

PLANNING, DESIGN & ACCESS STATEMENT



Address: The Hollies How Green Lane Hever Kent TN8 7NN

Client: Mrs. S. Latham

Proposal: Erection of triple carport and log store

Prepared on behalf of Westleigh Design

19 March 2024

Introduction

1.1 This Planning Statement has been prepared on behalf of Mrs. S. Latham in support of this planning application to Sevenoaks District Council for the erection of triple carport and log store on land at The Hollies How Green Lane Hever Edenbridge Kent TN8 7NN. It appears that the application may include a small area of land that was not included in the application for the new dwelling (20/00379/FUL) but is land within the applicant's ownership.

1.2 In addition to the application form and certificates the following documents are to be submitted;

Application plans:

- Drawing No. 011223/1of4 (Proposed Floor Plan)
- Drawing No. 011223/2Aof5 (Proposed Roof Plan)
- Drawing No.011223/3Aof5 (Proposed Elevations)
- Drawing No. 011223/4Aof5 (Proposed Section)
- Existing Block Plan
- Proposed Block Plan
- Location Plan 1:1250
- Planning Statement

2.0 Site Surroundings, Planning history and Proposal

2.1 The application site is located on the southern side of How Green Lane approximately 150m NW of its junction with Hever Road. It is located in a rural open area located within the Green Belt. It sits to the side of a recently constructed detached dwelling which is access from How Green Lane (The Hollies). The site is served by an existing access onto How Green Lane and is easily accessed from land within the applicant's ownership. There is a paddock/field area to the rear of The Hollies that is subject of an application for a multi-purpose barn that comprises some 2.5 acres and is owned by the applicant.

2.2 The site is located within the Green Belt but is not affected by any other restrictive policy designations. The land is not positioned within an area of Flood Risk. The application may involve the change of use of a small area of green belt amenity land to be included within the residential curtilage and trust can be dealt with within the framework of this application. All the land is within the applicants ownership.

2.3 The proposal is for the erection of a rectangular triple carport 11.990m long and 6.250m wide with attached mono pitched log store. It will be an oak framed building with side and rear walls of stock brick up to a height of 1m with wainey boarding to eaves level under a peg tiled roof.

2.4 The plans detail that the design would incorporate the provision of bat boxes and insect boxes on the elevations in the interests of encouraging biodiversity enhancements.

3.0 Planning Policy Context

3.1 Section 54A of the 1990 Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004, if require that, when making a determination under the Planning Acts, the determination shall be made in accordance with the Development Plan unless material considerations indicate otherwise.

National Planning Policy Framework (NPPF) (Revised June 2021)

3.2 National planning policy is enshrined within the revised National Planning Policy Framework (NPPF) issued in July 2021 and its accompanying revised the Planning Policy Guidance (PPG). The PPG seeks to set out how to implement the strategic vision contained within the NPPF.

3.3 With regards to decision-taking, the revised NPPF advises that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development and should look for solutions rather than problems. Decision-takers at every level should seek to approve applications for sustainable development where possible

3.4 Paragraph 7 of the NPPF states that, “the purpose of the planning system is to contribute to the achievement of sustainable development”. It goes on at paragraph 8, that there are three dimensions of sustainable development as: economic, social and environmental. Paragraph 10 of the NPPF states that a

“presumption in favour of sustainable development’ which is at the heart of the Framework to ensure that sustainable development is pursued in a positive way.

3.5 Paragraph 126 says that the Government attaches great importance to the creation of high quality buildings and that good design is a key aspect of sustainable development, which creates better places in which to live and work. This is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 130 states that planning policies and decisions should ensure that developments:-

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Are sympathetic to local character and history Including surrounding built environment and landscaped setting
- establish a strong sense of place, using streetscapes and buildings to create attractive, welcoming and distinctive places to live, work and visit;
- create places that are safe, which promote health and wellbeing with a high standard of amenity for existing and future users.

3.6 Paragraphs 131 states that trees make a contribution to the character and quality of urban environment and we are content that the site is predominantly urban in nature. We would therefore confirm that the tree and hedge to the western boundary will be retained and enhanced where necessary.

3.7 Paragraph 134 has been altered to reflect that developments that are not well designed should be refused where it fails to reflect local design policies and government guidance. These should lead to an improvement of the character and quality of the area and how it functions.

3.8 As the application site lies within the Metropolitan Green Belt, NPPF Green Belt policies will apply. Paragraph 137 notes that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open with the essential characteristics of Green Belts being their openness and their

permanence. Paragraph 138 further goes on to list five purposes that the Green Belt serves:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.9 Paragraph 147 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

3.10 Paragraph 148 requires LPAs to give substantial weight to any harm to the Green Belt and indicates that 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

3.11 Whilst the construction of new buildings in the Green Belt is considered inappropriate, Paragraph 149 lists exceptions, with Bullet point b) stating ***the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including the land in it.***

Local Development Plan

3.12 The local plan for Sevenoaks District Council comprises of the Allocations and Development Management Plan (adopted February 2015) and the Core Strategy (adopted February 2011). The Council's Development in the Green Belt Supplementary Planning Document (2015) has also been considered having regard to the site's location within the confines of the Green Belt. The policies relevant to the consideration of this application are set out below.

Allocations and Development Management Plan (ADMP) February 2015

Policy SC1: Presumption in favour of Sustainable Development

Policy EN1: Design Principles

Policy EN2: Amenity Protection
Policy EN6: Area of Outstanding Beauty
Policy T2: Vehicle Parking

Core Strategy (CS) February 2011

- Policy LO1: Distribution of Development
- Policy LO8: The Countryside and the Rural Economy
- Policy SP1: Design of New Development and Conservation
- Policy SP2: Sustainable Development

Development in the Green Belt Supplementary Planning Document (2015)

4.0 Planning Considerations

4.1 It is our opinion that the main considerations of this case would be the impact of the proposals on the visual amenity of the area and street scene generally, any adverse impact the proposal may have on the Green Belt and the impact of the neighbouring properties. Whilst accepting that the proposal would result in an additional building in the Green Belt we are satisfied that the history of the site establishes the principle of purpose designed buildings on the site.

Principle of Development

4.2 The NPPF sets out the Government's planning policies for England and how these should be applied. Paragraph 2 notes that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development and Paragraph 8 sets out the three objectives of achieving sustainable development being economic, social and environmental. In terms of decision-making, Paragraph 11 states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted. The NPPF further goes on to state at Paragraph 38 that LPAs should approach

decisions on proposed developments in a positive and creative way and decision-makers at every level should seek to approve applications for sustainable development where possible.

Impact of the Development on the area

4.3 We would initially acknowledge that the proposal increases the built development on the site. It would be well screened by the existing boundary planting and would be barely visible from outside the site. size of the previously approved building and introduces a new element for the storage of classical vehicles owned by the applicant. The building would be rectangular shaped with its long axis being 11.99m with its sides being 6.25m and have a brick plinth with vertical timber walls. It was to be 2.4m to the eaves with a shallow pitched roof with peg tiles with ridge height of 3.4m..

4.4 The design would in keeping with the host dwelling and approved barn building and considered to comply with the Council's policy for extensions and outbuildings as outlined in its Green Belt Supplementary Planning Document.

4.5 The building would have shallow foundations and sited away from the root protection area of surrounding trees that are owned by the applicants in order to ensure that these can be retained.

Impact on Neighbouring Properties

4.6 The location of the carport was chosen to be as close to existing built form as possible without being so close as to cause detriment to the residential amenities of any existing home. Policy EN2 of the ADMP requires proposals to provide adequate residential amenities for existing and future occupiers of the development. Due to the siting and location of the building, the development would be adequately separated from nearby neighbouring properties and would not be considered to cause a harmful loss of light, privacy or outlook to neighbouring residential amenity. The works would not be considered of a size, mass or bulk to cause harm to neighbouring amenity. The use for the every day parking of the applicants daily use vehicles would be screened by the new dwelling and would not be considered to cause a level of noise or disturbance that would harm neighbouring amenity. The development would not be considered to cause a harmful intensification of the site. Considering the

above, the proposal is therefore considered to comply with policy EN2 of the ADMP and in compliance with Policy LT2.

5.0 Conclusion

5.1 The applicant has taken on board all the Council's and National policies to provide a sustainable solution for the garaging of day to day vehicles. The prospective layout and design is in keeping with the good design principles outlined in the NPPF and would accord with its Green Belt location. It would have no significantly greater impact on the openness of the Green Belt and would not be out of character with the host building or area and has no detrimental effect on the residential amenities of its neighbours. We are of the opinion that the proposal is for a form of provision that would be expected to cover vehicles in a rural location.

James Barron BA(Hons) DipTP MRTPI.