



Delegated Report

Full Planning Application

Planning Application No: 20230351

Location: Westside Wrotham Road Meopham Gravesend

Description: Demolition of the existing two-storey three-bedroom dwelling and the erection of a two-storey four-bedroom detached dwelling with roof storage, and associated hard and soft landscaping, and car parking

Applicant: Mr and Mrs S. Phagura

Site Visit Date: 14th March 2023

Submitted Documents/Plans

- Planning Application Form;
- Drawing No. 1000 – Location Plan;
- Drawing No. 1001 - Existing Site Block Plan;
- Drawing No. 1010 – Existing Ground Floor Plan;
- Drawing No. 1011 – Existing First Floor Plan;
- Drawing No. 1012 – Existing Loft Plan;
- Drawing No. 1013 – Existing Roof Plan’;
- Drawing No. 1030 Rev A – Existing North and South Elevations;
- Drawing No. 1031 Rev A – Existing East and West Elevations;
- Drawing No. 1101 Rev B – Proposed Site Block Plan;
- Drawing No. 1110 Rev B – Proposed Ground Floor Plan;
- Drawing No. 1111 Rev B – Proposed First Floor Plan;
- Drawing No. 1112 Rev B – Proposed Loft Plan;
- Drawing No. 1113 Rev B – Proposed Roof Plan;
- Drawing No. 1120 Rev B – Proposed Sections AA and BB;
- Drawing No. 1121 Rev B – Proposed Sections CC and DD;
- Drawing No. 1122 Rev B – Proposed Sections EE and FF;
- Drawing No. 1130 Rev B – Proposed North and South Elevations;
- Drawing No. 1131 Rev B – Proposed East and West Elevations;
- Drawing No. 1150 Rev B – Proposed Perspective Views;
- Drawing No. 1160 – Existing Context Photographs; and
- Drawing No. 1161 – Existing Palette of External Materials Photographs.

Relevant Planning History

Reference	Description	Decision	Decision Date
20221085	Demolition of existing two-storey three-bedroom dwelling and erection of two-storey with roof accommodation five-bedroom detached dwelling and associated ancillary garden building, hard and soft landscaping, and associated car parking	Refused	05.12.2022
20180279	Erection of ground floor rear extension.	Approved	12.07.2018

20070928	Erection of a detached three bedroom bungalow.	Refused	07.12.2007
19800486	Details pursuant to GR 79 348 for the erection of a two storey dwelling with garage	Approved	08.07.1980
19790348	Outline application for the erection of a dwelling house with garage	Approved	22.05.1979

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- 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

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

Ward Councillors

No comment

Meopham Parish Council

Meopham Parish Council objects to this planning application on the grounds of overdevelopment of the site. The plans are still disproportionate to, unsympathetic to and/or out of keeping with the neighbouring properties, and would stand out as incongruous with its surroundings.

Dickens Country Protection Society

The Society is concerned that increase in the bulk of the building and loss of vegetation in the front garden area may impact on the street scene. There may also be a question regarding overlooking from the glazed area in the roof.

GBC – Highways Officer

This proposal as presented is unacceptable. The two parking spaces shown to the front of the property are sub-standard, whilst a depth of 5 metres is acceptable it is the width that does not meet the requirements. Parking spaces adjacent to an enclosed boundary should be 2.7 metres wide, to provide sufficient space to open the door of the vehicle to gain access/egress.

B8. The preferred sizes for parking bays in Kent provided as part of development proposals are:

	Length	Width
Parking Bay Size for Powered Two-Wheelers ⁽¹⁾	2.5m	1.5m
Parking Bay Size for Cars ⁽²⁾	5.0m	2.5m
Parking Bay Size for People with a Mobility Handicap	5.5m	3.6m
Parking Bay Size for Light Goods Vehicles	7.5m	3.5m
Parking Bay Size for Minibuses ⁽³⁾	8.0m	4.0m
Parking Bay Size for Coaches ⁽³⁾	14.0m	4.0m
Parking Bay Size for Rigid Heavy Goods Vehicles	12.0m	3.5m
Parking Bay Size for Articulated Heavy Goods Vehicles	16.0m	3.5m
Notes:	1. A minimum space of 1.0m should be allowed between each motorcycle. 2. Where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive the preferred bay size should be 6.0m x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. <u>The width of end spaces abutting an enclosed boundary should be increased to 2.7m</u> 3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.	

<https://www.gravesham.gov.uk/downloads/file/246/vehicle-parking-standards-july-2006-spg4>

The garage is suitable for the parking of a car and the storage of some cycles. The remainder of the driveway is suitable for turning a vehicle so it may enter and leave the highway in forward key.

If the applicant intends to provide for three vehicles and it has been their choice, then the design needs to be modified to accommodate a 5.4m wide double-parking space. This would mean reducing the snug and the upstairs bedroom by 400mm, although it maybe possible to cantilever the bedroom out by 400mm so retaining the upstairs as is.

In terms of car parking provision, the minimum requirement is two spaces, but Kent County Council's draft review of residential car parking is suggesting that 3 spaces should be provided.

<http://kentdg.wpengine.com/wp-content/uploads/2021/11/Parking-Standards-Guidance-Kent-Design-Guide-V1.0.pdf>



APPENDICES

Table 1: Residential Car Parking Standards

	City / Town Centre ¹	Edge of Centre ¹	Suburban	Rural
1 & 2 Bed Flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
1 & 2 Bed Houses	1 space per unit	1 space per unit	1 space per unit*	2 spaces per unit
3 Bed Houses	1 space per unit	1 space per unit	2 spaces per unit	2 spaces per unit
4+ Bed Houses	1 space per unit	2 spaces per unit	2 spaces per unit*	3 spaces per unit
Visitor Parking	None	0.2 per unit	0.2 per unit	0.2 per unit

Extract from KCC's suggested car parking standards.

Neighbouring properties

16 surrounding properties were consulted and the overall date of expiration, the deadline to receive representations on the application, was 5th May 2023.

One letter of representation have been received, objecting to the proposal for the following summarised reasons;

- Overlooking and loss of privacy from the windows on the north elevation;
- Increase in ridge height is considerable would impact on space and natural light.

Officer's Analysis

Background

This application follows the refusal of application reference 20221085 which was refused for the following reasons;

1. The replacement dwelling is incongruous and unacceptable, in design terms, by virtue of the increase in height, massing/scale, landing and use of insensitive materials/fenestration would harm the character and appearance of the surrounding area, and would fail to comply with the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy 2014, and paragraphs 126, and 130 of the National Planning Policy Framework 2021.
2. The overall design of the dwelling, by virtue of the roof terrace and first floor flank windows, harms the living environments/privacy of existing and future occupants of both neighbouring sites. The first floor flank windows and roof terrace would also result in direct overlooking into the private amenity space of Riseley and the properties at Hook Green Court. Also, given the massing of where the replacement dwelling would be situated within the plot, the increase in massing, scale and height would create an overbearing impact to the neighbouring properties. The proposal would therefore

fail to provide a high standard of amenity for neighbouring's sites which conflicts with the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and paragraphs 126 and 130 of the National Planning Policy Framework 2021.

3. The proposed garden building would not be for use incidental to the main dwelling due to its scale, self-contained accommodation and the potential for forming a wholly separate unit of accommodation. The proposed use of the garden room for such would represents an intensification of residential use and overdevelopment of the site. The proposal conflicts with the requirements of Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and the National Planning Policy Framework 2021.

The current application seeks to overcome the reasons for refusal.

The following images show the contrast of the refused scheme and the current application:

20221085 Refused Application



Current Scheme



Site Description

The application site is situated on the western side of Wrotham Road and not far from the Railway Tavern Public House slightly north of the application site on the eastern side of Wrotham Road.

The site is situated between the two existing residential properties which are generally characterised by a hipped roof. The properties directly opposite the application site of a slightly different character, with a front facing gable end design. Whilst there is no uniformity within the streetscene in terms of character and footprint the properties within the immediate area are more traditional design and features with hip roof, bay windows at ground floor and smaller sash style windows at first floor.

Streetscene





Proposal

The proposed development seeks to demolish the existing dwelling with a replacement of two storey 'L' shaped dwelling. The replacement dwelling would be a 4-bed property, incorporating a single storey flat roof rear addition. Whilst the loft plan does not label any rooms, there would be the potential for habitable rooms within the roofspace, served by the rooflights that are shown on the submitted plans.

Principle of development

The application site is located inside the Rural Settlement inset from the Greenbelt (Meopham Downs), within a residential street, the principle of residential development is generally acceptable in principle as acceptable.

Design, Character and Appearance

The existing dwelling is a modest two storey dwelling with 3beds at first floor and has been extended with single storey extensions to the rear and southern flank wall. The existing dwelling measures approximately 7.35 metres in height. The existing dwelling is also setback from the building line of the adjacent properties, by approximately 3 metres and setback from the adjoining public highway to the east of the site boundary by approximately 6 metres.

The replacement dwelling would stand at 8.67 metres tall, 12.58 metres wide and with a depth of 15.3 metres for the two storey element of the proposal and a further 6.3 metres for the single storey rear addition.

By virtue of the increase in overall footprint and increase projection to the front and rear and the increase in ground and first floor floorspace, the overall massing and scale of the building appears much larger than the existing dwelling. The existing dwelling is modest and the site is a spacious plot, notwithstanding this, the existing property relates to an adjoining properties in terms of positioning and scale. The proposed dwelling brings the flank wall much closer to the adjoining properties at 1.3 metres to the south and 1.08 metre along the northern boundary and with a 15.3 metres for the two storey element of the proposal and a 6 metre rear projection, the visual impact of the dwelling would create significant harm in terms of overbearing/over dominant impact to the neighbouring sites.

The overall design of the dwelling is not in keeping with the immediate locality. It has been noted above, the architectural character within the immediate street is not uniform and there is no prevailing character, however, the two properties adjacent to the application site are hipped roofed and two properties to the north of the application site have Victorian character. The residential building to the south comprises of flatted accommodation with a roof form that is consistent Victorian houses to the north. The bay windows also adopt a hipped roof design approach, which the replacement dwelling does not adopt any of these features.

Furthermore, the fenestration proposed would be black timber/metal frames and a square-ish shape to the front elevation. The external walls of the proposed dwelling would be a chalk white render with blue-black engineering brick work which would be at odds with the immediate area.

In terms of refusal reason 1, the redesign of the roof shape and removal of the large flat roof element, together with the reduction in the large full height glazing on the rear elevation does go some way to overcome some of the previous reason for refusal, however the replacement property does still present a disproportionate addition to the streetscene when viewed within its setting due to the ridge height sitting higher than both neighbouring properties and by the large projection to the front which would result in large expanse of side elevation along the northern elevation. This is further exacerbated by the large single storey flat roof extension to the rear which appears more dominant within its setting due to the position of the property being set further back than both adjacent dwellings.

In addition the proposed external materials of chalk white render, blue/black rooftiles and black doors and windows have not been amended from the previous application and the opinion of the local planning authority has not altered and the proposed materials are a stark contrast to the red brick and white UPVC windows and doors of the both the existing property and surrounding properties. Whilst there are examples of white render materials within the vicinity, these are generally softened by white windows and red/brown rooftiles.

Whilst it is acknowledged that similar design features, principles and materials of this contemporary nature can be viewed in the wider area, these are generally located in areas with properties of more mixed design features with less traditional styled properties than the application site.

Overall, the replacement dwelling would lack articulation in favour of a design that has no consideration for the immediate locality. While there is no consistent architectural character within the immediate location, a number of the properties within the area are period properties which are characterised by a degree of articulation/detailing of the properties. It is appreciated that the site is setback a fair distance from the public highway, in comparison to the properties to the north of the site, the application site is still highly visible from public highway and the dwelling sits at gradient higher than the highway to the east. Therefore, the increase in bulk, massing and height would still appear out of character within the immediate street scene.

It is therefore considered that due to the increase height, footprint, projection to the front and rear, together with the proposed external materials, the replacement dwelling would result in a form of development that would appear incongruous to its setting and does not respect the immediate streetscene to which it sits.

The proposed development has therefore not fully overcome the previous reason for refusal (1) and fails to comply with CS19 of the Core Strategy 2014 and also paragraphs 126 and 130 of the NPPF (2021).

In terms of refusal reason 3, the garden room that featured on the previous application, has been removed from the current scheme entirely and therefore reason for refusal 3 has been addressed.

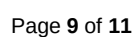
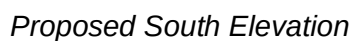
Amenity of Future Occupiers / Neighbouring Amenity

Policy CS19 (LPCS) states that new development will be fit for purpose and will be located, designed and constructed to safeguard the amenity of its occupants and those of neighbouring properties and land. Harm to users of the adjacent properties due to roof terrace.

The proposed dwelling is much larger than the existing dwelling with more bedrooms and, would retain approximately 143 sq.m of private amenity space. For a 4-bed dwelling, the garden space to be retained is in accordance with the Residential Layout Guidelines 2 (2020) and on this basis, it is not considered there would be any additional harms to the amenity or future occupiers of the replacement dwelling.

Notwithstanding the above, the design implications have been noted previously, and in terms of the massing of the dwelling and depth of the dwelling along the north/south boundaries is likely to create an overbearing impact and loss of privacy to the neighbouring properties.

Existing South Elevation:



In the proposed block plan, the position of the proposed dwelling and its relationship to the adjacent properties is clearly shown. Just by the position of the property, whilst being similar to the existing, the additional footprint and projections to the front and rear add much more bulk and overbearing impact. In addition, there are a number of side facing windows and due to position of the new dwelling being set further back than the adjacent properties, the flank windows would overlook garden space of both sides. The issue of overlooking and loss of privacy is further exacerbated by the first floor rear windows all having large glazing and Juliet style balconies.

In terms of refusal reason 2, the removal of the rear roof terrace and reduction in the amount of rear glazing does address some of the concerns laid out in refusal reason 2, however the proposed replacement dwelling does still result in an increase height, footprint and projection to the front and rear, together with an increase in the quantity and size of the rear windows and the introduction of both ground and first floor windows along the side elevations. Whilst some of the windows on the side elevations serve en-suites/bathrooms and can be conditioned to be obscure glaze, the ground floor windows on the northern elevation would face directly to the side of the property to the north, Risely. Whilst these windows are shown as high level and obscure glaze, the central point of the window would sit at approximately 2.14m from the natural ground, which would be above the height of a standard boundary fence/wall. Furthermore, as these windows would serve a habitable room (Games Room), it would not be appropriate to condition as obscure glaze as they would be the only windows to serve this room and would have a detrimental impact on occupier amenity. As such, these windows being clear glaze and due to their location on the northern elevation that would project further to the rear than the adjacent property, would have the potential to have direct views over the neighbouring garden.

Overall, it is considered that whilst the removal of the roof terrace and reduction in glazing does go some way to address the impact on neighbour amenity and previous reason for refusal (2), the proposal would still result in a detrimental impact on the amenities of the neighbouring properties in terms of overlooking, loss of privacy and an overall overbearing impact. As such, the application has not overcome the previous objection and fails to accord with Policy CS19 of the Core Strategy and paragraph 130(f) of the NPPF (2021).

Parking and Highways

The proposal utilises the existing access and the proposed parking is in the form of a single integral garage and two surface spaces located to the front.

The GBC Highways Officer advises that the two parking spaces shown to the front of the property are sub-standard, whilst a depth of 5 metres is acceptable it is the width that does not meet the requirements. Parking spaces adjacent to an enclosed boundary should be 2.7 metres wide, to provide sufficient space to open the door of the vehicle to gain access/egress. Where the proposed surface spaces are in-between the front elevation of the new dwelling and the boundary, it would be required for the spaces to be wider.

The garage is suitable for the parking of a car and the storage of some cycles. The remainder of the driveway is suitable for turning a vehicle so it may enter and leave the highway in forward gear.

If permission had been forthcoming, a revised parking layout could've been sought to accommodate a 5.4m wide double-parking space, in order to meet the KCC parking standard of 3 spaces.

As such, the proposed parking provision in terms of size of parking spaces, is insufficient and is contrary to Policy CS11 of the Core Strategy.

Conclusion & Recommendation

The proposed replacement dwelling would still have a height, scale, massing and design that would not sit well within its setting and would result in an overly dominant addition that would be out of character with the properties within the immediate streetscene and would have a detrimental impact on the neighbouring amenity.

It is therefore considered that the revised design has not fully overcome the previous reasons for the refusal 1 and 2 of planning application ref. 20221085 and is therefore recommended for refusal.

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

Case Officer:	Mrs Amanda Grout	Team Leader:	Richard Hart
Signed:	<i>A Grout</i>	Signed:	<i>R Hart</i>
Dated:	5 th June 2023	Dated:	9th June 2023