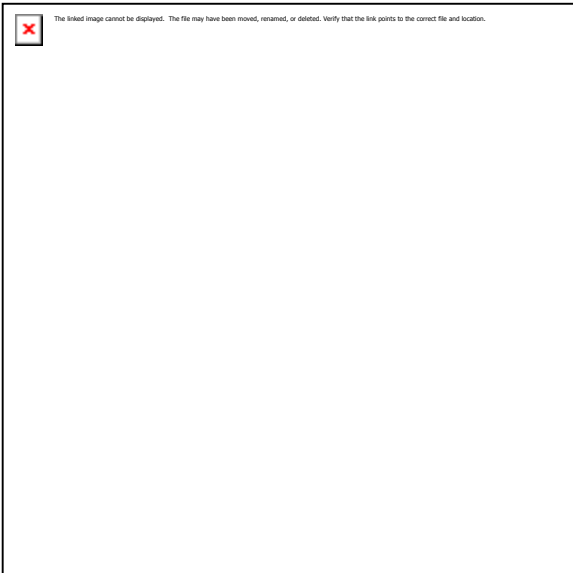




Delegated Report

Householder Planning Application

Planning Application No: 20220865

Location: Charam Rhododendron Avenue Meopham Gravesend

Description: Erection of a detached double garage.

Applicant: Mr Lee Stephens

Site Visit Date: Desktop Assessment - Resubmission

Submitted Documents/Plans

Planning Application Form;
Planning Statement;
Photograph of Host Dwelling;
Drawing No. 21-032-01A – Location & Site Plan; and
Drawing No. 21-032-03D – Existing & Proposed Site, Elevations & Section.

Relevant Planning History

Reference	Description	Decision	Decision Date
20211454	Erection of a detached double garage.	Refused	10.05.2022
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
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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

Following discussion by Meopham Parish Council's Planning Applications Committee; the Council wishes to provide the following response:

- The council objects to this planning application as inappropriate development within the Greenbelt and the inappropriate excessive bulk of the development.
- The safety concerns and recommendation for siting of the garage from the GBC - Highways Officer have not been addressed.

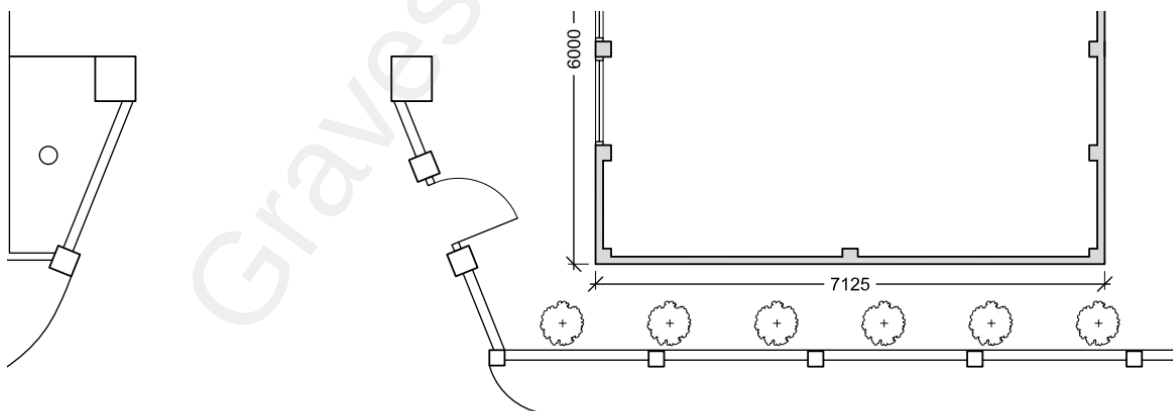
GBC – Highways Officer

Applications such as these are always complicated, as there is an engineering desire to ensure the safety of all highway users including the applicant, but there are constraints imposed by the planning system, which means improvements cannot always be secured. The layouts of the dwellings along this road vary considerably, but it is noted that some have their boundaries set back the carriageway, which either by accident or design is also improving road safety issues by improving visibility, or are altering their boundary treatments, which again improves visibility.

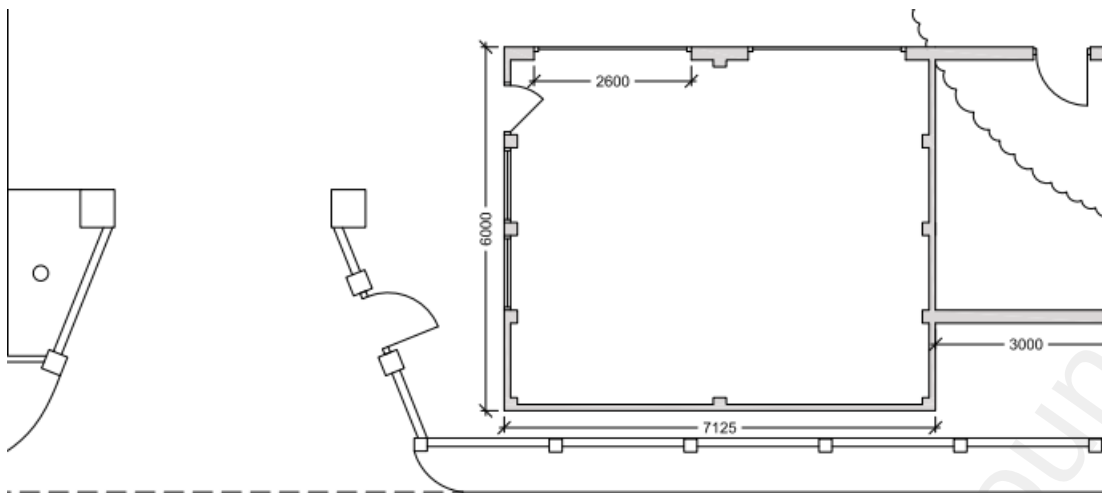


All Google Street View October 2016

It is noted that the garage has been set back further from the carriageway edge and whilst the wall will still restrict the visibility, there will be the opportunity for the wall to be adjusted should the applicant or another occupant of the property at some future date so wish to improve visibility.



Current application.



Previous application and pre-application.

Given the circumstances, I believe this is the best that can be achieved. No objections.

Neighbouring properties

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

Officer's Analysis

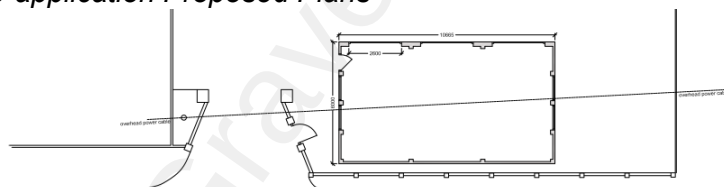
Background

This is the second full planning application on the site for a similar proposal.

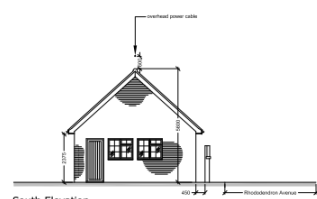
Pre-application advice was sought prior to the submission of the first application. The proposed garage within the pre-application was a triple garage with pitch roof located in the same area as the current proposal. The main difference between the pre-application submission and the first submission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

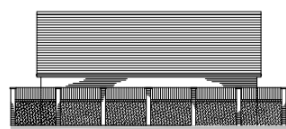
Pre-application Proposed Plans



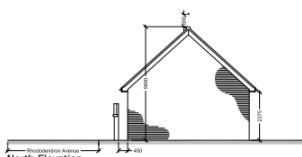
Rhododendron Avenue



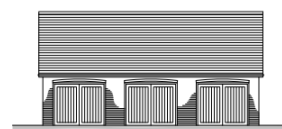
South Elevation (Scale: 1:100)



East Elevation (Scale: 1:100)

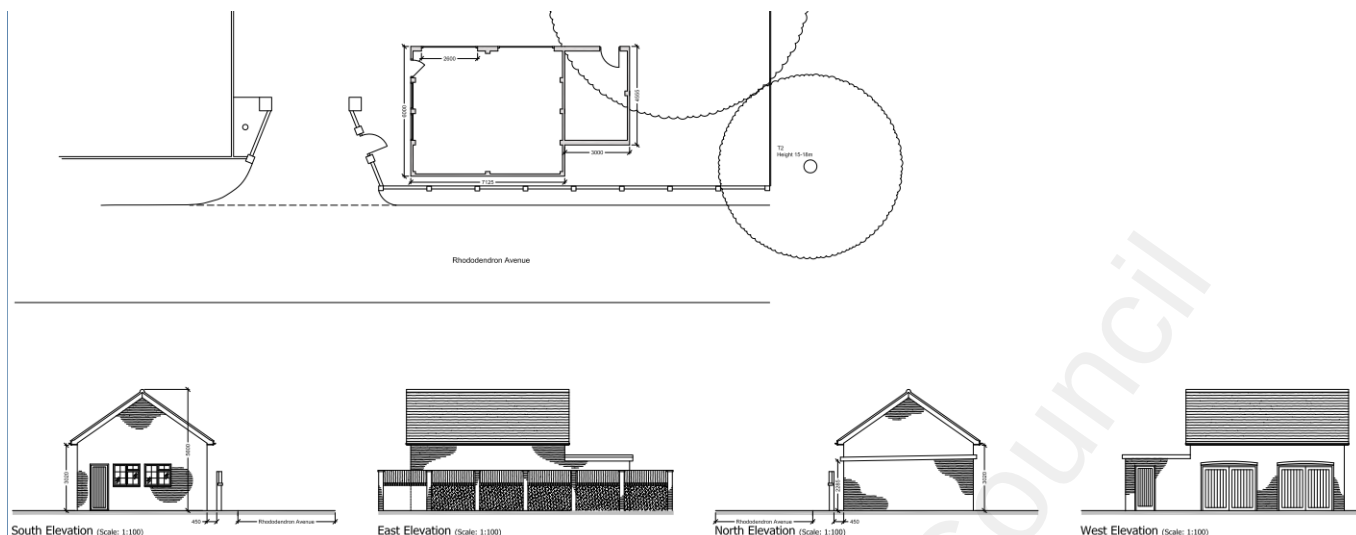


North Elevation (Scale: 1:100)



West Elevation (Scale: 1:100)

First Application Proposed Plans (Ref. 20211454)



In terms of the pre-application, the officer concluded that;

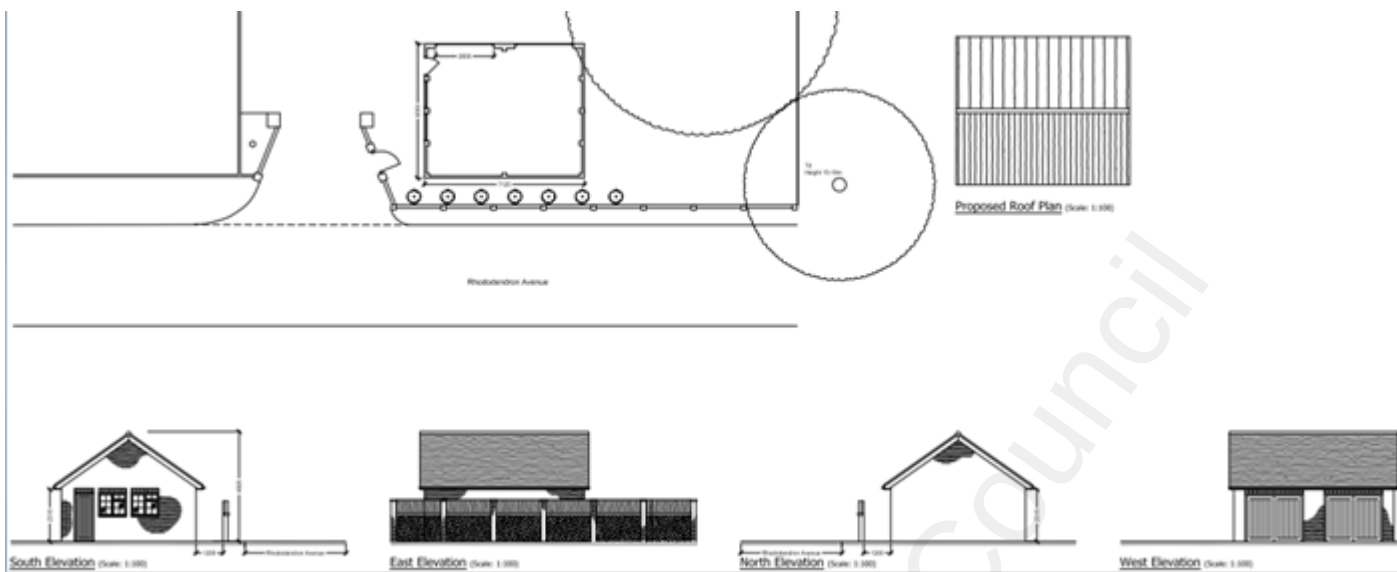
Overall it is considered that the proposed garage would result in a dominant structure that would overshadow the host property and due to its height and location up to the front boundary would obscure any views of oncoming traffic when the occupiers of the adjacent dwellings are exiting their driveways 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 was 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. As such, the first application with ref. 20211454 was refused for the following reasons;

1. 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.
2. 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).
3. 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.

This current application has been submitted to overcome the above reasons for refusal. The following plans show the current proposal which has seen the location of the garage being set back from the boundary by 1.18m, the removal of the flat roof projection located on the north elevation and the ridge height being lowered from 5.6m to 4.9m, a reduction in overall ridge height of 700mm. The depth of the garage remains the same as the previous application. Soft landscaping between the garage and front boundary wall has also been included.

Current Application Proposed Plans (Ref. 20220865)



Proposal

This application seeks planning permission for the erection of a detached double garage. The building would measure 7.13m wide, 6m deep, 2.7m in height to the eaves and 4.9m in height to the ridge with a pitch 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. The revised location of the garage being set back from the front boundary by 1.2m would be more in line with the other examples within the area, with the lower eaves and ridge height, together with the proposed soft landscaping mitigating the impact on the streetscene.

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 annex 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 current application has decreased the size of the garage from an external footprint of 56.51m² to 42.85m². Furthermore, the ridge height has decreased from 5.6m to 4.9m, which together gives a more subservient appearance to the host property. As such and overall it is considered that revised application has overcome the principle objection and the proposed garage would not result in a disproportionate addition to the host property and therefore would 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 whilst being located within a prominent location at the front of the curtilage, the eaves height being 2.7m and the ridge being 4.9m would have less impact than the previous application and would be more in line with similar developments within the area. Furthermore, the proposed landscaping to the rear of the garage, behind the front boundary, should in time mitigate some of the impact. It is therefore considered that the proposal would be contrary to Saved Policy C13(vii) (LPFR).

Proposed Site Plan



Overall it is considered that the revised application has overcome the previous reasons for refusal and

therefore the proposal accords with paragraph 148 of the National Planning Policy Framework 2021.

The proposed garage would not be out of character within its setting and subject to a condition securing the landscaping, is considered an appropriate development in the Green Belt and would accord 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. Whilst the proposed building will add further modern development in a prominent location, the revised location being set further back from the boundary, a decrease in footprint, eaves and ridge height, together with proposed soft landscaping screening, would not be out of character with the surrounding streetscene and other developments within the area. In terms of appearance, as discussed above, the additional building to the front of this dwelling would add more urbanisation to the area, however the revised proposal is not out of keeping with the surrounding built form and would have a more subservient appearance to the host dwelling.

The proposed garage would therefore accord 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. 46.53m 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 revised location has been set further back from the front boundary, allowing for further visibility from the highway. Furthermore the decrease in overall height would also address the previous concerns relating to visibility.

The GBC – Highways Officer has raised no objections to the revised proposal. It is therefore considered that the revised proposal has overcome the main objections to the highway impact and taking into consideration the existing boundary wall, would not further exacerbate the situation due to being set back from the front curtilage.

Existing Boundary



Therefore the revised proposed garage is considered acceptable and would accord with Policy CS11 (LPCS) 2014 and Saved Policy P3 from Gravesham's Local Plan First Review (1994).

Conclusion

It is considered that the revised application by being set back from the front boundary wall, together with a decrease in external footprint, eaves and ridge height, has overcome the previous reasons for refusal and would now accord with local and national planning policy as laid out above.

Recommendation:

Permission

See draft Decision

Case Officer:	Mrs Amanda Grout	Team Leader:	Richard Hart
Signed:	<i>A Grout</i>	Signed:	<i>R Hart</i>
Dated:	27 th September 2022	Dated:	27th September 2022