



# ROBINSON ESCOTT PLANNING LLP



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Ms E Gore  
Planning Department  
Sevenoaks District Council  
Argyle Road  
Sevenoaks  
Kent  
TN13 1HG

06 January 2021  
OUR REF: mw/20/dhs

Dear Emma

**THE DYEHRST STUD DYEHRST LANE HEVER KENT TN8 7LB**  
**ERECTION OF CAR PORT**  
**RESUBMISSION OF 20/01539/HOUSE**

**Introduction / Background**

1. On behalf of my client Ms M Watts, I hereby enclose a revised planning application for the erection of a single storey car port following the withdrawal of planning application **20/01539/HOUSE**. This was withdrawn on 7 August 2020.
2. This submission has been made following the receipt of pre-application advice under reference **PA/20/00361** and our meeting on 30 October 2020.

**Revised Proposal**

3. Following dialogue at our pre-application meeting it is proposed to relocate the car port to the west of the detached single storey outbuilding to the north of the dwelling which is used for a gym and changing rooms. It is also proposed to amend the roof tile of the car port as part of this procedure, to a grey slate appearance tile.
4. The revised position of the car port will be situated within the domestic curtilage of the dwelling.

**Application Site and Surrounding Area**

5. The application site comprises The Dyehurst Stud, a detached single storey three-bedroom dwelling which is situated to the north of Dyehurst Lane and to the east of Uckfield Lane within the Parish of Hever.

6. Vehicular access to the property is gained from Dyehurst Lane. There is a dense tree belt which forms the western boundary of the site, with the closest property being Greenlands Farm to the north.
7. There is a detached single storey outbuilding to the north of the dwelling which is used for a gym and changing rooms for a tennis court which is yet to be implemented.
8. In terms of planning designations, the site is located within the Green Belt and High Weald Area of Outstanding Natural Beauty. However, the building is not listed, nor is it located in a Conservation Area.

### **Planning Policy**

9. The following documents have been reviewed as part of this revised submission:
  - NPPF 2019
  - Sevenoaks Core Strategy
  - Sevenoaks Allocations and Development Management Plan (ADMP)
  - Green Belt SPD
10. I have not outlined individual policies as I trust you are cognisant with the above documents.

### **Planning Merits**

11. Following the withdrawal of planning application **20/01539/HOUSE** and after receipt of pre-application advice under reference **PA/20/00361**, the main issues for assessment are:
  - Green Belt
  - Design / AONB
  - Residential Amenity

### **Green Belt**

12. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. Openness is, to a large extent, the absence of perceived development, whether in the form of buildings, engineering or other operations or a material change of use of land.

13. The car port is sensitively designed to ensure there is no harmful impact on the openness or permanence of the Green Belt. The building is single storey in scale and does not exceed 40sqm in line with the requirements of the Green Belt SPD. Indeed at 32.5sqm, it is well below the 40sqm threshold for outbuildings. The building has no foundations but will be situated on a solid base. Following the withdrawal of planning application **20/01539/HOUSE** the car port has now been relocated to the west of gym/changing room building and is within domestic curtilage.
14. The scale and height of the car port does not dominate the dwelling as it will be set back behind the front elevation of the property. The design of the car port means that the built form appears ancillary to the dwelling.
15. The roof form, as well as the open cart barn design ensures that the building is not excessive in volume. The revised location of the car port will ensure that it relates better to existing buildings on site. The buildings will appear as an intimate cluster of small, scaled outbuildings and will not be visually intrusive on the site, or cause a cumulative impact on its setting as required by the Green Belt SPD.
16. From reviewing the planning history section of the property, it highlights the considerable reductions in built form on the site when the Council approved planning permissions **04/02071/FUL & 06/02330/FUL**. The provision of a modest outbuilding against these historic reductions provides further justification for permitting this car port.

### **Design / AONB**

17. The car port is single storey in scale with a traditional roof form which reflects the rural setting and character of the main dwelling and surrounding properties. As part of this submission, the roof of the car port will be revised to be slate appearance tiles, to harmonise with the materials of the main dwelling. The timber weatherboarding respects the rural character of the site.
18. In terms of scale, the car port appears subservient and ancillary to the dwelling and there is a clear hierarchy between buildings as required by the Residential Extensions SPD.
19. In terms of landscape impact, the revised location of the car port means that it now better relates to existing built form on the site and retains the openness of the western parcel of land.

20. For the above reasons, the car port respects the site and the wider landscape in line with Policy SP1 of the Sevenoaks Core Strategy, policies EN1 and EN5 of the Sevenoaks ADMP and the Residential Extensions SPD.

### **Residential Amenity**

21. The revised location of the car port is further away from the closest property Greenlands Farm than the existing position of the building. It will not impact on these occupiers by way of privacy, light or outlook. The revised proposal is therefore in accordance with Policy EN2 of the Sevenoaks ADMP.

### **Conclusion**

22. The above analysis fully outlines that the car port has been sensitively designed and considered to ensure there is no harmful impact on the openness or permanence of the Green Belt. The building is single storey in scale and is well below the 40sqm threshold set out in the Green Belt SPD. The scale and height of the building is not excessive in volume. The planning history sections identifies that there have been considerable reductions in footprint on the site over time which further justifies the car port. The revised position of the outbuilding is within the domestic curtilage and creates an intimate cluster of buildings which is not visually intrusive within the landscape.

23. I trust you have all of the necessary information to approve this revised planning application. However, should you require any further information, please do not hesitate to contact me in the first instance.

Yours sincerely

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Neal Thompson BSc (Hons) MSc MRTPI  
ROBINSON ESCOTT PLANNING