



Delegated Report

Householder Planning Application

Planning Application No: 20260103

Location: 53 Villa Road Higham Rochester Kent

Description: Partial conversion of outbuilding into annex, alterations to existing off-road parking.

Applicant: Mr A Rana

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form
Location Plan
25079TS-PP-05 – Existing Block Plan
25079TS-PP-06 – Proposed Block Plan
25079TS-PP-01-EP-A1 – Existing Floor Plans
25079TS-PP-03-PP-A1 – Proposed Floor Plans
25079TS-PP-C2-EE-A1 – Existing Elevations
25079TS-PP0C40PE-A1 – Proposed Elevations

Relevant Planning History

Reference	Description	Decision	Decision Date
20251093	Conversion of existing garage/gym into annex.	Refused	16.01.2026
20231326	Demolition of existing structures and erection of 3 bungalows.	Refused	23.05.2025

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

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)
- Design for Gravesham – Design Code (2024)
- Gravesham Landscape Character Assessment (2009)

Consultations, Publicity and Representations

Consultees

Ward Councillors

No comments received.

Higham Parish Council

No comments received.

GBC Housing

No comments received.

GBC Environmental Protection

There is no objection to this application or adverse comments to make.

GBC Waste and Refuse

No comments received.

KCC Heritage

The site of the application is within an area background archaeological potential between a known area of prehistoric and Romano-British archaeological interest (including for burials) c.140m to the east and an area of early prehistoric potential approximately the same distance to the west. Given the relative lack of data in the Kent Historic Environment Record for the site and its immediate surroundings, I do not think that it would be necessary in this case, for an archaeological desk-based assessment to be commissioned to support a planning application.

The proposed development is limited in scope will have a low below ground impact, and I do not consider archaeological conditions to be required in this case.

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.

I refer to the above planning application and confirm that provided the following requirements are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority:-

Provision and permanent retention of the vehicle parking spaces and/or garages shown on the submitted plans prior to the use of the site commencing.

All Electric Vehicle chargers provided for homeowners in residential developments must be provided to Mode 3 standard (providing a 7kw output) and SMART (enabling Wifi connection). Approved models are shown on the Office for Low Emission Vehicles Homecharge Scheme approved chargepoint model list: <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-approved-chargepoint-model-list>

Provision and permanent retention of the cycle parking facilities shown on the submitted plans prior to the use of the site commencing.

Provision and maintenance of the visibility splays shown on the submitted plans with no obstructions over 1.05 metres above carriageway level within the splays, or 0.6 metres where a footway crosses the access, prior to the use of the site commencing.

Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

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.

Southern Gas

Thank you for your enquiry, there is a high pressure pipeline in the vicinity of your works. Your proposals would require the exact location of this pipeline and other SGN assets to be located before any work commences, either by electronic detection or by hand excavated trial holes as specified in the attached SW/2 document. These works must be supervised by an SGN representative, please contact Thomas Skinner on 07974455867 / thomas.skinner@sgn.co.uk to arrange a pre-works site visit and any future supervision. We would like to reiterate that no works should be carried out within the vicinity of a high pressure pipeline until consultation with an SGN representative has occurred. We thank you for your patience at this time.

Please note that no mechanical excavations are permitted within 3m of the pipeline at any time. This pipeline is registered with the Health and Safety Executive as a Major Accident Hazard Pipeline.

SGN High Pressure Gas Pipelines in the vicinity of your works		
Pipeline Number	Pressure Regime	Building Proximity Distance (Zone 1)
GM20	HP	9.0
This table does not include SGN's low medium and intermediate pressure assets, which may be in the vicinity.		

Building Proximity Distance

The building proximity distance (Zone 1) for the pipeline is shown in the table above for all our high pressure gas pipelines in the vicinity of your works. This should not however be confused with the HSE consultation zones 2 & 3 which will be considerably greater, further guidance of the requirements can be found in HSE Document: PADHI: HSE's Land Use Planning Methodology. Zone 1 is a safety factor with reference to habitable buildings as recommended by IGE TD/1. It is calculated from the diameter, material, wall thickness and pressure of the particular pipeline. Under Pipeline Safety Regulations 1996 this distance is declared to the HSE. Any intrusion within this safety zone will not be taken lightly and any intention to proceed should be accompanied by a risk assessment or provision of other supporting evidence, especially in the event of any legal proceedings at a later date.

Vehicle Crossing

Vehicle crossings over the pipeline must be kept to a minimum and must cross at 90 degrees. The crossing will require agreement with SGN and may require design and calculations, as evidence to prove there is minimal added stress to the pipeline. Method statements must be agreed before works commence.

The pipeline is of prime importance to the gas supplies of this area. It is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW/2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence. Further guidance / restrictions are detailed below:

1. No mechanical excavation is allowed within 3 metres either side of pipeline.
2. No plant or storage of equipment shall be made within any easement strip.
3. If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.
4. All precautions stated in publication SGN/WI/SW/2 (Safe Working in the Vicinity of High Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).
5. No thrust boring shall take place within 3 meters of the pipeline.
6. All planting within the easement strip should comply with 'Notes for Guidance on Tree Proximity'.
7. Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least seven days before

work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high-pressure gas pipelines can then be discussed.

8. Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.

9. This pipeline is cathodically protected and as such has test cables located in test posts, were these to be lost through this work we would look to you for remedial action at no cost to SGN.

10. Intrusive construction methods will require an agreed method statement prior to work starting.

11. Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.

12. Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3 metres of the pipeline.

Please ensure these conditions, together with any relevant drawings are forwarded for use by the construction personnel of your works.

Please note that further restrictions on activities may need to be imposed as a result of a site inspection.

Dickens Country Protection Society

The Society would wish to object that this building is not suitable to be used as a second dwelling and that if consent is to be granted, we would suggest that conditions are imposed tying it to the existing bungalow as an annex and controlling its use as a separate dwelling.

Neighbouring properties

10no. surrounding properties were consulted and 2 comments were received. The final date for submitting comments ended on 6th March 2026. 1 objecting and 1 in representation.

Summary of Objection

- Concerns raised regarding the proposed use of the building.
- Requests that if approved use is restricted for personal use and further alterations for residential use restricted.

Summary of Representation

- Building is not suitable to be used as a second dwelling.
- Conditions must be imposed tying it to the existing bungalow and controlling its use as a separate dwelling.

Officer's Analysis

Site Description

The application site comprises a detached dwelling located on the eastern side of Villa Road within the settlement of Higham. The property benefits from a generous plot and includes a detached outbuilding positioned to the rear of the main dwelling, which has previously been used as a garage and gym according to the plans provided. The surrounding area is characterised by low-density residential development, with dwellings set within relatively spacious plots and accessed directly from Villa Road.

The site lies in the urban and predominantly residential area. The outbuilding is sited close to the shared boundary with neighbouring residential properties and is accessed via the existing driveway serving the main dwelling.

Proposal

The application seeks planning permission for the part conversion of the existing detached garage/gym building into a one-bedroom annexe. The proposed accommodation would include 1 bedroom, 1 bathroom, utility room and living area, with alterations to the existing openings to facilitate residential use. The scheme would also alter the existing driveway, to extend the hard standing and alter the retaining wall to provide more available parking area. They also propose an EV charging point and addition of cycle storage.

This scheme follows recent refusal of planning reference 20251093 for '*Conversion of existing garage/gym into annex.*'

This scheme was refused for the following reasons:

1. *The proposed annexe is considered to be independent of the main dwelling as it would include all the day-to-day facilities of a separate planning unit and would not be incidental or reliant on the main dwelling, which is further exacerbated by the size of the annexe and its separate access. Therefore, as a matter of fact and degree, an independent unit would be created, and the proposal is contrary to Policies CS02 and CS19 of Gravesham's Local Plan Core Strategy (2014).*
2. *The proposal fails to demonstrate that adequate off-street parking, safe access arrangements, pedestrian visibility splays, electric vehicle charging and cycle storage can be provided to serve both the existing dwelling and the proposed development. The proposal would therefore result in unacceptable highway safety and parking impacts, contrary to paragraphs 114 to 117 of the National Planning Policy Framework (2024), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014.*

Given the similarity in the proposals, this application would need to overcome these reasons for refusal to be acceptable.



Principle of Development

This application is located inside the Urban Boundary, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development.

The principle of converting existing outbuildings within the curtilage of a dwelling to provide additional accommodation can, in certain circumstances, be acceptable where the resulting accommodation remains clearly ancillary to the main dwelling and does not result in the creation of a separate planning unit.

However, where proposals introduce accommodation that is capable of functioning as an independent dwelling, the development must be assessed against policies relating to new residential development. In this instance, the proposed development raises concerns as to whether the accommodation would remain

genuinely ancillary to the main dwelling.

Annexe

The planning position relating to the provision of buildings or structures for annexes or the conversion of buildings for use as annexes (sometimes termed 'granny annexes') or other ancillary accommodation is quite complex and sometimes contradictory and there is case law, in relation to such development, which can itself be open to interpretation.

It is recognised that 'residential annexes' in whatever form that might take are an increasingly common form of development that are generally proposed in order to allow relatives to live with their family with some degree of independence. However, to remain ancillary accommodation and not a separate unit of accommodation, the use of annex must normally retain some form of reliance on the main dwelling.

A key consideration in this application is whether the site will continue to operate as a single planning unit or whether there will be two households living independently of each other on the site.

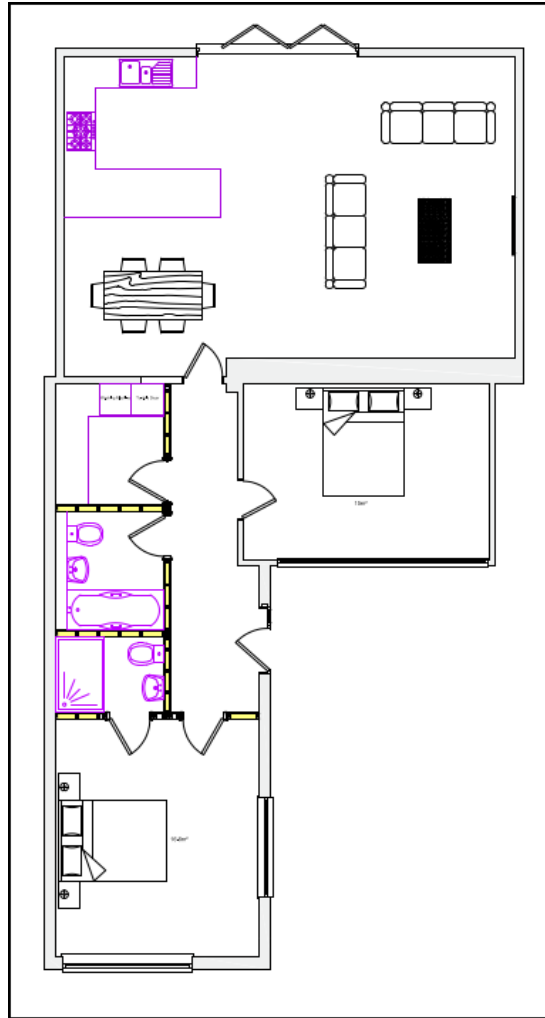
The previously submitted plans showed that the proposed annexe would comprise a self-contained two-bedroom unit, physically and functionally separate from the main dwelling. The accommodation included its own living space, kitchen, utility room and bathroom facilities and is capable of being occupied independently of the host dwelling. The property also has independent access to the side of the host property. Therefore, this application for change of use of the outbuilding into an annex was considered to change the operation of the dwelling from a single planning unit into two independent households on one site.

The proposed scheme would now only partially convert this building, retaining the garage and workshop elements of the building, replacing the existing gym room. The level of accommodation would also be reduced from what was previously submitted. Only one bedroom, one bathroom and a living area is now proposed, covering a much smaller area. No kitchen area is proposed. The proposed annexe, by virtue of its scale, physical separation, access arrangements and overall configuration of the building, is not shown to be functioning independently of the host dwelling. However this is not to say that the annexe is not capable of functioning independently of the main dwelling in the future, as demonstrated by the previous application which was refused. It is noted that the scale of the existing building would lend itself to future sub-division. However, as was in the case of planning reference 20230243 - 49 Gouge Avenue, the assessment must consider the proposal as submitted. The inspector stated in that case:

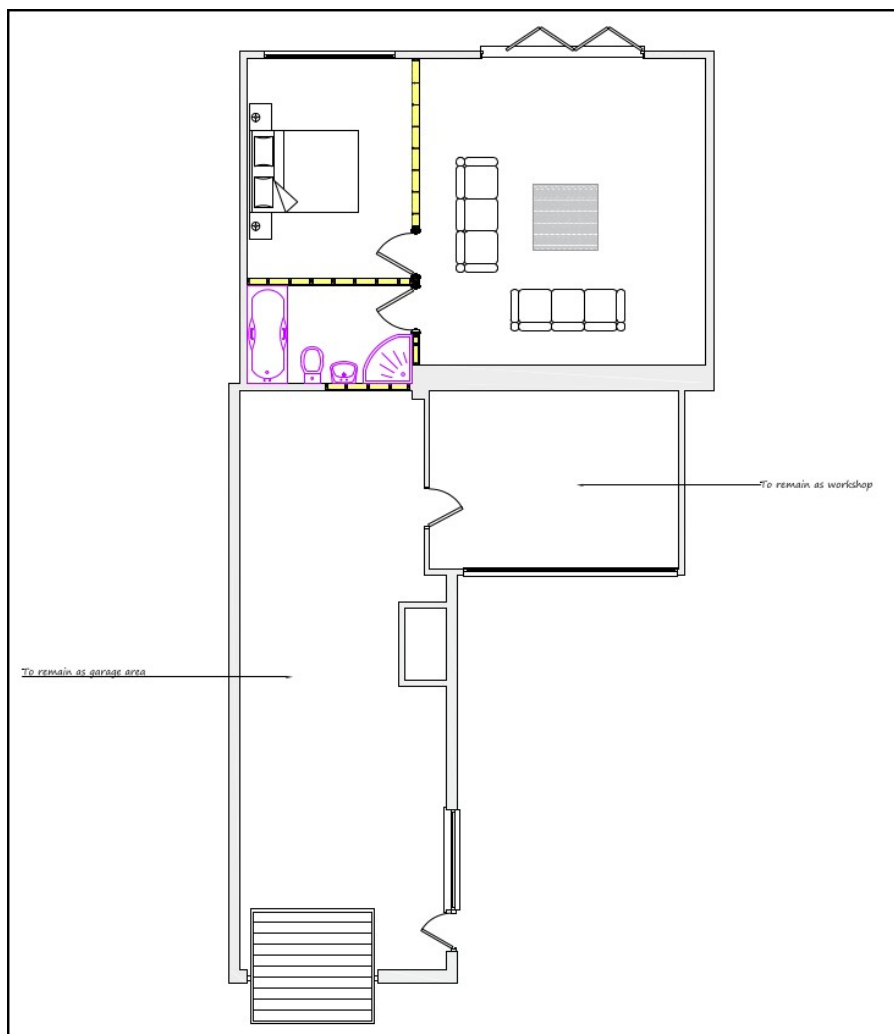
WORKING.

14. The proposed building would be positioned approximately 25m from the main dwelling. The plans indicate that the existing fence would be removed so that there would be no subdivision of the land. Irrespective of whether the proposal is considered as a dwelling or annex, the proposal would be sizeable and includes a range of facilities (e.g. kitchen, utility, living/dining area, bedroom and bathroom), which is indicative of a building which could be occupied for extensive periods of time (throughout the day and night). Furthermore, owing to the access and parking arrangements, including the retention of a pedestrian gateway it is highly likely that future occupiers would access the building via the unmade track rather than entering via Gouge Avenue. Accordingly, the proposed building would be independently accessible from the main house. For these reasons the proposal would be capable of supporting independent occupation.
15. Case law, including *Uttlesford DC v SSE & White [1992]*, has held that, even if the accommodation provides the capability for independent day-to-day living, it would not necessarily become a separate planning unit from the main dwelling. That is a matter of fact and degree. An appropriately worded condition could restrict the occupancy and plot severance.
16. Even if the development could be used as a separate dwelling, such a proposal is not before me. If the structure is not built or used as proposed, or if there is a material change of use in the future to create a separate dwelling, then a separate grant of planning permission would be required, and the building would be at risk of enforcement action if such permission is not granted.
17. Accordingly, based on the evidence before me, the proposed development would not constitute a separate dwelling, I find no conflict with Policy CS02 of the Core Strategy which is concerned with the scale and distribution of development.

The scale of the building as whole, including retained garage and workshop areas, provides clear potential for further internal subdivision or intensification which would facilitate independent occupation. However taken at face value, it is considered that the use of the accommodation can be appropriately controlled through the use of planning conditions and given that the scheme submitted does not include independent living facilities, then the proposal before us would not result in a separate planning unit. If the annexe becomes separate, then it would be at risk of enforcement action.



Refused under 20251093



Proposed Floor Plan

However, identifying a separate planning unit requires consideration of a range of factors and not simply if a unit of accommodation is self-contained, but is a matter of fact and degree. Even if the accommodation provided facilities for independent day-to-day living, it would not necessarily become a separate planning unit from the main dwelling; it is a matter of fact and degree whether a change of use has occurred.

Case Law

The use of an existing outbuilding for ancillary residential accommodation in association with a main dwellinghouse does not require planning permission provided it complies with Sec. 55(2)(d) of the 1990 Act that provides that the use of buildings within the curtilage of a dwellinghouse for any purpose “incidental to the enjoyment” of that dwellinghouse is not development. The position with regard to residential use of a new outbuilding is different.

A number of cases, detailed below, have shown that for the purposes of Sec. 55(2)(d) “incidental to the enjoyment” may be interpreted generously. Whether accommodation constitutes an annexe incidental to the main dwelling or a separate planning unit is a matter of fact and degree, to be determined on the particular circumstances of each case.

Case law has established that the presence or absence of individual facilities such as kitchens or bathrooms is not determinative in isolation. Instead, the correct approach is to consider whether, taken as a whole, the accommodation is capable of functioning independently of the host dwelling in planning terms.

In *Uttlesford District Council v Secretary of State for the Environment and White [1992]*, the courts confirmed that the key consideration is whether a building is functionally subordinate to the main dwelling or

whether it forms a separate unit of accommodation capable of independent occupation.

Similarly, in *Wakelin v Secretary of State for the Environment* [1979], it was confirmed that the existence of a separate planning unit depends on matters of physical separation, functional independence and the reality of occupation, rather than the description applied by the applicant.

Whilst the proposed accommodation would include facilities that could allow for a degree of independent day to day living, the assessment of whether a separate planning unit is created is a matter of fact and degree, having regard to how the accommodation would function in practice.

In this instance, the proposal relates to the partial conversion of an existing outbuilding within the residential curtilage of the host dwelling. The scale of accommodation has been reduced from the previously refused scheme, and no kitchen is proposed as part of the development.

It is acknowledged that the building is physically separate; however, this in itself is not determinative. Subject to appropriate planning conditions restricting the occupation of the accommodation to purposes ancillary to the main dwelling and preventing its use as a separate unit of accommodation, it is considered that the development would remain within a single planning unit.

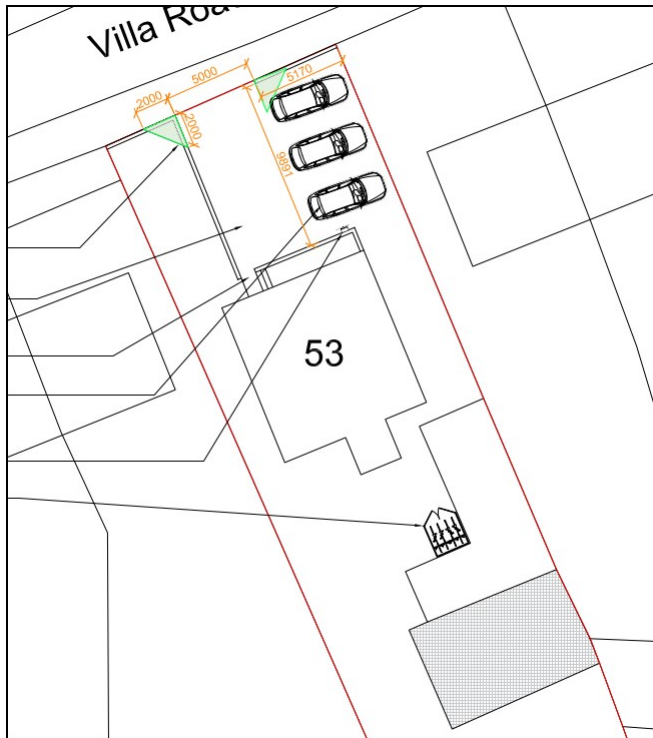
Having regard to the above case law, and taking into account the proposed level of accommodation and the ability to impose restrictive planning conditions, it is considered that the development would not result in the creation of a separate planning unit and would remain ancillary to the host dwelling. The proposal would be in compliance with Policy CS02 of Gravesham's Local Plan Core Strategy (LPCS) (2014). On this basis, the proposal is considered to have satisfactorily addressed the concerns raised under refusal reason 1 of planning ref 20251093.

Design, Character and Appearance

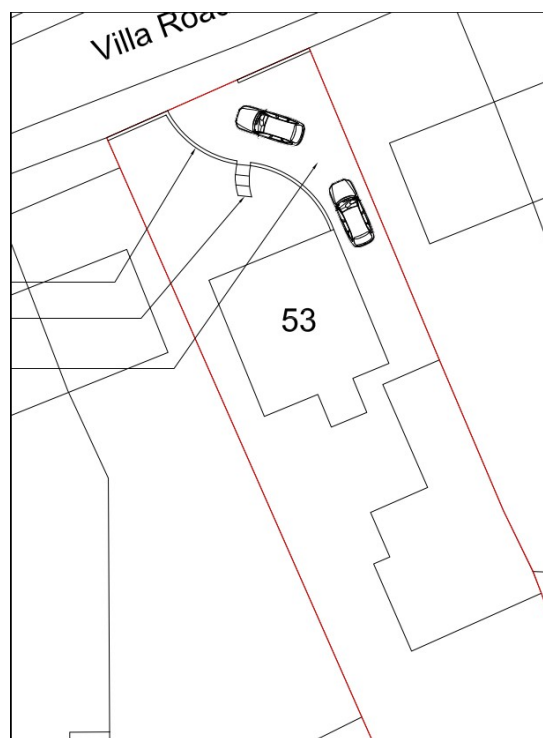
Policy CS19 (LPCS) states that new development will be visually attractive, fit for purpose and locally distinctive. It also seeks to conserve and enhance the character of the local built, historic and natural environment and integrate well with the surrounding local area, whilst ensuring that the design,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

However, the acceptability of the proposal is not primarily a matter of design, but of use. Whilst the scale of the outbuilding is noted, its use as ancillary accommodation can be appropriately controlled by conditions to ensure its use remains subordinate to the host dwelling. This increases its ability to function as an independent residential unit rather than accommodation ancillary to the main dwelling.

The proposed development would also alter the parking layout. The existing area does include a mix of fully hard surfaced drives and those which retain a level of soft planting. Predominantly however, low fronted walls are retained. The proposal would increase the amount of hard landscaping but it would retain the existing front boundary wall. The retaining wall would be moved to create an extended drive but a retaining wall albeit relocated would remain all the same. Whilst a reduction in soft landscaping is unfortunate, given that a reasonable amount would be retained, the front boundary wall retained and the mixed character of driveways and front gardens in the area, on balance it would not be significantly harmful to the character of the area.



Existing Block Plan



Proposed Block Plan

The proposal involves limited external alterations to the existing outbuilding, including minor changes to openings and the reconfiguration of the driveway and hardstanding. The building itself is already established within the site and its overall form and scale would remain unchanged. The proposed alterations would not result in any significant visual harm to the character of appearance of the host dwelling of the wider street scene. The extension of hardstanding and repositioning of the retaining wall would result in some loss of soft landscaping; however, given the mixed character of frontages within the area and the retention of the boundary treatment, this would not appear incongruous or harmful.

As such, the proposal is considered acceptable in terms of design, character and appearance and would comply with Policy CS19 of the Gravesham Local Plan Core Strategy (2014) and Paragraph 135 of the NPPF (2024).

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, should accord with the adopted GBC Residential Layout Guidelines'.

Concerns arise as to whether the level of outlook and privacy available to future occupiers would provide an appropriate standard of residential amenity, given the proximity of boundaries and neighbouring properties. However, no windows are proposed to the East elevation close to this neighbour's boundary. The west elevation windows would remain as existing.

There is the potential that the host dwelling could suffer from loss of privacy, but as an annexe, this would be the choice of the applicant.

The proposal will provide acceptable living conditions that safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) the room sizes accord with GBC Residential Layout Guidelines (2020). No unacceptable harm has therefore been identified in this respect.

Neighbouring Amenity

In considering any proposals for development it is important to ensure that it does not cause demonstrable harm to the amenity of any existing residents or property such that it will materially harm their living conditions. Policies seeking to protect amenity and ensure acceptable future living conditions are included in the Local Plan Core Strategy. Policy CS19 (LPCS) requires new development to safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land.

The NPPF (paragraph 135) 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 a high standard of amenity for all existing and future users.

The introduction of an additional residential unit would have the potential to intensify activity and domestic noise close to neighbouring properties. However, given the siting of the building, and the existing residential nature on this plot, it is considered that such impacts would likely not be excessive in their impacts.

The development will not cause any detrimental impact on the amenity of the neighbour in terms of overlooking, loss of light, sense of enclosure or outlook. There will be no encroachment onto neighbour's land. Overall, no unacceptable harm has therefore been identified in this respect, in accordance with Policy CS19 (LPCS) and paragraph 135 of the NPPF (2024).

Parking and Highways

Any proposals would need to be considered against saved policy T1 (LPFR) (1994) and Policy CS11 (LPCS). 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.

The proposed annex would potentially require additional parking provision. On the previous scheme for two bedrooms, an additional space was considered necessary for the two-bedroom property. This scheme would increase the driveway spacing from 2 spaces to 3 and given the intent to keep the retaining wall below 0.6m high and the inclusion of pedestrian visibility splays on the plans, the proposal demonstrates appropriate levels of parking provision. Kent County Council Highways has advised that they do not object to the proposed development subject to the inclusion of conditions. The amended parking arrangements (subject to conditions), are considered sufficient to address previous concerns on parking related issues outlined in Refusal Reason 2.

As such, the proposal is compliant to paragraphs 114 to 117 of the National Planning Policy Framework (2024), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014.

Conclusion

The proposed development comprises the partial conversion of an existing outbuilding to provide ancillary residential accommodation. Whilst the accommodation would allow for a degree of independent living, it is considered that, subject to appropriate planning conditions restricting its occupation and preventing its use as separate dwelling, the development would not result in the creation of a separate planning unit.

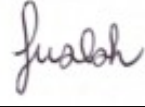
The proposal would not result in unacceptable harm to the character and appearance of the area, neighbouring amenity or highway safety.

The development is therefore considered to comply with all relevant national and local planning policies.

Recommendation

The recommendation is to approve subject to planning conditions.

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

Case Officer:	Mrs Lisa Fisher	Team Leader:	Mrs Faye Walsh
Signed:		Signed:	
Dated:	24 th March 2026	Dated:	25 March 2026