20240043. The change includes only the relocation of the garage and change to its doors. All other elements of the development would remain unchanged and so the purpose of this assessment is to consider the impacts only of that change.

For clarity the plans (Not to Scale), as approved and as proposed are shown below:

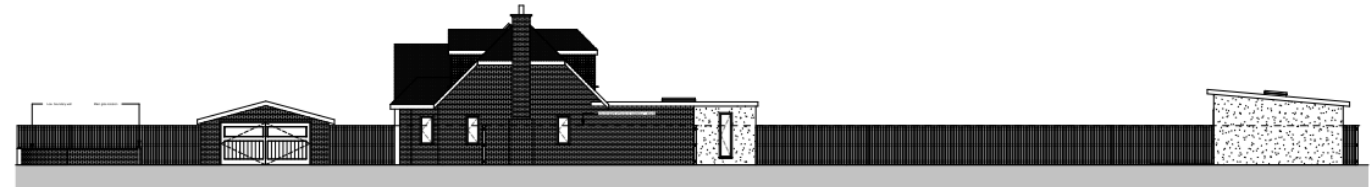
Approved Site Layout



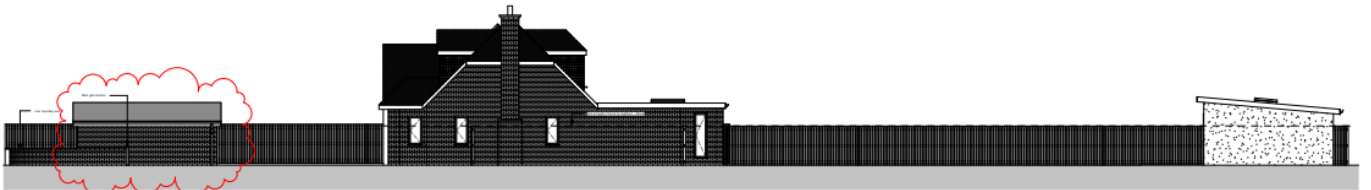
Proposed Site Layout



Approved North-West Side Elevation



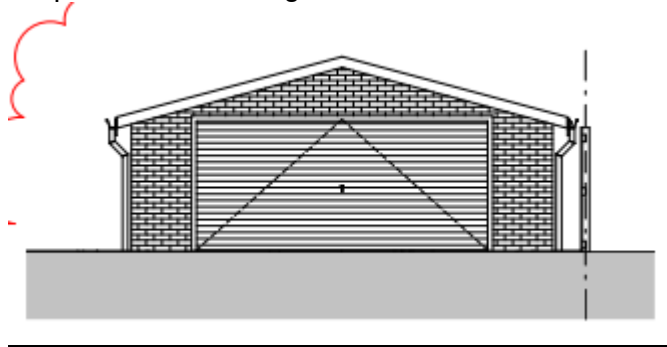
Proposed North-West Side Elevation



Approved Front Garage Elevation



Proposed Front Garage Elevation



Design, Character and Appearance

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.

It was noted in the previous assessment for this site 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 was amended to brick, which would reflect the material of the existing dwellinghouse. The height and materials used in the garage would not be increased as part of this scheme and so those improvements would be retained in this design.

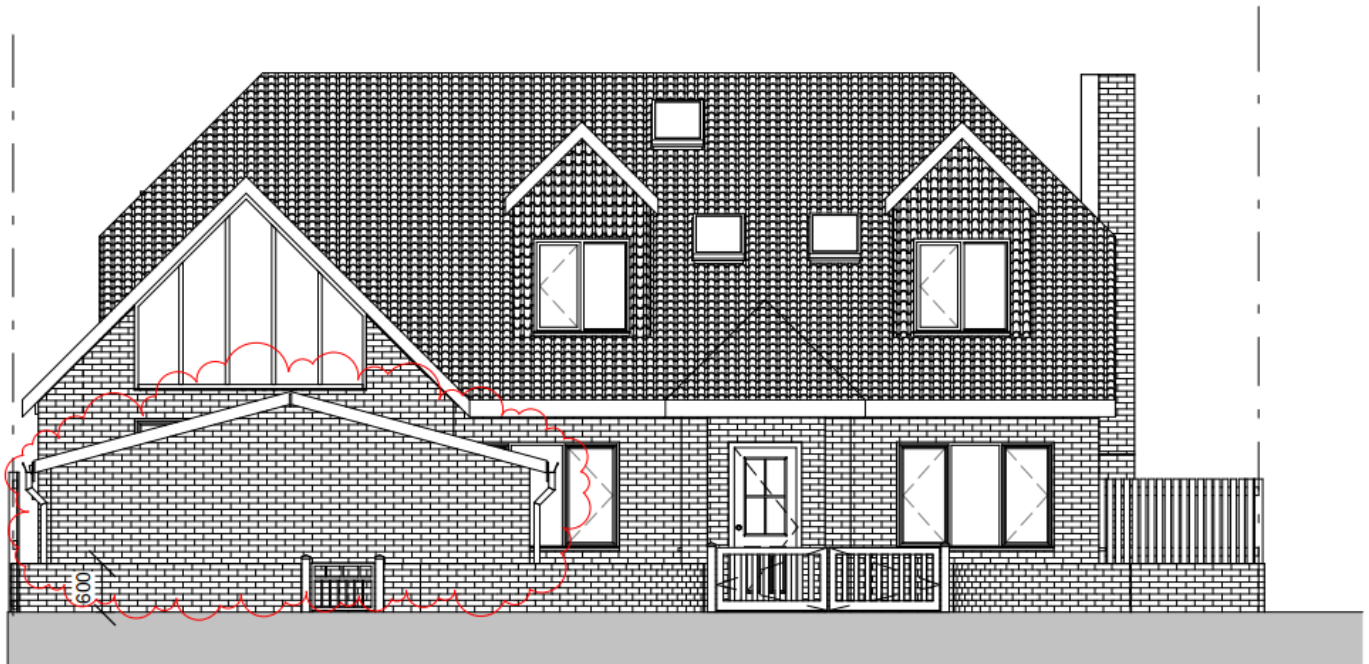
In this case, the proposed change of doors is unfortunate as a roller shutter door is not as distinctive or characteristic of the rural setting as the originally approved timber opening doors. However, if the change in position is approved, it would not be visible from the public viewpoint, limiting its impact on the character and setting.

The visual impact of the changes will be evident, given the closer proximity to the street and its front position. The front viewpoint would change as per the below elevations (Not to Scale):

Approved



Proposed



As can be seen, the proposed alteration would re-orientate the building, so that the dwellinghouse would be less obscured by the garage and also so that the pitch of the roof would reflect the dwellinghouse from the front facing viewpoint, more sympathetically. It is also noted that the proposed garage would not be set as far forward as the garage at the adjoining property; The Hideout. For the aforementioned reasons, the proposed changes would not result in significant harm to the character of the area. However, there would be more prominence to the streetscene and loss of soft landscaping, where the existing front boundary is highly planted as per the image below.



Therefore, to compensate for the loss of landscaping, increased soft landscaping elsewhere on the site/drive area would be necessary alongside a reinforced hedged/planting to the front boundary. This could be reserved by condition if approved.

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, subject to condition.

Amenity of Future Occupiers

This application would not alter the internal spacing of the main dwellinghouse. Nor, would it alter the external amenity space.

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 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.

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

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. This internal spacing is unchanged from the approved scheme. Whilst the orientation of the garage towards the house is unusual, given the spacing from the dwellinghouse and the turning area available, there would be adequate spacing to manoeuvre vehicles. The proposed boundary treatment and access are not altered as part of this proposal.

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 change to this scheme, relates only to the location and doors of the approved garage. The change is considered to comply with all relevant national and local planning policies. As such, the recommendation is to approve the application to vary the consent subject to inclusion of an additional condition relating to landscaping details.

Conditions

Condition 1 relates to the standard time limit for works to begin. This condition is still relevant as no evidence is available that works have begun. The wording will be amended to refer to the time limit starting from the original date of decision.

Condition 2 relates to the approved plans. The condition will be updated to reflect the amended plans approved as part of this application.

Condition 3 relates to the approved materials. It will be amended to clarify that the materials are detailed in the application form for the original application as approved.

Condition 4 relates to landscaping height restrictions for purposes of highway safety. This is still relevant and will be retained.

Condition 5 relates to removal of PD rights for fences, gates and walls for purposes of highways safety and visual relationship. This is still relevant and will be retained.

Condition 6 relates restricts the use of the garage to ancillary use to the main dwellinghouse. This is still relevant and will be retained.

Condition 7 relates to removal of PD rights for side openings for purposes of neighbour amenity. This is still relevant and will be retained.

Condition 8 relates to restriction of use of flat roof areas as balconies to protect neighbour amenity. This is still relevant and will be retained.

An additional condition (Condition 9) will be added relating to provision of details of soft landscaping, to ensure appropriate level of soft landscaping on site and at the boundary, reducing visibility of the garage from the street.

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

Case Officer:	Mrs Lisa Fisher	Team Leader:	Richard Hart
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Signed:		Signed:	<i>R Hart</i>
Dated:	3rd September 2024	Dated:	6th September 2024