



Architects

27 The Russets, Meopham. Kent. DA13 0HH

PLANNING STATEMENT

Rev A

Project no – 5500

January 20256

To accompany an outline planning application

Being

The proposal is for the land associated with the rear paddock to be granted a change of use to residential and for the introduction of a single storey low level dwelling with a sedum roof that will be sub servient to the main dwelling being number 27.
Constructed as a self-build development.



P001 – aerial view of site looking north

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Introduction

27 The Russets Site is a detached property located at the end of the cul-de-sac. The property benefits from an attached double garage, private access and driveway. There is an enclosed paddock to the west of the residential boundary, which is agricultural land and to which this pre-application relates. The parcel of land to the west of the main house referred to by the owner as the paddock. The application site is partly an open field immediately to the side and rear of Nos. 27. The plot has been defined from the wider open space beyond by a post and wire fence typically utilised within agricultural boundary areas.



P002 – post and wire fence

The land to the rear remains in agricultural use and has historically been used for the grazing of horses. The fencing and enclosure cannot be seen from the street scene in The Russets. Although there are some views from Meliker Lane.

The land is accessed via an adjacent driveway to No 27 The Russets via a gated entrance.

The site is located within the Metropolitan Green Belt and a Special Landscape Area outside the confines of the built development for Meopham. Planning policies for The Development Plan comprises the Regional Spatial Strategy and the Development Plan Documents which have been adopted or approved in relation to the area.

The proposal is for the land associated with the rear paddock to be granted a change of use to residential and for the introduction of a single storey low level dwelling with a sedum roof that will be sub servient to the main dwelling being number 27.

Relevant Planning History

Reference	Description	Decision	Decision Date
20191047	Erection of first floor extension above the ground floor integral garage and	Permitted	09.01.2020

	utility room to provide a replacement master bedroom, en-suite and hobby room.		
20120568	Erection of a stock fence along boundary of land.	Permitted	10.08.2012
20100007	Continued use of agricultural/grazing land as residential gardens for 27, 28, 29 and 30 The Russets.	Application Refused	23.03.2010
20050956	Conversion of existing integral garage into a study.	Permitted	28.12.2005
19870254	Erection of single storey side and rear extension to existing garage to form double garage	Permitted	18.05.1987
19860975	Erection of detached double garage	Application Refused	29.01.1987
19840842	Land adjoining Huntingfield Estate and Wrotham Road, Hook Green and being erection of 79 dwellings and associated garaging, laying out of estate roads and off site road works, open space provision and erection of 29 replacement garages. These details relate to the siting, design and external appearance of the proposed dwellings, the means of access thereto, garaging and parking arrangements, details of footpath linkage, tree planting and landscaping, and details of vehicular and pedestrian access to the site.	Approval of details	25.01.1985
19840500	Outline application for residential development including provision of open space and formation of new vehicular access to the site and erection of 29 replacement garages	Permitted	18.07.1984
19810203	Outline application for residential development including provision of open space and formation of new vehicular access to site and erection of 29 replacement garages	Permitted	29.06.1981

Relevant Policies

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Borough Council to determine planning applications in accordance with the development plan unless material considerations indicate otherwise. Where there are other material considerations, the development plan should be the starting point, and other material considerations should be taken into account in reaching a decision. One such consideration will be whether the plan policies are relevant and up to date. The Development Plan for Gravesham currently comprises:

- Gravesham Local Plan Core Strategy and Policies Map (September 2014);

- Saved policies in the Gravesham Local Plan First Review (November 1994); and
- The Kent Minerals and Waste Local Plan 2013 - 2030 (July 2016, revised 2020).

The relevant policies for your proposal are as follows:

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale and Distribution of Development
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Design and Development Principle
- CS20 – Heritage and the Historic Environment

Saved Policies in the Gravesham Local Plan First Review (1994)

- P3 – Vehicle Parking Standards
- TC7 – Other Archaeological Sites

National Planning Policy Framework (2024)

- Section 2 – Achieving sustainable development
- Section 4 – Decision-making
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well-designed places
- Section 13 – Protecting Green Belt Land
- Section 14 – Meeting the challenge of climate change, flooding and coastal change
- Section 15 – Conserving and enhancing the natural environment
- Section 16 – Conserving and enhancing the historic environment

Other Material Considerations

Supplementary Planning Guidance and other Documents

The Council has adopted a number of Supplementary Planning Guidance (SPG) documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.

In addition, the Council has adopted a number of documents that have been produced by Kent County Council also as Supplementary Guidance. Page 4 of 13

<https://www.gravesham.gov.uk/local-plan-policy/supplementary-planning-guidance>

The following documents are relevant to the consideration of this enquiry:

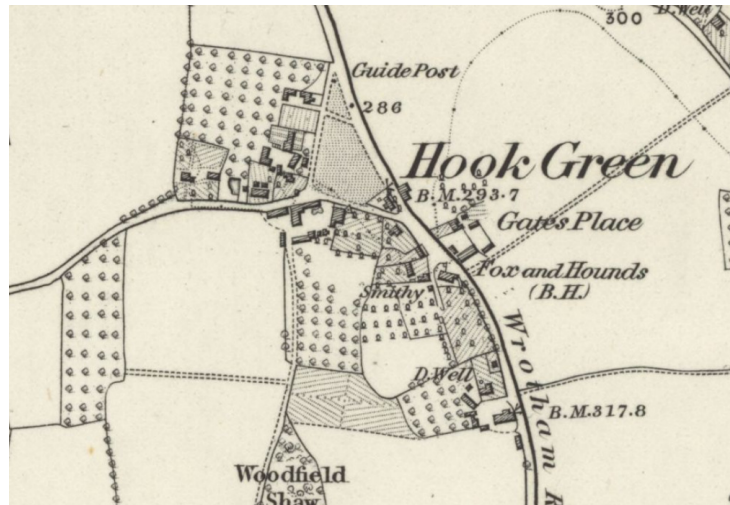
- SPG2 – Residential Layout Guidelines (2020)
- SPG4 – KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)
- Technical Housing Standards – Nationally Described Space Standard (2015)
- Landscape Character Assessment (2009)

The proposal

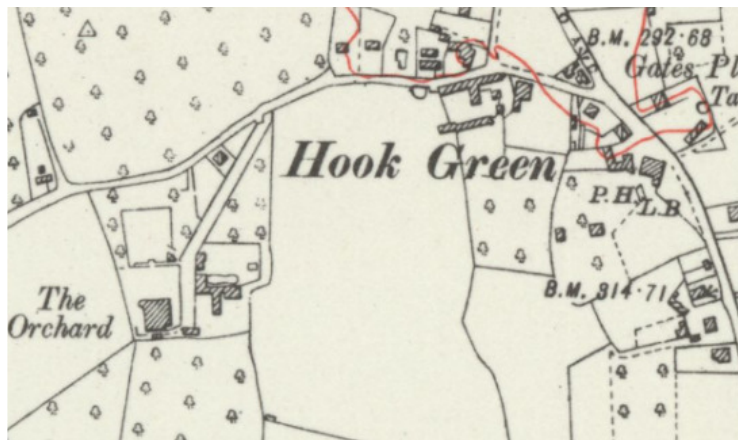
It is proposed to introduce a new modest dwelling to the rear of number 27 The Russets. We have engaged with the Local Authority via a pre application enquiry – PRE20250122 with regard to this proposal; although at that stage the proposal was leaning towards an annexe building.

The proposal is for a single storey 1 bedroom unit with a GIA of 62.5 sq M.

History



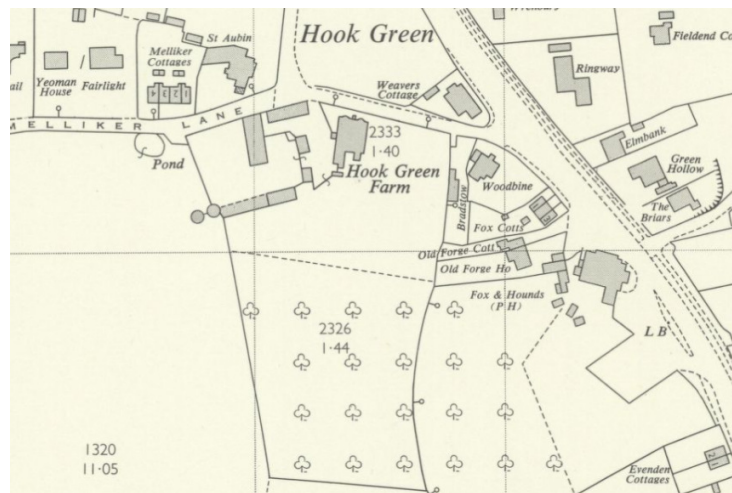
P003 – 1869 noting Smithy and Fox and Hounds PH



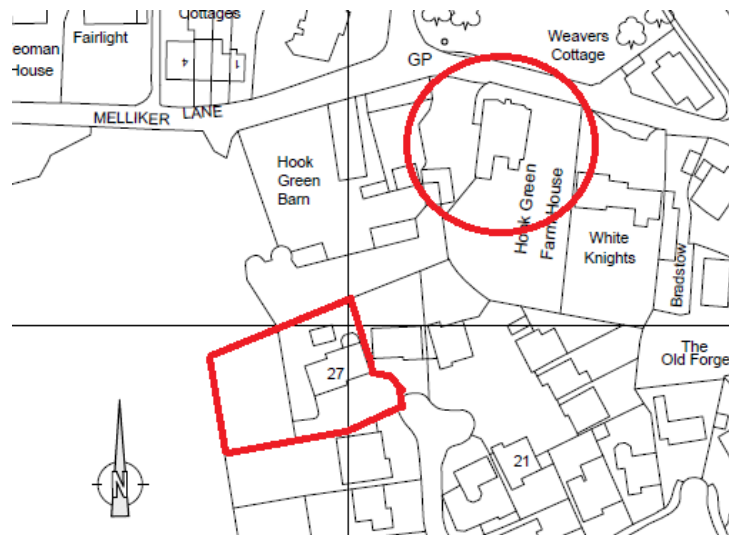
P004 – 1933 noting Hook Green Farm and The Old Forge



P005 – 1965 noting Hook Green Farm



P006 – 1968 noting Hook Green Farm and The Old Forge



P007 – site address no 27 and Hook Green Farm indicated for ease of reference

The land historical was used for agricultural purposes associated with Hook Green Farm. The other noteworthy land mark is the public house called "The Fox and Hounds", first mentioned in 1836, with the present building built in 1924, now called "Bartellas", and is a licensed restaurant.

Historically the land was used extensively as farmland utilising apple orchards.

Principle of development

The principle issues in determining this application:

- Change of Use
- Green Belt;
- Design, Character, Appearance and Impact on the Landscape
- Amenity of Future Occupiers;
- Neighbouring Amenity;
- Parking and Highways; and
- Any Other Material Planning Considerations

Adopted policies emphasise the protection of Green Belt and Areas of Landscape Character from inappropriate development. This protection being afforded by Policy gives greater emphasis on protection of the Green Belt and the Countryside but also the protection and enhancement of the landscape by way of Landscape Character Assessment

National Planning Policy Framework (NPPF)

Paragraph 11 of the NPPF confirms that there is a presumption in favour of sustainable development, and that development proposals that accord with an up-to-date development plan should be approved without delay.

Paragraph 11 of the NPPF also states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, permission should be granted unless:

- application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

The proposal seeks permission in principle for a small residential dwelling.

Change of Use

As part of this proposal it is proposed that the paddock area be converted to residential use. This will include the single dwelling and associated garden area. We have increased the green areas around the single dwelling to minimise the impact upon the adjoining green belt land. It is also noted that adjoining properties have extended garden areas that have been in existence for over 10 years. These gardens are defined by high fencing and vegetation.



P008 – adjacent gardens seen in the distance

Green Belt

The application site is a very small section of the overall parcel of land to the rear and the proposal would have limited detrimental effect upon the merging of settlements.



P009 – site plan

Considering the above, we suggest that the site would be considered Grey Belt area under the NPPF

Paragraph 155

This paragraph sets out that development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate, subject to all of the following applying:

- a. *The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b. *There is a demonstrable unmet need for the type of development proposed;*
- c. *The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and*
- d. *Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below. Note – (d) is not relevant to this proposal as it does not meet the threshold for major development.*

Paragraph 155 of the NPPF (2024) states that:

- (a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan

The definition of 'grey belt land' is set out in the Glossary (Annexe 2) of the NPPF (2024) and is defined as:

Grey belt: For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development."

Footnote 7 states:

The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and areas at risk of flooding or coastal change.

The proposal is will not affect areas or assets in foot note 7 of the NPPF (2024), however the site is within the Green Belt and is within an archaeological notification area.

It is our view that the proposal will have limited effect upon areas and assets of the adjoining green belt area.

Whether the site is Grey Belt Land?

Paragraph 155 (a) has two parts. One is the assessment of the land as grey belt (above) and the second part is a determination of whether the development would fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan.

Paragraph 143 (a), (b) and (d) state:

- a) *to check the unrestricted sprawl of large built-up areas;*
- b) *to prevent neighbouring towns merging into one another;*
- c) *to preserve the setting and special character of historic towns;*

The largest built-up area closest to the application site is the town of Gravesend. As Meopham is considered a village, it is not a large built up area. The site is therefore not contributing to the unrestricted sprawl of large built-up areas. In relation to (b) the land is not close to a town and therefore does not prevent neighbouring towns merging into one another. As Meopham is not a historic town point (d) does not apply.

Therefore the proposal is not considered to fundamentally undermine the purposes of the remaining Green Belt across the area of the plan.

In order to fully comply with paragraph 155 parts (b)-(c) also need to be met.

(b) There is a demonstrable unmet need for the type of development proposed

A new dwelling although modest in size can be demonstrated to address the need for good quality homes; which it is agreed there is an un met need.

(c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of the Framework

Paragraph 110 states:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph 115 states:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

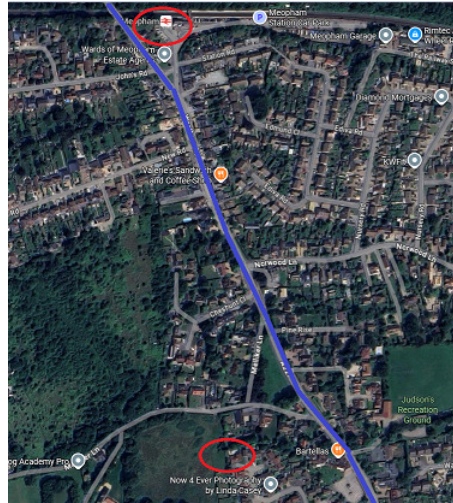
- a. *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b. *safe and suitable access to the site can be achieved for all users;*
- c. *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and any significant impacts from the development on the transport network (in terms of*

capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

The site is within close proximity to Meopham Railway Station, with lit footways making the station and bus stops on Wrotham Road walkable (approx. 1.6km). The site is also near to amenities at two local centres; Meopham Station and Meopham Parade.

The Road and existing driveway to the paddock area is already in place and will safe ingress and egress of pedestrian and vehicular movement.

The proposal is a modest one and is unlikely to have any significant impact upon the transport network.



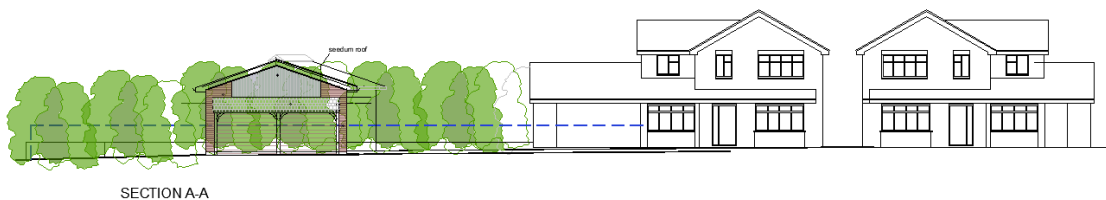
P010 – Railway station and new dwelling site location within red oval and main road bus link indicated in blue

The Local Authority has agreed the proposal would likely be considered sustainable in its location.

Design, Character, Appearance and Impact on the Landscape

The proposed building has been designed with a barn style, with a shallow ridge and a low pitched sedum roof. The general barn appearance is designed to be appropriate on the established edge of built form to agricultural fields to the west.

Materials will consist of red multi stock Flemish bond brickwork with charred timber effect cladding and a low pitch sedum roof.

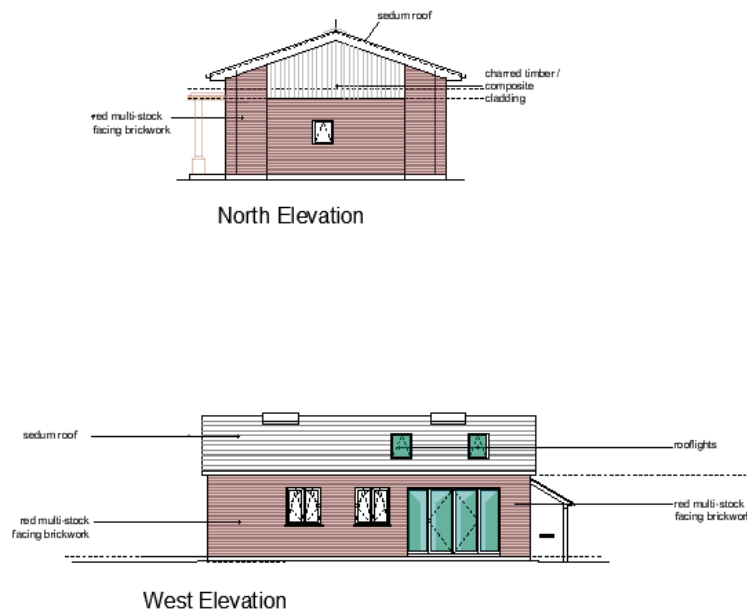


P011 Context lower roof pitch and number 27 The Russets

The landscape around the new dwelling has been improved by decreasing areas of hard standing and with the introduction of green areas.

The proposed building will be for a 1 bedroom 2 person dwelling to the rear of number 27 The Russets. The proposal will be single storey and designed to be a modest introduction and respectful of the agricultural past of the area. In response to the positive statements made within our pre application enquiry response we have also scaled the building down to make the property more sub-servient to the adjacent property at number 27.

Pre app note: *The general barn appearance is considered to be appropriate on the established edge of built form to the agricultural fields to the west.*



P012 Revised scaled down barn type dwelling

Amenity of Future Occupiers

The proposal will sit well within the site and will have no significant material impact upon its surrounding area and will sit well within the land. The dwelling will benefit from good views over the adjoining agricultural land. The proposed dwelling provides generous rooms and is a one bedroom bungalow with rooms sizes exceeding the minimum requirements of the NDSS and RLG.

Neighbouring Amenity

Accordingly the proposal due to its single storey nature will have no impact upon the surrounding architecture and there will be no issues related to privacy or overlooking. It is not considered for there to be any detrimental impact on the amenity of surrounding properties.

Parking and Highways

The proposed development would utilise the existing access serving Longreach, with a dedicated gated driveway with sufficient space for two vehicles. There is adequate turning space for vehicles to enter and egress in forward gear. In highway terms, the proposal will have no detrimental impact on the highway network.



P013 – looking back to number 27 The Russets from the paddock

Location

The application site lies adjacent to 27 The Russets and falls within Green Belt Area.

The land can be clearly seen to be historically agricultural land being orchards associated with Hook Green Fram; but currently is used for grazing purposes.

The parcel of land in question is linked to the residential garden of 27 The Russets.

The introduction of a modest single storey dwelling to Green Belt Land is unlikely to cause substantial harm to its openness.

Flood risk summary

Surface water [More about your surface water flood risk](#)

Yearly chance of flooding

Very low

Low

Medium

High

Yearly chance of flooding between 2040 and 2060

Very low

Low

Medium

High

What surface water is

Surface water flooding is sometimes known as flash flooding. It happens when rainwater cannot drain away through normal drainage systems.

► [Why surface water flooding is a problem](#)

Rivers and the sea [More about your rivers and sea flood risk](#)

Yearly chance of flooding

Very low

Low

Medium

High

Yearly chance of flooding between 2036 and 2069

Very low

Low

Medium

High

What makes rivers and sea flooding more likely

Low-lying areas that are close to rivers or the sea are more likely to flood when water levels rise.

This information takes into account any flood defences.

► [Why flood defences cannot completely prevent flooding](#)

Other flood risks [More about groundwater and reservoirs](#)

Groundwater

Flooding from groundwater is unlikely in this area.

Reservoirs

Flooding from reservoirs is unlikely in this area.

The risk of flooding from both river and sea is classified as very low.

Access and highway safety

The NPPF outlines how development should only be refused on highway grounds where *“there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”*.

The proposal would have no evidential or material detrimental effect upon highway safety and access will be via the driveway gated entrance currently in existence.

Land use

The proposed land use is for residential purposes which could be compatible with the existing residential development in the area and residential use would not be out of character with the area.

Amount of Development

The application proposes residential development of a single storey dwelling. The existing site is undeveloped and devoid of any notable built form. However, for the reasons above the development would be considered appropriate in the Green Belt and with careful design could conserve the rural character of the area. The proposal has been designed to be respectful of the land's agricultural past; which has been identified in the pre application report:

Development of the site would make more efficient use of the land and be in accordance with the NPPF, and in our opinion would preserve the character of the area.

Other issues

- **Contamination**

Due to the historic agricultural use of the sites, contamination assessments might be required. It is likely that if required, these will be conditioned.

- **Archaeology**

The site is accepted to have archaeological potential and appropriate condition to assess this via a desktop study is accepted by our client.

- **Construction Management**

The following construction phase methodology will be followed during the construction phase:

1. Hours of work of construction site plant, equipment and machinery, should be restricted to not earlier than 7.00 a.m. and not later than 6.00 p.m. weekdays and Saturday working should be restricted to not earlier than 8.00a.m. and not later than 1.00 p.m. No work shall be carried out on Sundays, Bank or Public Holidays.

2. Suitable sound attenuation shall be used at all times in respect of all plant, machinery and equipment in operation on site in order to aid prevention of noise nuisance. Compliance with BS 5228: Part 1: 1984 and subsequent amendments regarding the use of equipment on site will be required in appropriate cases.
3. A suitable method of control shall be used in order to aid prevention of dust nuisance arising from work activities on site.
4. Burning of waste materials shall not be carried out on site. Such materials are to be stored in a suitable receptacle, as far from residential accommodation as reasonably practicable, pending disposal off site.
5. Adequate arrangements shall be made to remove all waste material from the site on a regular basis and to dispose of it at a suitably licensed waste disposal site.

- **Environmental Impact and Bio Diversity Net Gain**

Local Policy SP11 sets out that the biodiversity of the District will be conserved and opportunities sought for enhancement to ensure no net loss of biodiversity.

The proposal includes the retention and protection of existing trees and vegetation and surrounding soft landscaping together with the addition of additional shrubs and hedges; which will be selected to enhance year round attraction to wildlife.

Measures such as the covered store area to one side of the car port structure will have the ability to facilitate the creation of log piles for reptiles and insects and an insect hotel will also be sited to this storage area.



P014 – log store and insect hotel sited in the vicinity of the proposal.



P051 – 4 [no] bat boxes will be sited in conjunction with the proposal in and around the site.



P-016 6 [no] bird boxes will be sited in conjunction with the proposal sized to attract a range of birds from robins, wrens, tits, housemartins swifts and swallows etc

- **Noise Impact**

WORKS OF CONSTRUCTION

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5. Adequate arrangements shall be made to remove all waste material from the site on a regular basis and to dispose of it at a suitably licensed waste disposal site.

- **Community Infrastructure Levy (CIL)**

Appropriate assessment of CIL requirements will be assessed at the latter stages of the planning process.

Revision

After initial consultation the LPA have confirmed that building on green belt land is acceptable in principle; but have requested revision to the submitted proposal. The suggested revisions include:

- *reduction in the depth of the building to the north, which would help bring it in line with the rear building line of the properties to the east, and make it less oblong, which does not fit with the layout of the area.*
- *less hardstanding around the dwelling – it is not necessary to extend it all the way around the house. A patio area and path to the entrance is all that is necessary. Surfacing is also important, particularly where there are larger expanses such as for the driveway. This should be rural in character and not tarmac as the plans appear.*

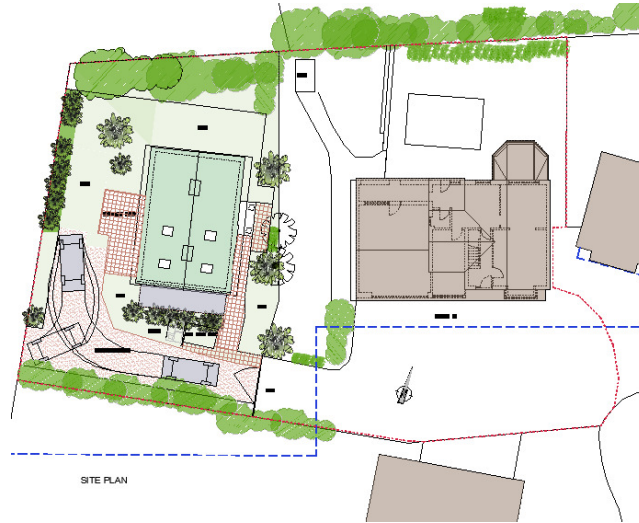
In answer to the planning officers request; we have:

Reduced the length of the property by over 2.2 metres. Giving a GIA of 62.5 sq m.

This will allow a living, kitchen, dining area, a good sized double bedroom, main bathroom and utility store area. 1B2P accommodation.

1. Reduced areas of hardstanding and increased lawn areas.
2. The rear patio area has been reduced.
3. Perimeter hardstanding omitted.
4. Driveway changed to permeable gravel more in keeping with the agricultural character.

Conclusion



P017 site plan as proposed

The land at present is not fully utilised as garden space although it has been defined as separate from the adjoining green belt land and naturally reads as the garden space of number 27 The Russets is defined by the existing post and wire fencing previously approved.

The site is not deemed to make a strong contribution to the green belts primary purpose or does not significantly contribute to urban sprawl amounting in communities and settlements merging.

It is our assertion that the land in question meets the new standards of grey belt policy and will allow the introduction of a modest single storey one bedroom building, designed to be respectful of the lands agricultural past.

We therefore respectfully invite the Local Authority to support the proposal.

Leslie D May - DAC Architects