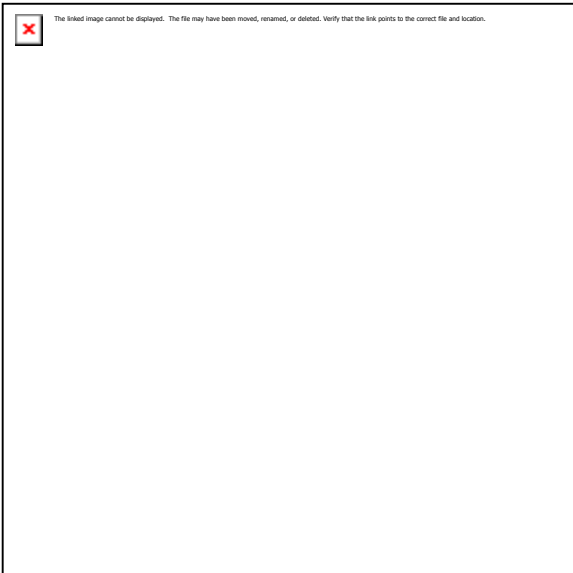




Delegated Report

Householder Planning Application

Planning Application No: 20211454

Location: Charam Rhododendron Avenue Meopham Gravesend

Description: Erection of a detached double garage.

Applicant: Mr Lee Stephens

Site Visit Date: 21st March 2022

Submitted Documents/Plans

Planning Application Form;
Drawing No. 21-032-01 – Location & Site Plan; and
Drawing No. 21-032-03 – Proposed Floor Plan and Elevations.

Relevant Planning History

Reference	Description	Decision	Decision Date
19980305	Repitching of roof to provide habitable rooms	Permission	26.06.1998
19950664	Application for the approval of brick sample as required by condition (ii) of planning permission ref. no. GR/92/561.	Refused	17.10.1995
19950725	Application for the approval of brick sample as required by condition (ii) of planning permission ref. no. GR/92/561.	Approval of Details	13.11.1995
19920561	Erection of detached single storey dwelling.	Permission	23.11.1992

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

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)

- 2 – Achieving Sustainable Development
- 12 – Achieving sustainable development and well-designed places
- 13 – Protecting Green Belt land
- 15 – Conserving and enhancing the natural environment

Supplementary Planning Guidance

- 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

Meopham Parish Council

Objection to this planning application on the grounds that the overall size of the new building is excessive and out of proportion to the house.

KCC – Heritage Conservation (E & W)

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.

GBC – Highways Officer

Properties on this road are a constant problem as so much has been done which may not comply with good

practice.

Ideally any vehicle emerging from a dwelling should have a sight line that is appropriate to the speed of traffic using the road. The sight line is made up of two elements that form generally an equilateral triangle. The 'x' distance is measured back from the edge of the carriageway 2.4 metres along the centre line of the access. The 'Y' distance which is determined by the speed limit or measured vehicle speeds is measured either side of the centre line of the access along the near side carriageway edge. Manual for Streets gives the sight line requirements for a 30mph road as 43m x 2.4m x 43m, so generally pass outside the property boundary, but are often assisted by a highway margin, be it verge or footway.

Looking at the site photos the access exists but the boundary wall has in effect been filled in with fence panels which reduce visibility at the access, if this is not permitted development then they should be removed to restore some visibility at the access.

The garage should be set back a minimum of 2.4 metres from the edge of the carriageway to ensure that any future changes to the property boundary that requires planning permission will not be compromised by the position of the garage.

The applicant should also consider installing a power supply that can support future electric vehicle charging points

Neighbouring properties

The application has been advertised by site notice and individual letters to 3 neighbouring properties, with an overall expiry date of 15th April 2022. No letters of representation have been received.

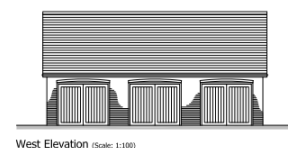
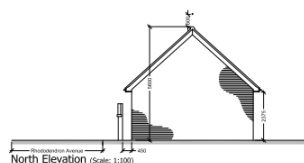
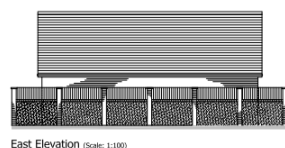
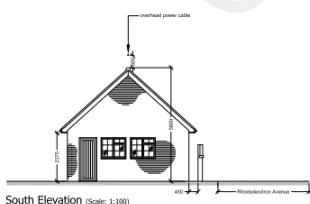
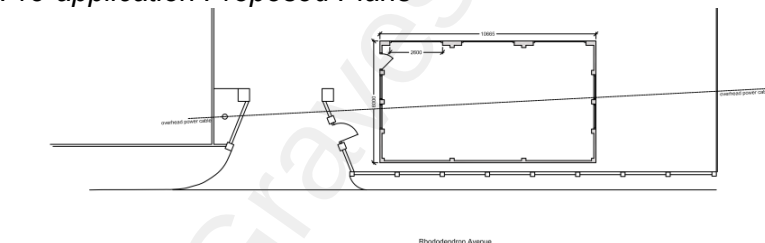
Officer's Analysis

Background

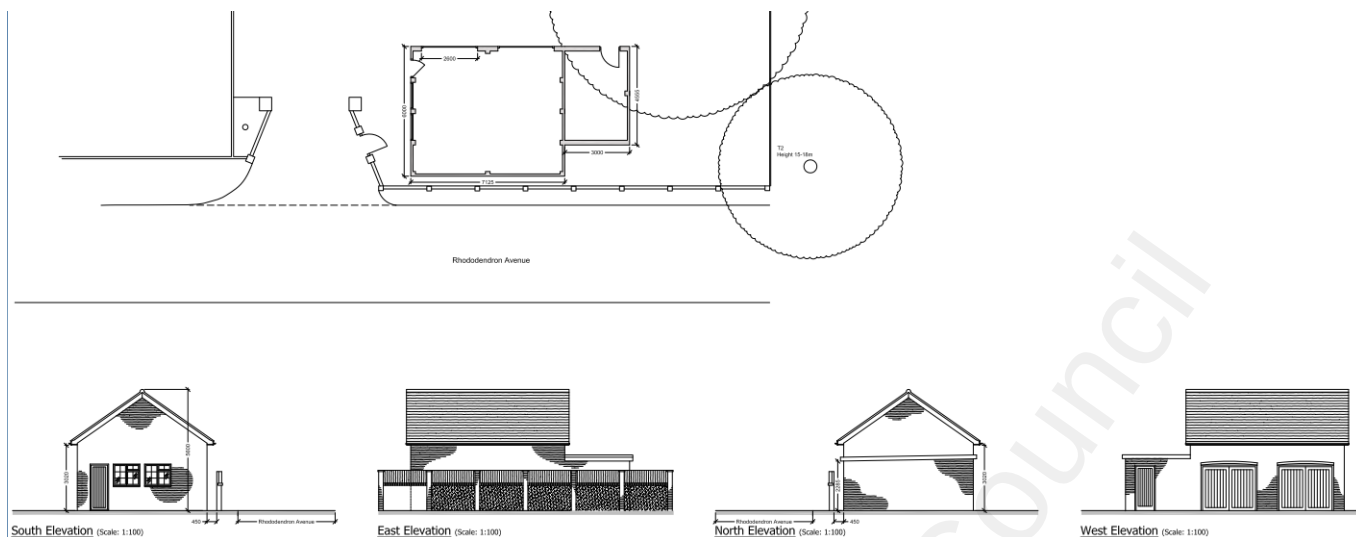
Pre-application advice was sought prior to the submission of this application. The proposed garage within the pre-application was a triple garage with pitch roof located in the same area as the current proposal. The main difference between the pre-application submission and the current proposal are as follows;

Reduction in footprint from 64.09m² to 56.51m²;
Reduction in pitch roof width from 11.06m to 7.53m;
Increase of eaves height from 2.86m to 3.54m;
Alteration from triple garage to double garage

Pre-application Proposed Plans



Current Application Proposed Plans



The officer concluded that;

Overall it is considered that the proposed garage would result in a dominant structure that would overshadow the host property and due to its height and location up to the front boundary would obscure any views of oncoming traffic when the occupiers of the adjacent dwellings are exiting their driveways and as such would result in a detrimental impact on highway safety. As such, it would be contrary to Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy (2014) and Section 12 of the National Planning Policy Framework (2021).

As can be seen from the drawings above, there is no fundamental change between the proposed block plans in terms of location of the proposed garage. Whilst the pitch roof has decreased in width, it has increased in height at eaves level. It is therefore considered that the principle of the proposal remains the same and there still remains an overall objection to the principle of the development.

Proposal

This application seeks planning permission for the erection of a detached double garage. The building would be an 'L' shape with the main garage area measuring 7.13m wide, 6m deep, 3.54m in height to the eaves and 5.6m in height to the ridge with a pitch roof. Attached to the side would be a separate flat roof storage area measuring 3m wide, 4.55m deep and 2.6m in height to the flat roof.

Green Belt, Landscape Character and Appearance

The application site is located within the Green Belt and the Harvel Wooded Downs Landscape Character.

The application site is a detached bungalow set back from the road and surrounded by residential properties.

The area is characterised by predominantly detached dwellings of varying designs set within large plots. The majority of the properties are set back from the road with driveways. There are examples of detached garages located to the front, however most are single, with some double sized garages. With the exception of Copels Hill, The Woodyard and The Brambles which are all located further to the north of Rhododendron Avenue, with the host dwellings also set further forward in their plots, the majority of the detached garages are set back from the road and are not set up close to the front boundary. Furthermore, most appear to have been constructed at the same time as their host dwellings.

Charam



Copels Hill (located opposite)



The Woodyard and The Brambles



Green Belt

The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Para. 147 of the National Planning Policy Framework 2021 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Para. 148 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist

unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Para. 149 states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

a) buildings for agriculture and forestry;

b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;

d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;

e) limited infilling in villages;

f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

– not have a greater impact on the openness of the Green Belt than the existing development; or

– not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

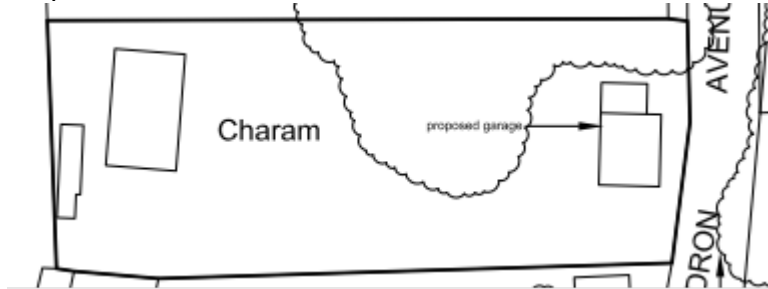
The proposed building does meet any of the criteria listed under a-f. The site is garden area for the application property and, as this is located in the rural area, can be classed as 'previously developed land'. However the annexe of the NPPF states that, even in the case of previously developed land, it should not be assumed that the whole curtilage should be developed. Even if the proposal did meet the exception (g) the impact of the development on the openness of the Green Belt has to be considered. The construction of a new building to the front of the property where there is currently open space that forms the front garden undoubtedly impacts on the openness of the Green Belt.

The proposed garage may be considered ancillary to the main dwelling, as it would be for the purpose of vehicle parking for the property. Therefore, the proposal may fall within criteria c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building. However being not attached to the host dwelling and being set some considerable distance away, it may not fall within this criteria either, but it still has to be considered. In terms of footprint the host property is single storey and has a footprint of 81.47m². The proposed garage with a footprint of 56.51m² would only be 24.96m² smaller than the host property and with a ridge height of 5.6m, which is 400mm higher than the host property, it would not appear subservient to the host property and would result in a disproportionate addition to the host property and therefore would not accord with criteria c).

Furthermore, Saved Policy C13 of the Gravesham Local Plan First Review (November 1994) (LPFR), which relates to extensions to dwellings in the countryside, sets out a number of criteria that should be met when considering proposals for domestic extensions. In this case C13(vii) is relevant which states that *proposals for domestic garages and for other outbuildings will be considered on their individual merits but will be required to be well design, discreetly sited and subservient to the scale of the main dwelling on the plot.* The proposed garage would be located within a prominently location at the front of the curtilage and with an eaves height of 3.54m and ridge height of 5.6m would be a bulky and dominant structure and cannot be considered as discreet. Furthermore, with an external footprint of 56.51m² it would not be subservient in

scale to the main dwelling. It is therefore considered that the proposal would be contrary to Saved Policy C13(vii) (LPFR).

Proposed Site Plan



No information has been provided to explain why special circumstances might exist and therefore the proposal conflicts with paragraph 148 of the National Planning Policy Framework 2021.

The proposed garage, due to its location within the Green Belt, size, scale and bulk, and siting within the plot is considered inappropriate development in the Green Belt where no special circumstance exist. It therefore conflicts with para. 147 of the National Planning Policy Framework 2021, Policy CS02 of the Gravesham Local Plan Core Strategy 2014 and Policy C13 of the Gravesham Local Plan First Review 1994.

Character and Appearance

The application site is also located within the Harvel Wooded Downs Landscape Character. The key characteristics are a varied topography, ancient woodlands and a haphazard mosaic of residential plots. The condition is moderate and distractors include derelict buildings, caravans, poor fencing and fly tipping. The sensitivity is moderate where more recent plots and buildings are indistinct and enclosed by mismatched fencing or suburbanised walls, gates and railings. The proposed building will add further modern development in a prominent location that will not enhance the landscape character of the area. In terms of appearance, as discussed above, the additional building to the front of this dwelling will further urbanise the appearance of the area to the detriment of its character.

The proposed garage therefore conflicts with policies CS12 and CS19 of the Gravesham Local Plan Core Strategy 2014 and para. 130 of the National Planning Policy Framework 2021.

Residential Amenity

The NPPF 2021 states that planning decisions should aim to secure a high standard of amenity for all existing and future users (paragraph 130f). The impact on amenity is also considered with regard to the criteria within Policy CS19 of the Core Strategy 2014, 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.

Future Occupiers

The proposed garage would be set sufficiently away from the front habitable room window and as such would not result in a detrimental impact on the current or future occupiers of the property and would be in accordance with Policy CS19 of the Core Strategy and paragraph 130 of the NPPF (2021).

Neighbour Amenity

The proposed garage would be set approx. 43.86m from the front elevation of Finches, located to the south and therefore it is considered to not result in a loss of outlook or overshadowing. The proposal would therefore be in accordance 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 and paragraph 130 of the NPPF (2021).

Parking and Highways

In terms of parking, the proposed garage would provide two parking spaces and the existing driveway would still exist. Therefore the proposal would accord with the KCC Parking Standards.

In terms of the impact on highway safety, the garage would be located close to the front boundary. The existing boundary wall is already set close to the highway and measuring 1.87m in height to the top of the pillars and fence panels. The proposed garage with large expanse of fall with pitch roof above would only exacerbate the existing situation with views when existing the property and as vehicles pass. Rhododendron Avenue is a narrow single track road with no footpath, and whilst vehicle movements are generally at a lower speed due to the condition of the surfacing of the road, that may not always be the situation. The proposed garage would therefore result in obscured views and lack of vision splays for the occupiers of the adjacent properties when existing their driveways. As such, this would result in a highway safety risk.

Existing Boundary



The GBC – Highways Officer has recommended that the garage should be set back a minimum of 2.4 metres from the edge of the carriageway to ensure that any future changes to the property boundary that requires planning permission will not be compromised by the position of the garage.

Therefore the proposed garage in its current location is considered to result in a highway safety risk and would be contrary to Policy CS11 (LPCS) 2014 and Saved Policy P3 from Gravesham's Local Plan First Review (1994).

Conclusion

The application site lies within the Metropolitan Green Belt within which inappropriate development should not be approved except in very special circumstances. The proposed garage comprises inappropriate development that is, by definition, harmful to the openness of the Green Belt. The development will not preserve the openness of the Green Belt and will conflict with one of the purposes of including land within it. In the absence of any 'very special circumstances' that may otherwise outweigh the harm by reason of inappropriateness, and any other harm, the proposed development is contrary to national planning

guidance contained in paragraphs 148 and 150 of the National Planning Policy Framework 2021 and Policy CS02 of the Borough Council's adopted Core Strategy.

The proposed garage, due to its location close to the front boundary with Rhododendron Avenue, together with its overall bulk and height would not provide adequate vision splays and would obscure any views of oncoming traffic when the occupiers of the application property and the adjacent dwellings are exiting their driveways and as such would result in a detrimental impact on highway safety. As such, it would be contrary to Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy (2014) and Section 12 of the National Planning Policy Framework (2021).

The application site lies within the locally designated Harvel Wooded Downs Landscape Character Area, where local and national planning policy and guidance expect developments to conserve, restore and enhance the natural landscape. However, the proposed development would be harmful to the landscape character by reason of the intensification of residential development and associated hard landscaping that would result. The application is therefore contrary to Policies CS12 and CS19 of the Borough Council's adopted Core Strategy and paras. 174 and 176 of the National Planning Policy Framework 2021.

Recommendation:

Refuse

See draft Decision

Case Officer:	Mrs Amanda Grout	Team Leader:	Richard Hart
Signed:	<i>A Grout</i>	Signed:	<i>R Hart</i>
Dated:	9 th May 2022	Dated:	9th May 2022