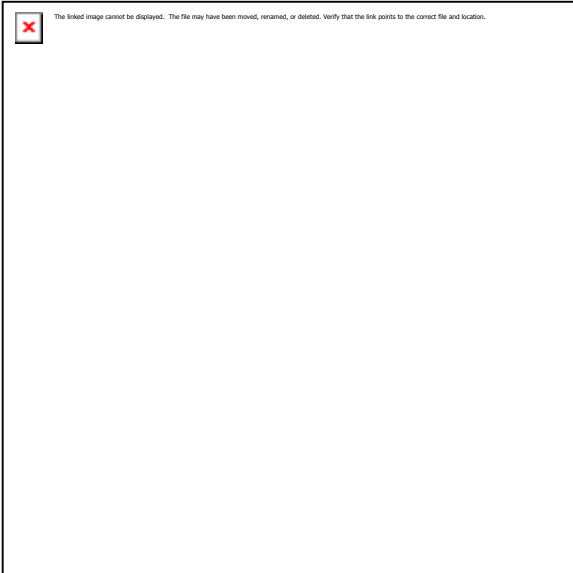




Delegated Report

Householder Planning Application

Planning Application No: 20211427

Location: 4 Tradescant Drive Meopham Gravesend Kent

Description: **REVISED DESCRIPTION & REVISED DRAWINGS**
Conversion of existing garage into a habitable room including front extension and alterations including removal of existing pitched roof.

Applicant: C Aujeet

Site Visit Date: 13 January 2022

Submitted Documents/Plans

- Application form;
- Drawing no. 4Tradescant_SiteLocationPlan_V3;
- Drawing no. 4Tradescant_ExistingBlockPlan_V3 – Existing Block Plan;
- Drawing no. 4Tradescant_ExistingElevations_V3 – Existing Elevations;
- Drawing no. 4Tradescant_ExistingPlans_V3 – Existing Plans;
- Drawing no. 4Tradescant_ProposedBlockPlan_V3 – Proposed Block Plan;
- Drawing no. 4Tradescant_ProposedElevations_V3; and
- Drawing no. 4Tradescant_ProposedPlans_V3 – Proposed Plans.

Relevant Planning History

Application No.	Description	Status	Decision
20210872	Extension to the existing garage and conversion of the garage into habitable rooms.	Refused	02.09.2021

20010877

Demolition of existing garage and utility room and erection of single storey side extensions to form a utility room and an attached garage.

Permitted

03.01.2002

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS12 – Green Infrastructure
- 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

Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- SPG 4 - KCC Parking Standards (2006)
- Gravesham Landscape Character Assessment (2009)
- Technical housing standards – nationally described space standard (2015)

Consultations, Publicity and Representations

Consultees

GBC – Highways Officer

This is an unusual property in that it has two parking spaces served by individual carriage crossovers. The two parking spaces conform to current guidance and would meet the minimum requirements of the car parking guidance issued by Kent County Council, the Highway Authority, for a large property in a rural area.



Providing the conversion is incidental to the main dwelling, there are no highway reasons to object given current guidance.

Given the increase in bedrooms, given the requirements for cycle parking in SPG4 for residential properties, secure parking should be provided for five cycles. One for the new bedroom, plus 4 for the existing property which could have been stored in the garage which will be lost as a result of development.

It is suggested that cables should be installed as part of the development to support a future Electric Vehicle charging point.

Meopham Parish Council

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

It appears that the only significant change in the current application compared to that recently rejected is to eliminate the front door which the previous plans incorporated and which appears to have fuelled the concern that the scheme as then submitted would create separate self-contained accommodation.

This change may deal with that ground for refusal and the associated highway concerns but we consider that it fails completely to answer the objection based on the size of the extension and its impact on the local character of the area. That impact remains substantial and we consider if permitted the property would be very much out of keeping with the surrounding built environment. In addition, we deem it would still conflict with policy CS19.

Neighbouring properties

5 surrounding properties were consulted with an overall consultation expiry date of 15 December – no responses received.

Officer's Analysis

The application site consists of a two storey detached dwelling situated in Hook Green, Meopham a rural settlement inset from the Green Belt. It is also situated in the Meopham Downs Landscape Character Area.

This is a re-submission of application ref. 20210872 which was for an extension to the existing garage and conversion of the garage into habitable rooms and was refused planning permission on 2 September on the following grounds:

1. *The proposed development would result in a highly conspicuous addition on a prominent corner plot that would erode the spacious, attractive and consistent appearance of the houses in this location. The identified harm to the character and appearance of the local area would stand in conflict with Policy CS19 of the Gravesham Local Plan Core Strategy 2014, and para 124 of the revised NPPF (2021) requiring development to have regard to the local character of an area, whilst reinforcing a sense of local identity.*
2. *The development would fail to provide the number of car parking spaces mandated by SPG 'Kent Vehicle Parking Standards' (2006) and the 'Kent Design Guide Review: Interim Guidance Note 3 (IGN3)(2008) - Residential Parking', and would likely to give rise to an unacceptable risk of serious inconvenience and danger to drivers and pedestrian from increased parking around the local area. It is in conflict with saved Policy P3 (Vehicle Parking Standards) of the Gravesham Local Plan: First Review (1994), which seeks to ensure development is served by adequate parking.*
3. *The application has failed to sufficiently demonstrate the extension would be incidental to the residential use of the host property, as such uses would not, cover the type of normal residential use proposed in this scheme. It would create separate self-contained accommodation that would not be functionally connected to the residential use of the main planning unit, and as such, would easily lend itself to separate occupation, detrimental to the character of the area and contrary to Policy CS19 of the Gravesham Local Plan Core Strategy 2014.*

It therefore needs to be seen whether the proposal has addressed the previous grounds of refusal.

The principle considerations in the assessment of this application are:

- Principle;
- Design, Character and Appearance;
- Landscape Character;
- Amenity of Future Occupiers;
- Neighbouring Amenity;
- Parking and Highway Safety
- Use

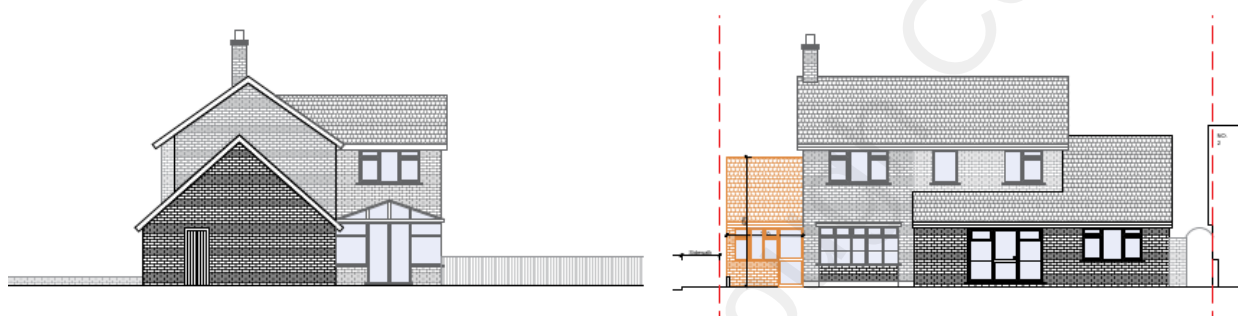
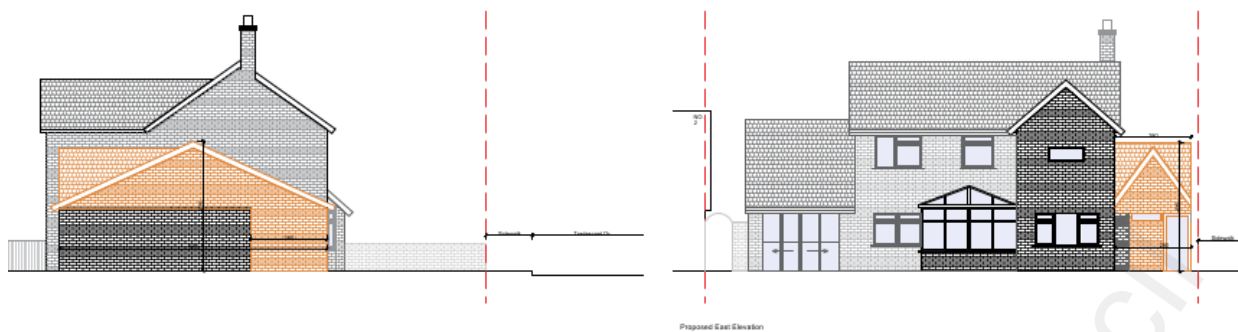
Principle

Policy CS02 of the Local Plan Core Strategy states that in the rural area, development will be supported within those rural settlements inset from the Green Belt and defined in the Policies Map. This is a proposal for an extension to an existing dwelling in the Rural Settlement Inset from the Green Belt of Hook Green Meopham and as such the proposed development is acceptable in terms of principle. The proposal must now be looked at in terms all of principle considerations to see whether it is acceptable with regards to them.

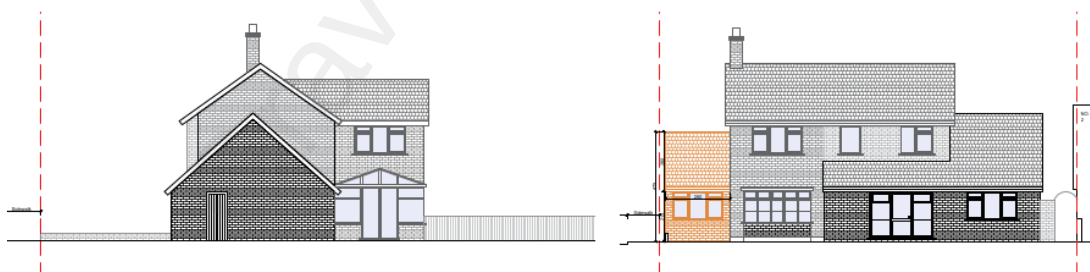
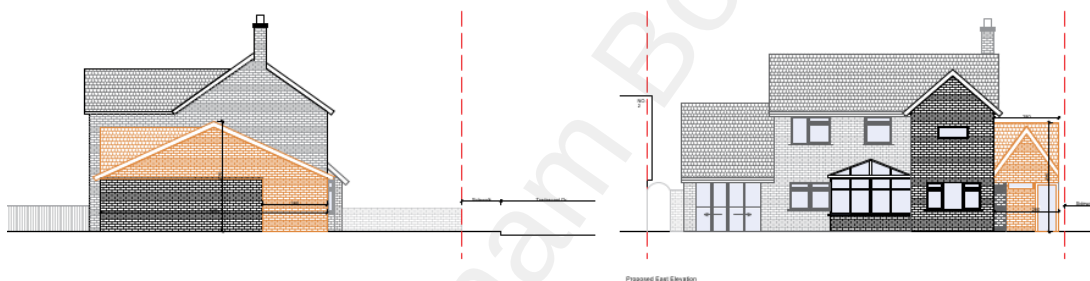
Design, Character and Appearance

Tradescant Drive is characterised by detached and semi-detached two and single storey dwellings. Most have single storey garages to their side. No. 4 has been extended with a two storey rear extension permitted under ref. 19770260, a single storey attached garage permitted under ref. 20010877 and a single storey side extension permitted under 20100318.

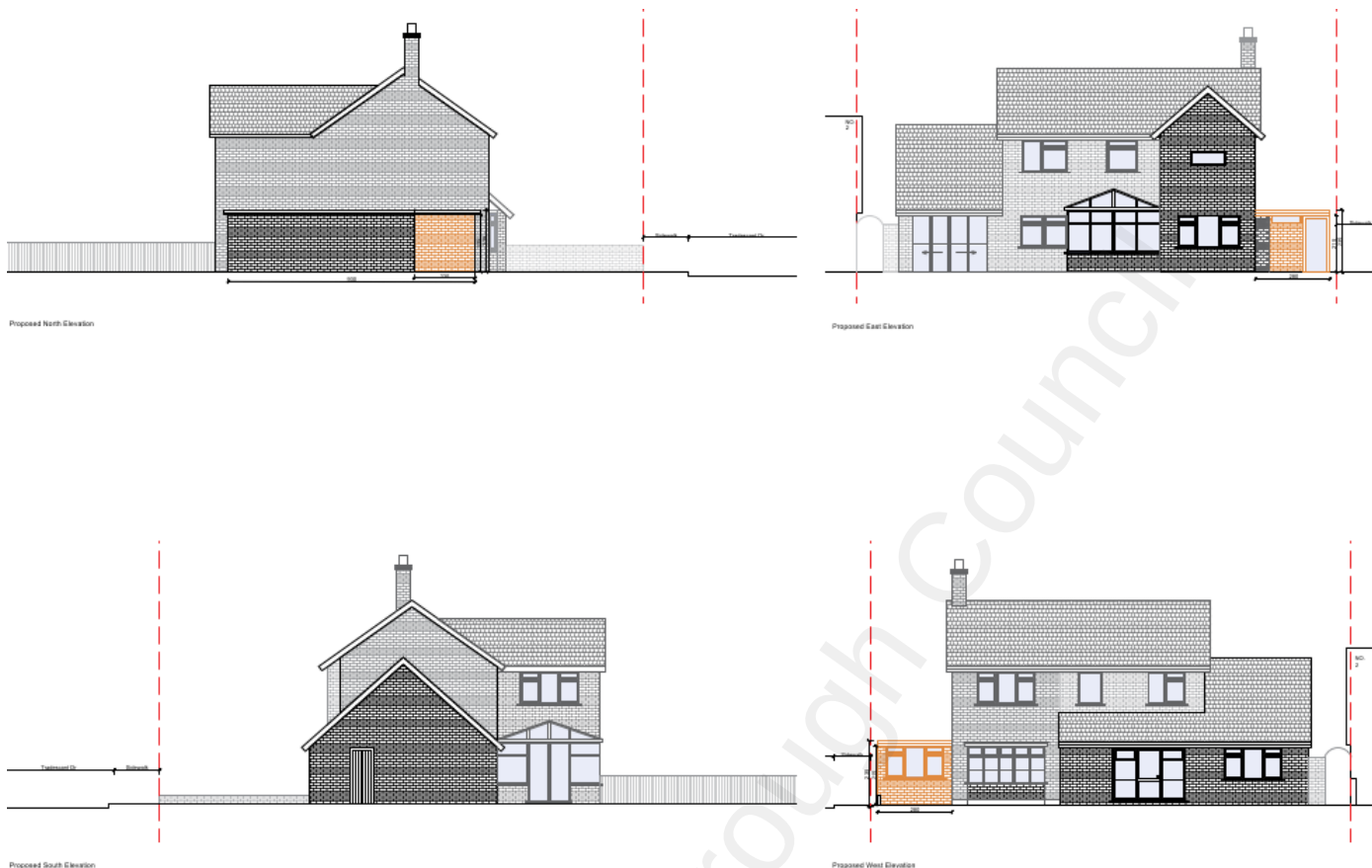
The proposal in the previously refused application ref 20210872 was:



The original proposal in the current application was as follows:



There have been revisions sought from the agent in this application and the proposal has been revised and is now as follows:



As can be seen the proposal as originally submitted in this application had not changed at all in terms of its character and appearance. The only change that had been made was an internal interconnecting doorway shown to address issues of the proposed accommodation not being incidental to the main dwelling.

The agent was asked to amend the design of the extension to address ground of refusal no. 1 of ref. 20210872. Advice given to the agent was that the extension should be set back 500mm from the front elevation, the gable in the rear should be removed and the first floor element removed. The revised plans received show the extension set back by 500mm, the existing pitched roof of the garage removed and the proposed gable removed; a flat roof across the existing garage element and the proposed extension is now proposed. The extension is considered of reduced bulk for this prominent corner. The front extension on the existing garage is not excessive at only 2.3m and with the 500mm set back from the front it appears subservient. The flat roof is considered acceptable as the extension is single storey only and it also has the effect of reducing the bulk of the extension. The front extension would have a window in its front elevation and in the rear of the existing garage there would be a door and high level window; in the flank elevation there would be no openings. The existing garage and the front extension to it would be converted to a bedroom with bathroom where there is an internal interconnecting doors to the lounge. There are other similar single storey side extensions in Tradescant Drive some of which have flat roofs, the extension is therefore not considered out of keeping with the area.

In respect of design, character and appearance the proposal in its revised form is therefore considered compliant with Policy CS19 (LPCS) and to have addressed ground of refusal no. 1 of application ref. 20210872.

Landscape Character

The site is located in the Meopham Downs Landscape Character Area. The proposal is for an extension and alterations to an existing dwelling in a rural settlement which is considered to be in keeping with the scale and character of the host dwelling. The proposed extension would therefore not result in any increase in the prominence of the site to cause any undue harm to the wider landscape and in this regard,

the proposal is compliant with Policy CS12 (LPCS) and section 15 of the NPPF (2021).

Amenity of Occupiers

The property would increase from a four to a five bedroom dwelling. The existing dwelling has a garden area of 251 sq. m and rear garden depth of 12.2m. With the proposal the garden area would remain as this. This exceeds the minimum standards for garden area and depth as set out in SPG2 for dwellings with 4 bedrooms or more. The bedroom would be 19 sq. m and 2.5m in width which exceeds the minimum area for a double bedroom as set out the Nationally Described Space Standards. It also meets the minimum width for a double bedroom (for additional bedrooms). The bedroom would be served by one window to the front and a door to the rear which is considered would provide sufficient light and ventilation.

Overall in respect of amenity of occupiers the proposal is considered compliant with Policy CS19 (LPCS).

Neighbouring Amenity

Due to the siting and scale of the proposed development and distance of neighbouring properties there would be no impact on neighbouring properties with regards overshadowing or loss out of outlook. The window in the front and window and door in the rear would cause no undue overlooking to any neighbouring properties. Overall in respect of neighbouring properties the proposal is considered compliant with Policy CS19 (LPCS).

Parking and Highway Safety

In the refused application due to the proposed development being a wholly self-contained unit the Highways Officer has objected to the refusal as it would require its own independent parking. In this revised scheme the proposal is no longer self-contained and is an extension to the main dwelling to provide a bedroom where there would be a connecting doorway into the lounge of the dwelling. The Highways Officer now states that the two existing spaces on the front drive is acceptable and no objections are raised. In respect of parking and highway safety the proposal is therefore considered compliant with saved Policy P3 and ground of refusal no. 2 of application ref. 20210872 is considered resolved.

Use

In previously refused application ref. 20210872 the accommodation provided was a wholly self-contained unit with its own separate front door. In this re-submitted application the front door has been removed and the proposal is now just for an extension to the property to provide a bedroom with an interconnecting doorway to the lounge. Therefore there are no issues with the proposed use of the extension as it would no longer be self-contained and in this respect ground no. 3 of ref. 20210872 is considered resolved.

Any Other Material Planning Considerations

None.

Conclusion & Recommendation

The proposal in its revised form is considered to be acceptable in respect of design, character and appearance, landscape character, amenity of occupiers and neighbouring properties, parking and highway safety and would no longer be a self-contained unit. All of the grounds of refusal of previously refused application ref. 20210872 have been resolved and the proposal is considered compliant with local and national planning policy.

Recommendation: Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Ms Rebecca Harrison	Team Leader:	Miss Faye Hobbs
Signed:	<i>Rebecca Harrison</i>	Signed:	
Dated:	13 April 2022	Dated:	14 April 2022

Gravesham Borough Council