

Delegated Report

Householder Planning Application

Planning Application No: 20251257

Location: Little Acre Foxendown Lane Meopham Gravesend

Description: Demolition of existing garage and erection of an annexe.

Applicant: Mr D Hursey

Site Visit Date: 03rd February 2026

Submitted Documents/Plans

Application Form; and
Single Application Plan – Drawing No.2021/135.

Relevant Planning History

Reference	Description	Decision	Decision Date
20230962	Demolition of existing garage and erection of a new garden room outbuilding.	Permitted	14.12.2023
20211303	Erection of a two-storey rear extension and single storey side extension.	Refused – Granted At Appeal	21.01.2022
20180715	Demolition of existing conservatory and single storey side extension. Erection of two storey front, side and rear extensions to form double height entrance hall, utility room, kitchen and breakfast room at ground floor level and bedroom, bathroom and enlarged bedroom at first floor level. New render finish to walls to existing elevations and extensions.	Refused	14.02.2019
19960185	Erection of single storey side extension to form replacement double garage.	Permitted	14.05.1996
19580523	Erection of house and garage	Permitted	30.10.1958

Development Plan

Gravesham Local Plan Core Strategy (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 34 of the NPPF (2024) 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 (2024), the Council will also seek to replace these.

National Planning Policy Framework (2024)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving Well-Designed Places
- Section 15 – Conserving and Enhancing the Natural Environment

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)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Gravesham Landscape Character Assessment (2009)

Consultations, Publicity and Representations

Consultees

KCC Highways

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

I refer to the above planning application and having considered the development proposals and the effect on the highway network, raise no objection on behalf of the local highway authority.

It is important to note that Local Planning Authority (LPA) 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 LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, 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 and near the highway 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 pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

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. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, 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.

Further 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.

Meopham Parish Council

At its meeting held on 20th January 2026, Meopham Parish Council considered the above planning application.

After reviewing the submitted documents and discussing the proposal, the Parish Council resolved to raise no objection to this application subject to a caveat that it cannot be sold as a separate hereditament.

KCC Heritage

Thank you for your letter consulting us on the above planning application. In this instance I suggest that no archaeological measures are required. I hope that the above is helpful and would be pleased to discuss further if required.

Dickens Protection Society

The society notes the proposed annex is separate from the existing dwelling, appears to be self contained and could be occupied as a separate dwelling.

No evidence of need has been put forward.

Neighbouring properties

Five surrounding properties were consulted with a response date of 16.01.2026. One representation has been received in response to the neighbour consultation. The representation is in support of the application.

Officer's Analysis

Site Description

The application site is that of little acre, it is located on the corner where Foxendown Lane meets Whitehill Lane. The site is occupied by a detached two storey property and a detached double garage. The plot is generous in size, with a large loose gravel driveway and forecourt parking area. There are a number of mature trees within the site.

Proposed Development

The application seeks permission for the demolition of the existing garage building to the side of the existing dwelling and the erection of a detached annexe.

The proposed annexe is designed to appear as a garage. It would have a barn style hipped roof with an eaves height of 2.8m and a ridge height of 5.5m. To the front elevation there would be a single garage door and a large window, to the rear elevation there would be two glazed doors, there would be a single window and door to the side elevation of the annexe facing the main dwelling. The building would be L shaped with a width of approximately 7m to its front elevation, with a rear projecting element 3.8m in width. The building would have a total depth of 10m.

Internally, there would be a kitchen area and a living room area, a bathroom and a bedroom. The bedroom would have an internal floor area of approximately 10.8m², whilst the kitchen and living area would be approximately 25m². The annexe would have a total internal floor area of 43.7m². There would be a glazed walkway connecting the annexe and the main dwelling.

The applicant's agent has confirmed that the annexe would be used by a member of the applicant's family.

Principle of Development

The application site is located within the village of Meopham, which is defined as a rural settlement inset from the Green Belt on the Policies Map of the Gravesham Local Plan Core Strategy (2014). Policy CS02 of the Core Strategy highlights that development will be supported in such rural settlements. As such, there is no objection to the broad principle of development, subject to the proposed development meeting the detailed requirements of the national and local development plan policy framework.

Residential annexes are an increasingly common form of development that are normally proposed in order to allow relatives to live with their family whilst retaining some degree of independence. To remain ancillary accommodation and not be considered as a separate unit of accommodation, the use of annex must be closely tied to the main dwelling.

The proposed development would provide ancillary residential accommodation through the erection of a single storey building to the side of the main dwelling, incorporating a bedroom and a kitchen/living area and a w.c./shower room. The annex would be occupied by relatives of the applicant, there would be a glazed walkway between the annexe and the main dwelling providing a physical link between the two. The annexe would only be accessible through the private driveway and would share garden areas with the main house. There would be a familial and functional relationship between the occupier of the annexe and the main house.

Officers do note that the proposed annexe would provide facilities that allow for independent day to day living. The applicant has applied specifically for an annexe, furthermore, it is noted that the annexe would be physically connected to the main house, be located within the same curtilage as the main house and

there would be no separate garden or parking area. Given the relationship between the proposed annexe and the main dwell, it is considered that the annexe would be acceptable and would not constitute a separate dwelling.

It is noted that the Dickens Protection Society have raised concerns that the annexe would be separate from the existing dwelling and would be self-contained, with no evidence for the need of the annexe being provided. Officers have carried out a detailed assessment of the principle of the annexe and given the relationship with the main dwelling, it is considered acceptable. The applicant's agent has also provided reasoning for its need via email.

Design, Character and Appearance

Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (2014) states that new development will be visually attractive and locally distinctive. It should also conserve and enhance the character of the local built and natural environment and integrate well with the surrounding area.

It is noted that externally the annexe building would be similar in scale and appearance to the outbuilding permitted at the site under application reference 20230962, with the exception of the fenestration to the building. The application form states that the annexe would be finished in a white render, with uPVC windows and dark roof tiles, which would match the finish of the main house.

As with the approved outbuilding 20230962, given the design and scale of the proposed annexe it is considered to read as an ancillary garage building and would appear subordinate to the main dwelling. As such in terms of design the annexe is considered to be acceptable and in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2024).

Amenity of Future Occupiers

Policy CS19 of the Gravesham Local Plan Core Strategy (2014) 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 proposed annexe would have a single bedroom, and would have a gross internal floor area of approximately 43.7m², this would exceed the minimum internal floor area requirement of 39m² for a single occupant one bedroom unit.

The property's main private amenity space is to the rear of the dwelling, whilst the annexe would occupy a larger footprint than the existing garage, sufficient amenity space would be retained to the rear. The retained garden area would be in excess of 100m², which would comply with the minimum garden area that would be expected for a four-bedroom property.

Neighbouring Amenity

Policy CS19 of the Gravesham Local Plan Core Strategy (2014) seeks to protect amenity and ensure acceptable future living conditions. Section 12 of the NPPF (2024) 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 neighbouring property most likely to be impacted by the proposed development is Street End which the application property shares its eastern boundary with. There would be a separation of approximately 1.7m between the annexe and the boundary shared with this property, whilst the neighbouring property itself is set in approximately 8m from this boundary.

It is considered that the modest scale of the annexe coupled with the separation between it and the closest neighbouring property would ensure that there is no significantly harmful overshadowing or overbearing. As the annexe would be in residential use, and is to be occupied by one family member, it is unlikely that in normal considerate use there would be any harmful levels of noise generated. The proposed development is therefore considered to comply with Policy CS19 of the Gravesham Local Plan Core Strategy (2014) in regard to its impact on the amenity of neighbouring occupants.

Parking and Highways

Any proposals would need to be considered against saved policy T1 (LPFR) (1994) and Policy CS11 of the Gravesham Local Plan Core Strategy (2014). These policies ensure that development provides an acceptable amount of parking in accordance with the adopted KCC Parking Standards and the access and parking arrangements do not have a detrimental impact on highway safety.

It is noted that the proposal would result in the loss of the two parking spaces provided by the double car garage. The maximum required off street parking provision for a dwelling with three or more bedrooms is two spaces. The application property benefits from a generous front hardstanding with space for a minimum of two vehicles. The Highway Authority have been consulted on the application and confirm they raise no objection. As such there are no highway issues related to the proposal.

Any Other Material Planning Considerations

Biodiversity

The NPPF 2024 at Paragraph 187 states that planning decisions should contribute to an enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. Policy CS12 of the Core Strategy 2014 reflects this stance and states that there will be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought.

The application is a householder application and as such falls under the Householder Application BNG exemption. In any case, the annexe would be sited in the area currently occupied by the garage and the hardstanding to the rear of the garage. As such, given the nature of the proposed development and the presence of an existing structure and hardstanding where it is to be located, it would not result in harm to local biodiversity, and is therefore compliant with Policy CS12 of the Gravesham Local Plan Core Strategy (2014) in this regard.

Impact on the Landscape

In addition to being inset from the Green Belt, the property is located within the Meopham Downs Landscape Character Area. This area is characterised by gently undulating topography with a mix of arable and pasture farmland, three large settlements located along the A227 and traditional architecture surrounding village greens providing local vernacular.

Policy CS12 of the Gravesham Local Plan Core Strategy (2014) seeks to protect the Green infrastructure within the Borough and states at 5.7.26 the overall landscape character and valued landscapes will be conserved, restored and enhanced.

The development hereby proposed will not impact on the Meopham Downs Landscape Area by virtue of the property's location within a relatively well-developed area, and the annexe would have the appearance of a garage.

Suggested Conditions

Time Limit
Approved Plans

Materials to match existing dwelling
Use as annexe only
No separation of curtilage
Formation and retention of glazed link

Conclusion

The proposal would comply with local and national planning policies subject to the conditions set out above, the proposal would be acceptable.

Recommendation

Planning permission subject to conditions is recommended.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Adeoye Lawal	Team Leader:	Richard Hart
Signed:	<i>Ade Lawal</i>	Signed:	<i>R Hart</i>
Dated:	4 th February 2026	Dated:	5 th February 2026