

**MC/25/0810**

**Date Received:** 16 April 2025  
**Location:** 66 Brompton Farm Road, Strood, Rochester Medway  
**Proposal:** Construction of a wraparound part single/ part first floor extension to rear/side. Construction of a single storey garage with storage to side of rear garden and change of use of amenity land to vehicle crossover to front of new garage onto Strodes Close - demolition of existing side garage and conservatory.

**Applicant**  
**Agent**

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**Ward:** Strood North & Frindsbury  
**Case Officer:** Joshua Odell  
**Contact Number:** 01634 331700

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**Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 14 January 2026.**

**Recommendation - Approval with Conditions**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Received 17/04/2025:

66BFR/A3/02 - Proposed Block Plan.

66BFR/A3/05 - Proposed Ground Floor Plan.

66BFR/A3/06 - Proposed First Floor Plan.

66BFR/A3/07 - Proposed Front, Rear and Side Elevations.

66BFR/A3/08 - Proposed Garage/Store.

66BFR/A3/09 - Existing and Proposed Roof Plans.

66BFR/A3/10 - Part Existing and Proposed End of Garden Side Elevations.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 All materials used externally shall match those of the existing building.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

- 4 The outbuilding forming part of the development hereby permitted shall only be occupied ancillary to the main dwelling.

Reason: To regulate and control the permitted development in the interests of amenity in accordance with Policy BNE2 of the Medway Local Plan 2003.

- 5 The proposed parking area shall not be brought into use until it has been formed from permeable surfacing materials or has provided with drainage arrangements within the site which shall thereafter be retained.

Reason: To manage surface water in accordance with Paragraph 181 of the NPPF.

**For the reasons for this recommendation for approval please see Planning Appraisal Section and Conclusions at the end of this report.**

### **Proposal**

The application seeks permission for the construction of a wraparound part single/ part first floor extension to rear/side; construction of a single storey garage with storage to side of rear garden and change of use of amenity land to vehicle crossover to front of new garage onto Strodes Close, of which would involve the demolition of existing side garage and conservatory.

The proposed two storey side extension supports a hipped roof and measures 6.65m in height (5.05m from eaves; 1.0m below primary ridgeline), 2.5m in width and 10.2m in depth (setback 0.7m from principal elevation). From the rear perspective, the proposed two storey aspect projects approx. 3.4m in depth from rear wall of the dwelling, and measures 5.55m in width (setback 2.6m from the inner west side boundary).

The proposed single storey rear extension supports a flat roof and measures 2.95m in height, 6.0m in depth and is full width at approx. 8.05m in width (setback 0.1m from the inner west side boundary). The existing rear projection also measures an overall depth of 6.1m and maximum height of 2.95m.

Sited towards the rear north boundary, the proposed detached garage outbuilding supports a mono-pitch roof and measures 2.925m in height (2.8m from eaves), 7.375m in depth and 5.0m in width. It is setback from the highway and unclassified road of

Strodes Close by 2.0m in depth; served by the proposed vehicle crossover 5.6m wide, of which crosses the grassed public amenity land.

### Summary Information

<b>Two storey side/rear extension</b>	<b>Proposed</b>		
Max height	6.65m (1.0m below primary ridgeline)		
Max eaves height	5.05m		
Max depth	10.2m (setback 0.7m from principal elevation; 3.4m projection from rear wall of dwelling)		
Max width	5.55m in width (setback 2.6m from the inner west side boundary)		
<b>Single storey rear extension</b>	<b>Existing</b>	<b>Proposed</b>	<b>Change (+/-)</b>
Max height	2.95m	2.95m	0.0m
Max depth	6.1m	6.0m	-0.1m
Max width	N/A	8.05m (full width)	N/A
<b>Detached garage</b>	<b>Proposed</b>		
Max height	2.925m		
Max eaves height	2.8m		
Max depth	7.375m (setback 2.0m from Strodes Close)		
Max width	5.0m		
<b>Vehicle crossover</b>	<b>Proposed</b>		
Max width	5.6m		

### **Relevant Planning History**

HIS/98/38539      Proposed single storey rear extension.  
 Decision: Approved with Conditions  
 Date: 31 July 1986

### **Representations**

The application has been advertised on site and by individual neighbour notification to the owners and occupiers of neighbouring properties.

Southern Water and Highways have also been consulted.

**8** letters have been received raising the following objections:

- Highway disruption/safety during construction/resultant from dropped kerb onto Strodes Close.
- Impediment to both agricultural vehicles and residents.
- Drainage/surface water run-off.
- Out of character.
- Scale and design of garage.

- Proximity to electricity substation.
- Covenants of Strodes Close.
- Loss of light/outlook/privacy/noise pollution/wider amenity.
- Loss of views.
- Taxi ownership of applicant.

**Southern Water** have made the following comments: Southern Water has determined that the flow rate for the above site will remain consistent, so capacity is not an issue, and no Southern Water assets will be affected. Therefore, Southern Water has no objections to this proposal.

## **Development Plan**

The Development Plan for the area comprises the Medway Local Plan 2003 (the Local Plan). The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework 2024 (NPPF) and are considered to conform.

The Emerging Local Plan has been agreed by Full Council for Reg 19 publication, consultation and has now been submitted under Regulation 22 to the Planning Inspectorate for examination. The policies within this version of the emerging plan have weight in the determination of planning (and associated) applications. However, due to the nature of this proposal, the stage of the emerging Local Plan, the existence of relevant adopted Policies in the Medway Local Plan (2003) and guidance in the NPPF it is considered that the proposal falls to be considered with regard to the adopted policies and guidance in the NPPF.

## **Planning Appraisal**

### *Site Circumstances*

66 Brompton Farm Road is a two-storey, semi-detached property located within the urban area of Strood. To the front, the property supports a mix of soft and hard landscaping with off street parking provision and a recessed garage to the side that extends into the rear garden amenity. To the rear, the property supports a conservatory projection and a private garden amenity with a shed towards the rear northwest boundary.

The wider street scene is characterised by residential properties encompassing two-storey detached and semi-detached houses as well as bungalows of mixed character. These properties support a mix of soft and hard landscaping with off street parking provision to their fronts.

Although No.66 fronts Brompton Farm Road, the plot is sited on the westward corner with the junction of Strodes Close, separated by a modest strip of grassed public amenity land. Strodes Close is an unclassified road, residential in nature and

characterised by a mixed provision of properties encompassing two storey semi-detached and terrace dwellings as well as chalet bungalows within the northwest corner of the development. These properties also support a mix of soft and hard landscaping to their fronts as well as detached pitched roof car ports/garages to their sides.

In addition, while No.66 remains within the urban boundary of Strood, the rear north boundary abuts designated countryside as well as an Area of Local Landscape Importance (ALLI) and Metropolitan Green Belt (MGB).

#### *Principle*

The application, as standard, needs to be considered on matters of design, impact on neighbouring amenities and highway considerations, as set out in Medway Local Plan 2003 (MLP 2003) Policies BNE1, BNE2, T1 and T13, and NPPF paragraphs, 116, 131 and 135.

In addition, while No.66 remains within the urban boundary of Strood, the rear north boundary abuts designated countryside as well as an Area of Local Landscape Importance (ALLI) and Metropolitan Green Belt (MGB).

#### *Design*

The two-storey side/rear extension aspect of the proposed integrates into the wider hipped roofscape and is amply subservient via its lowered ridgeline and setback from the front elevation. The proposed side extension is not considered to detrimentally close any sense of open character due to the mixed street scene, and the dwelling's siting upon the junction of Strodes Close, whereby there is the openness of the highway and retained grassed amenity land immediately adjacent. The extent to which the first-floor rear aspect projects is typical of a residential area, and remains well spaced (2.6m) from the adjacent boundary shared with No.64 as to not appear overly dominant or overbearing nor present as a two-storey flank elevation from the neighbouring perspective.

Although the proposed single storey rear extension is of a larger depth, it is not above or beyond the projection of the existing rear extension and conservatory, nor out of character of the preestablished rear building line of Brompton Farm Road, whereby larger rear projections and detached outbuildings are sited alongside shared boundaries. Even though there may be some uplift in height compared to the existing projection, this is modest and the proposed remains of a single storey nature and low profile (>3.0m) such that it would not significantly impede outlook nor appear overly dominant. In addition, the orientation of the properties is such that the resultant sun path is sited to the front of the dwellings, whereby the existing dwellings would already overshadow the proposed projection.

While the proposed garage outbuilding may be considered larger in scale, this aspect would not appear out of character of Brompton Farm Road, whereby similarly scaled

and larger outbuildings are sited within the rear garden of dwellings, as well as a footprint greatly less than the 50% limit as set out by Class E of the GDPO. Although the proposed outbuilding is of a greater height than Class E (2.5m), the proposed outbuilding is sited at the rear of the larger rear gardens of the dwellings of Brompton Farm Road and still retains a sufficiently low profile design (2.925m) that reduces towards the dwellings via its mono-pitched roofscape (2.8m at eaves). Furthermore, the proposed outbuilding is to function as a garage and MRPS require garages to support internal dimensions of 7.0m in depth x 3.0m wide; thus, the proposed seeks to be in line with this standard with the marginal addition to accommodate some storage such that it would appear appropriate in mass and scale as to adhere to this guidance.

As the application relates to Strodes Close and the designated countryside/ALLI/MGB to the rear of the dwelling, the proposed detached outbuilding/garage would front onto this highway via the proposed dropped kerb and be sited towards this rural character to the rear. Nonetheless, the proposed outbuilding remains in keeping with the building line and character of Brompton Farm Road outbuildings, and the built form of the garage remains spaced from the countryside character via the existence of an electricity substation directly to the rear garden of No.66 as to not interfere with this rural/open aspect.

The introduction of a dropped kerb along the west elevation of Strodes Close would not appear out of character as one already exists as access alongside its gated character to the immediate farmland, divided only by the aforementioned electricity substation. Just opposite the proposed kerb, are dwellings of Strodes Close that access onto the highway via dropped kerb from east elevation of Strodes Close. The access from the garage would not appear disruptive to the character of Strodes Close due to the support of prominent car ports within the residential development of Strodes Close, characterised by their great pitched roofscapes. Regardless, the built form of the proposed outbuilding is enabled by its siting within the rear garden of No.66, and it remains set back (2.0m) within the plot of No.66 as to offer reprieve from the adjacent highway. Moreover, the highway of Strodes Close is not a classified road, and as such, the proposed dropped kerb is to be approved solely by highways and within regard to this application, facilitated by its acceptability upon crossing the narrow strip of grassed amenity land, of which it is considered so due to the brief development on this aspect.

The proposed works also retains that mix of soft and hard landscaping to the front of No.66, of which protects against a further hardening of the street scene of Brompton Farm Road by an expansive front hard standing that would encroach on the soft landscaping aspect by providing additional parking to the rear instead of expanding upon the front strip of driveway.

As such, the proposed development complies with Policy BNE1 of the Medway Local Plan 2003 and paragraphs 131 and 135 of the NPPF.

### *Amenity*

Due to the siting of the proposal in relation to the adjoining neighbours and tracking of the sun there would be no significant impacts in terms of daylight, sunlight, outlook and privacy.

The orientation of the dwellings of Brompton Farm Road is such that the rear garden amenity is north facing and the resultant sun path is sited to the front of the properties, whereby the existing dwellings would largely overshadow the proposed development. The proposed habitable windows work within the proposed floor plan, with primary habitable spaces orientated to the front and rear, and the associated side windows serving secondary/habitable rooms that overlook the highway of Strodes Close and no neighbouring residential properties.

The proposed garage would be conditioned as to remain ancillary to the primary dwelling and not function as a separate dwelling. The garage function would not be above or beyond that which is expected within a residential area, as it only accommodates a single vehicle parking space under MRPS, and fronts upon an unclassified road and cul-de-sac, of which is comparatively less congested than a through road.

As such, it is found that the proposal complies with the amenity objectives of Policy BNE2 and paragraph 135 of the NPPF.

### *Highways*

Although the proposed dropped kerb would create a secondary access, it would front an unclassified road and as such is not subject to planning outside its impact upon the public amenity land and is to be approved by highways. Within regard to planning consideration, its impact to the local character and residential amenity is considered acceptable. The unclassified nature of the road and its relatively light use and low speeds navigating the cul de sac combined with the location of the pedestrian footpath on the opposite side of Strodes Close means that there would not be harm to the safety of users of the highway.

A condition is to be attached for the proposed hardstanding the front of the proposed garage, whereby it is setback from Strodes Close, to be of permeable material or provided with drainage arrangements.

As such, it is considered that the proposal would not result in harm to highways function or highways safety. Therefore, no objection is raised on highway grounds, and the proposal would be in accordance with Policies T1 and T13 of the Local Plan and paragraph 116 of the NPPF.

## Other Matters

The Emerging Local Plan has been agreed by Full Council for Reg 19 publication, consultation and, following any changes required as a result of the consultation exercise, submission to the Inspectorate for examination. The policies within this version of the emerging plan have weight in the determination of planning (and associated) applications. However, due to the nature of this proposal, the stage of the emerging Local Plan, the existence of relevant adopted Policies in the Medway Local Plan (2003) and guidance in the NPPF it is considered that the proposal falls to be considered with regard to the adopted policies and guidance in the NPPF.

Covenants and rights of access are not material planning considerations.

Disruption resultant from the implementation of proposed works would not be atypical of a residential area.

## **Conclusions and Reasons for Approval**

The proposed development would not detract from the overall character and appearance of the host dwelling or street scene of Brompton Farm Road or Strodes Close by virtue of the subservience of the house extension and adherence to the preestablished building line, and the scale of existing outbuildings within Brompton Farm Road and that enabled by the GDPO as well as the car ports within Strodes Close and the existence of the adjacent gated access and dropped kerb from the farmland along the westward elevation of Strodes Close. Therefore, the proposal is found in accordance with Policies BNE1 of the Medway Local Plan 2003 and paragraphs 131 and 135 of the NPPF.

Due to the siting of the proposal and comparison to the existing dwelling and rear projection as well as the larger size of rear garden in relation to the rear outbuilding and the wider relationship to the adjoining neighbours and tracking of the sun there would be no significant impacts in terms of daylight, sunlight, outlook and privacy. Therefore, the proposal is found in accordance with Policies BNE2, of the Medway Local Plan 2003 and paragraphs 135f of the NPPF.

Although the proposed dropped kerb would create a secondary access, it would front an unclassified road and as such is not subject to planning outside its impact upon the public amenity land and is to be approved by highways. Within regard to planning consideration, its impact to the local character and residential amenity is considered acceptable. Therefore, the proposal is found in accordance with Policies T1 and T13 of the Medway Local Plan 2003 and paragraphs 116 of the NPPF.

In addition, the proposed would not contribute to harm to the adjacent designated countryside, Area of Local Landscape Importance (ALLI) or Metropolitan Green Belt (MGB) by virtue of its siting within the urban boundary and similar works within the

adjacent dwellings within the vicinity as well as spacing from the open countryside by the rear abutting electric substation.

The application would normally be determined under delegated powers but is being referred for Committee determination due to the number of representations received expressing a view contrary to officer's recommendation for approval.

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### **Background Papers**

The relevant background papers relating to the individual applications comprise: the applications and all supporting documentation submitted therewith; and items identified in any Relevant History and Representations section within the report.

Any information referred to is available for inspection on Medway Council's Website  
<https://publicaccess1.medway.gov.uk/online-applications/>