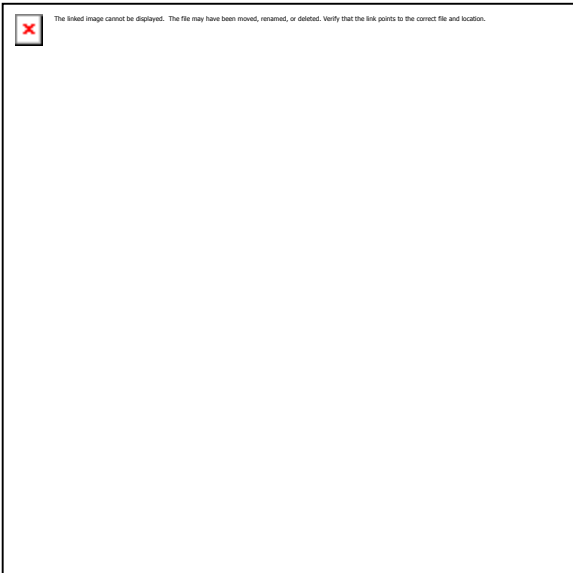




Delegated Report

Householder Planning Application

Planning Application No: 20220499

Location: 11 The Lapwings Gravesend Kent DA12 5QH

Description: Erection of single storey side extension.

Applicant: Mr Robinder Dhinsa

Site Visit Date: 24 May 2022

Submitted Documents/Plans

- Application Form;
- Drawing no. 001 Rev. A – Location Plan, Block Plans;
- Drawing no. 003 Rev. A – Existing Elevations;
- Drawing no. 002 Rev. A – Existing and Proposed Floor Plans; and
- Drawing no. 004 Rev. A – Proposed Elevations.

Relevant Planning History

Reference	Description	Decision	Decision Date
20030284	Erection of first floor side extension to form bedroom and en-suite w.c./shower room over the detached aquarium building and providing a hallway linking to the main dwelling at ground floor level and erection of a conservatory at the rear.	Permitted	28.05.2003
20171341	Erection of single storey side extension and garage at the rear of the property.	Refused	07.01.2019

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;
- Technical Housing Standards – nationally described space standard (2015);
- SPG 4 - KCC Parking Standards (2006); and
- Householder Extensions/Alterations Design Guide (2021).

Consultations, Publicity and Representations

Consultees

None undertaken.

Neighbouring properties

4 surrounding properties were consulted plus site notice – overall expiry date was 17 June – no responses received.

Officer's Analysis

The application site consists of a two storey detached dwelling situated at the entrance to The Lapwings on the northern side of The Lapwings on a corner plot with its eastern flank elevation facing onto The Turnstones. The property has been extended with a first floor side extension and conservatory at the rear permitted under ref. 20030284. In 2017 the applicant applied for a single storey side extension and garage at the rear of the property (ref. 20171341). The application was refused on three grounds, the first of which related to the proposed single storey side extension as follows:

1. *The proposed single storey side extension by virtue of its scale, bulk, massing and design directly adjacent to the highway would constitute an incongruous addition that would not respect the dwellings form or character. Furthermore it would result in the loss of open space in the surrounding street scene. The proposal would therefore be harmful to the character and appearance of the original dwelling and be out of keeping with the character of the surrounding*

street scene. As such, the proposal would be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 and section 12 (Achieving well-designed Places) of the National Planning Policy Framework (NPPF), which require development to be visually attractive and to conserve and enhance the character of the local built environment.

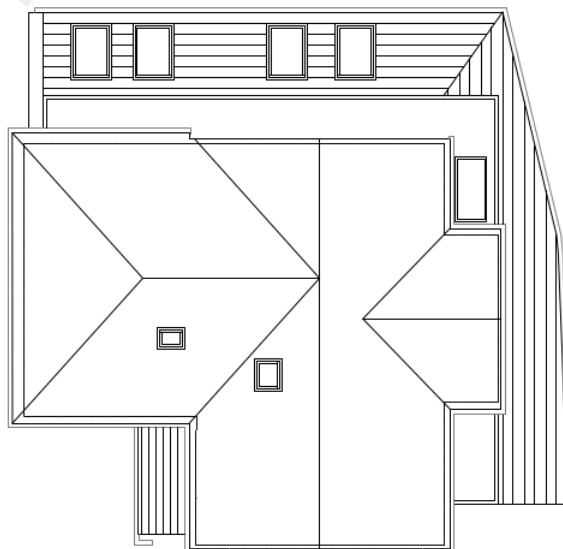
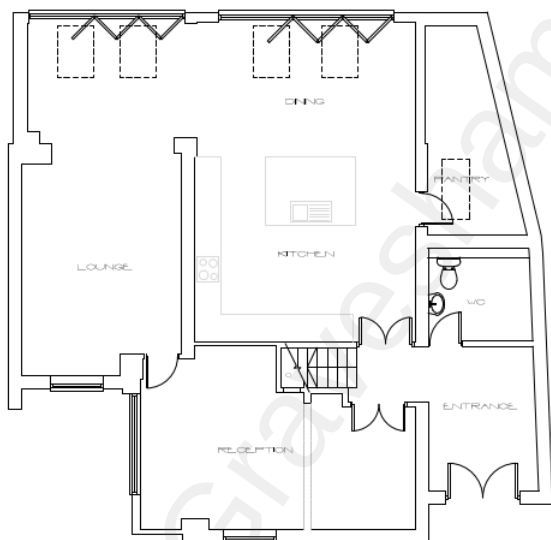
The below images show the single storey side extension that was proposed under ref. 20171341:

20171341:



EXISTING BLOCK PLAN
SCALE 1:200

PROPOSED BLOCK PLAN



PROPOSED GROUND FLOOR

PROPOSED ROOF PLAN



PROPOSED NORTH ELEVATION



PROPOSED WEST ELEVATION

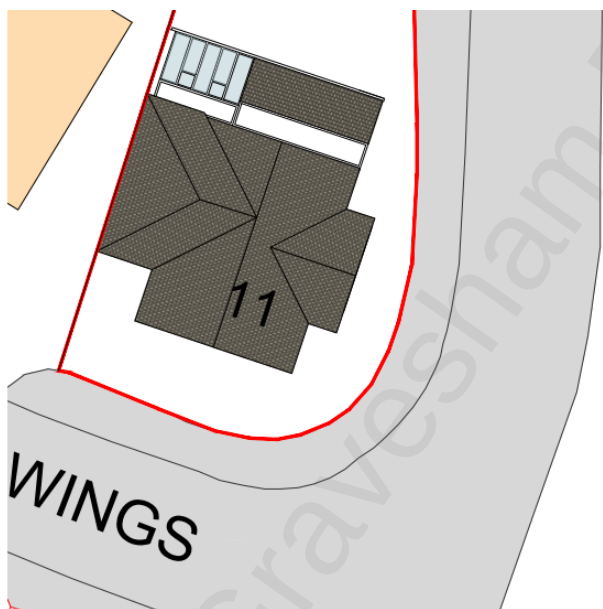


PROPOSED SOUTH ELEVATION
SCALE: 100

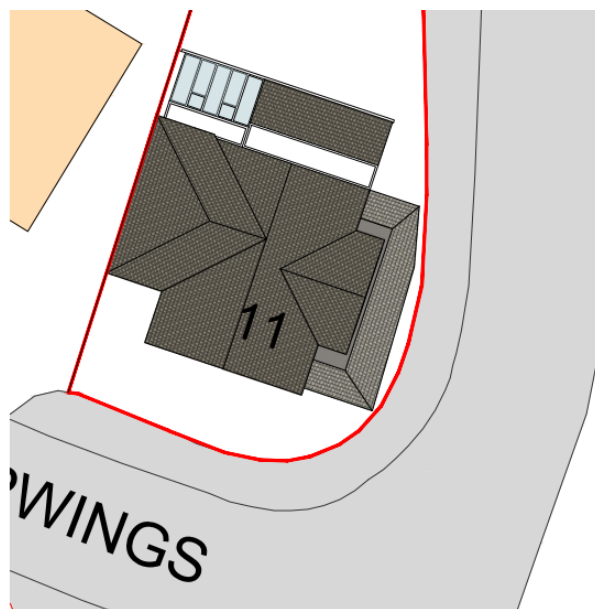


PROPOSED EAST ELEVATION

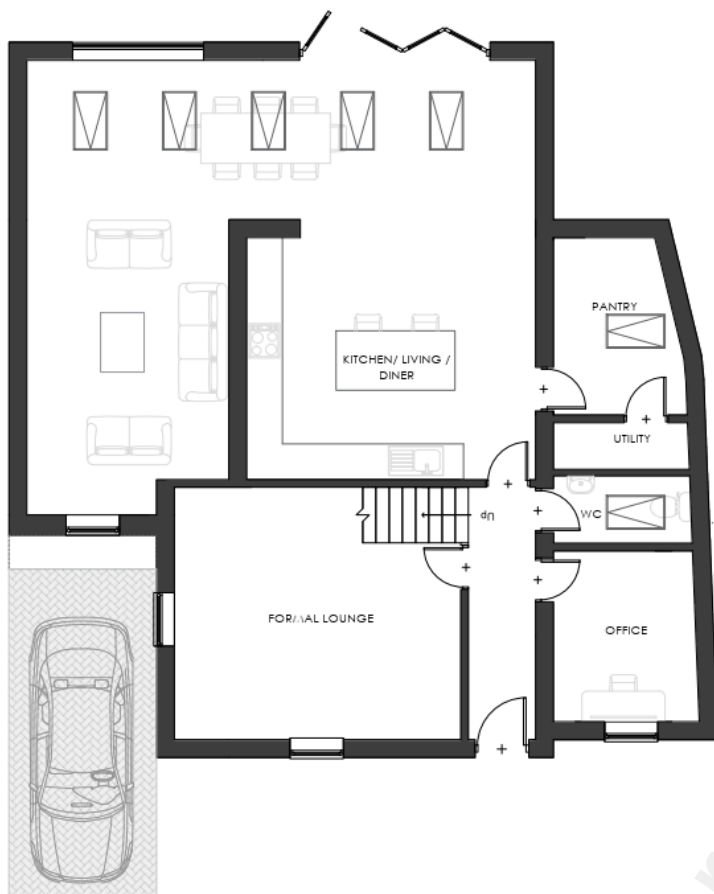
This current proposal for a single storey side extension is as follows:



Existing Block Plan 1:200



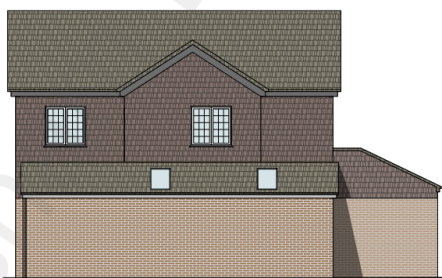
Proposed Block Plan 1:200



Proposed Ground Floor



Proposed Front Elevation



Proposed East Elevation



Proposed Rear Elevation

Design, Character and Appearance

In the delegated report for ref. 20171341 in respect of the assessment of character and appearance it was set out as follows:

...In this instance the existing dwelling is on a corner plot set back from both the Turnstones and The Lapwings this was deliberate design feature when the estate was originally planned in the 1980s.

This open space to the side of the dwelling (which is mirrored across the road) was part of the design approach to create a sense of space and openness on the corner of The Lapwings and The Turnstones.

This is demonstrated on the following image:



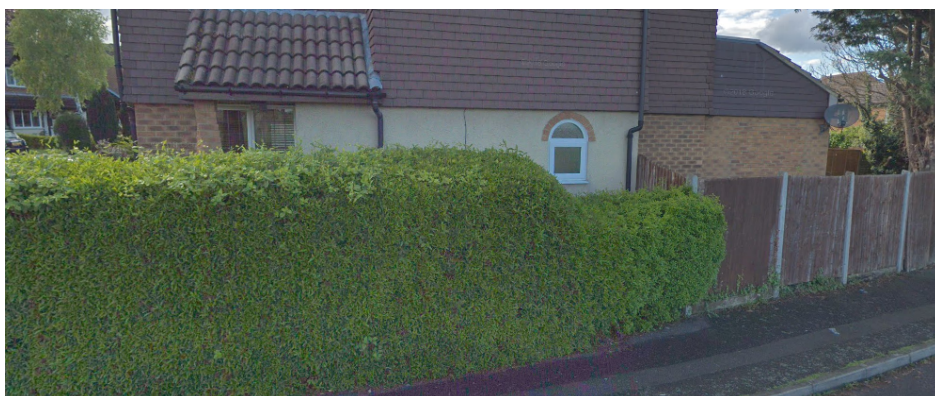
Under this proposal the conservatory on the rear extension will be replaced with a new single storey side extension which is acceptable. On the eastern elevation a side extension is proposed flush to the highway. Below is an image showing the proximity of the side extension to the highway and the existing boundary treatment which will be lost by this development.



With regard to the single storey side extension the proposed development by virtue of its scale, bulk, massing and design directly adjacent to the highway would constitute an overly dominant and incongruous addition that would not respect its scale, form or character of the existing dwelling.

Furthermore it would result in the loss of open space in the surrounding street scene. The soft landscaping and boundary fence would be replaced by an 11m blank wall.

See below images:



The above view is shared by the Planning Inspectorate (See Appendix 1) which dismissed an appeal at the adjacent property of 3 Kelso Drive on 18th September 2018 where the Inspector concluded the following regarding the loss of open space to the side of the dwelling.

11. It is unclear how tall the new boundary wall would be. Nonetheless, it would be positioned directly adjacent to Kelso Drive and, therefore, while the trees would be retained behind the new boundary, the other planting would be lost. The combination of the loss of this greenery and the harder, urbanising effects of the boundary wall directly next to the street would contrast unfavourably with the currently more open and softer aspect next to the appeal property.

12. While I have found above that the proposed extensions to No 3 would not be harmful, I conclude for the above reasons that the boundary wall would have an unacceptably harmful effect on the character and appearance of the street scene. Consequently, this element of the proposed development is contrary to Policy CS19 of the Core Strategy, concerning the quality of development and design principles. This policy is consistent with the National Planning Policy Framework.

As such, the proposed single storey side extension would be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 and section 12 (Achieving good design) of the National Planning Policy Framework (NPPF), which require development to be visually attractive and to conserve and enhance the character of the local built environment.

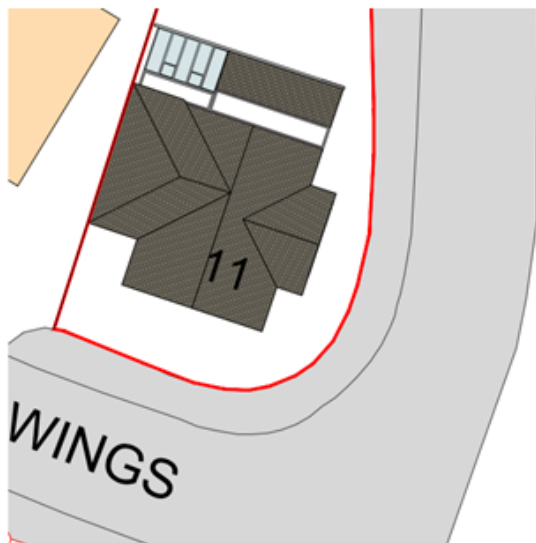
In this current application the existing situation as it was in 2017 when application ref. 20171341 was assessed still stands. It is still the case that no. 11 The Lapwings is set back from both the Turnstones and The Lapwings which as noted was a deliberate design feature when this estate was originally planned in the 1980s, and that the open space to the side of the dwelling (which is mirrored across the road at no. 1 The Lapwings was part of the design approach to create a sense of space and openness on the corner of The Lapwings and The Turnstones.

In the previous application the extension was flush to the highway. In this current application the extension has been set in from the boundary with the highway very slightly but to all intents and purposes the extension would still be built up to the highway; its front corner would still be flush with the highway and it has been crudely angled at the rear corner due to insufficient space. A comparison of the block plans from

the existing, refused and proposed extensions are given below

:

Block plan (As Existing):

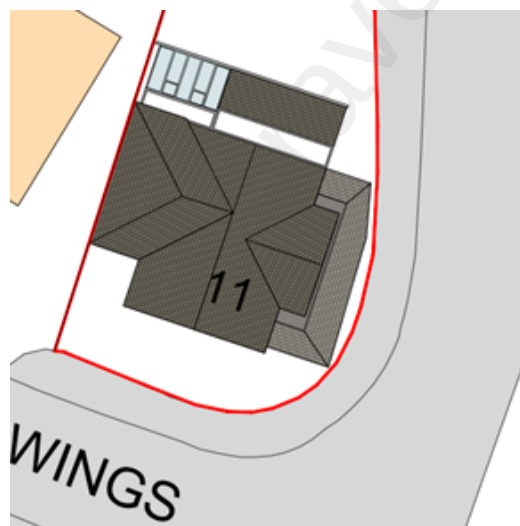


Existing Block Plan 1:200

Block Plan (As Refused ref. 20171341):



Block Plan (As Currently Proposed):



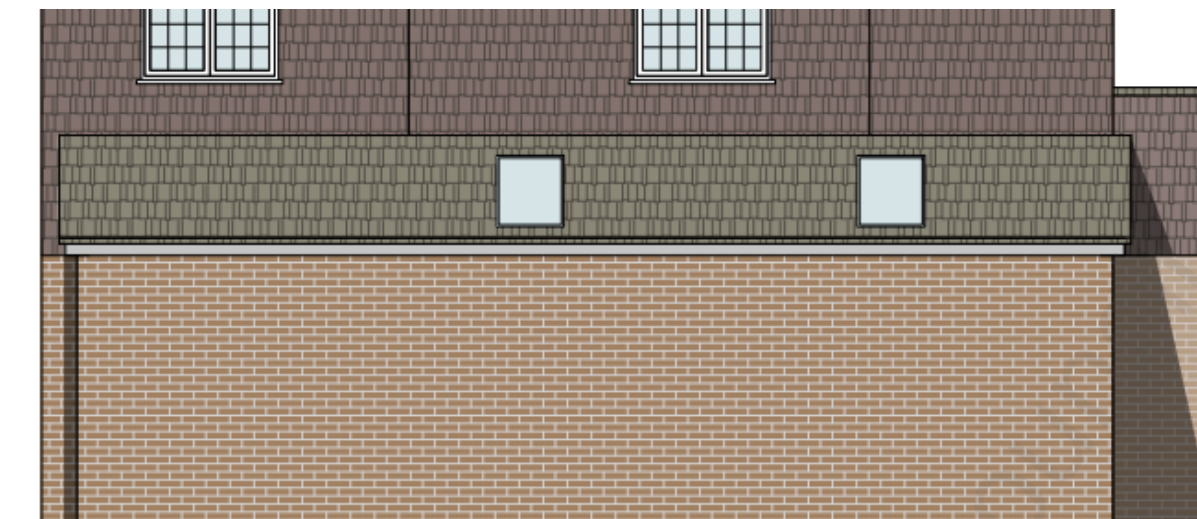
The proposed extension would still be in too close proximity to the highway and would still result in the loss of existing boundary hedge as seen below:



The extension has been reduced in depth at the rear by just over 2m but due to the siting of the extension directly adjacent to the highway and that it would extend the whole of the east flank elevation of the dwelling whilst resulting in the loss of the soft boundary treatment along the front corner and side elevation of the plot, would still be an overly dominant and incongruous addition that would not respect the scale, form or character of the existing host dwelling.

Furthermore, the impact on the streetscene would also remain. The existing hedge and boundary fence would be replaced with an 8.7m blank wall. Although this would be less than the previously refused extension which would have resulted in an 11m stretch of blank wall it is still a large expanse in such close proximity to the highway, also resulting in the loss of the boundary hedgerow, as below:

Proposed elevation:



When compared with the existing soft landscaping along the front corner and side of the plot, as seen in the photograph above, the loss of this soft landscaping which provides a soft and open treatment to the street and its replacement with an 8m expanse of brick wall which would provide an enclosed, hard and urbanising treatment is not considered a sympathetic change in the streetscene and is therefore one which would cause harm to the open character of the area. As such the proposal would also be harmful to the surrounding area. It is not considered to have addressed ground of refusal no. 1 of the previously refused application ref. 20171341 and the same issues still stand.

In respect of design, character and appearance therefore it is considered the proposal is contrary to Policy CS19 (LPCS).

Amenity of Occupiers

The property would still retain a garden area and rear garden depth which exceeds the minimum standards as set out in SPG2. In respect of amenity of occupiers the proposal is therefore considered compliant with Policy CS19 (LPCS).

Neighbouring Amenity

Due to the siting of the extension on the eastern side of the dwelling and there being no dwellings to the east there would be no impact in regards to neighbour amenity to the east. Due to the scale of the extension and the distance of no. 1 The Lapwings from it there would be no impact on that property. Due to the siting of the extension on the eastern side of the dwelling there would be no impact on the neighbouring dwelling to the west, no. 10 The Lapwings. In respect of neighbour amenity the proposal is considered compliant with Policy CS19 (LPCS).

Parking and Highways

The proposed plans show the conversion of the existing garage to part of a living/kitchen/diner. There is a condition on the original planning permission for the estate which restricts the use of parking areas for parking only (ref. 19840393). However, it appears the use of the garage changed some time ago previously. In a 2003 application (ref. 20030284) what was the garage is shown as an aquarium therefore the use of the garage had changed by that date and in the 2017 application (ref. 20171341) it is by that time shown as a store. It is now however shown to be used as a garage again. With the loss of the garage the property has space for one car on the drive in front of the garage. The area in front of the forwardmost projecting part of the house is not deep enough for a car parking space. The property has four bedrooms. The maximum parking standards for a dwelling with four bedrooms is three parking spaces as set out in

SPG4. Given the number of bedrooms is four and the maximum parking standard is 3 spaces, it is considered that one off-street parking space would not be sufficient provision and at least two would be required. The proposed change of the garage to a habitable space would therefore result in the property having sufficient off-street parking provision as required by SPG4 and as such the proposal is contrary to saved Policy P3 (LPFR).

Any Other Material Planning Considerations

None.

Conclusion & Recommendation

The proposal whilst acceptable in respect of the amenity of occupier and neighbour amenity would not be acceptable in respect of design, character and appearance or parking and highway safety. As such refusal is recommended.

(For detailed reason for refusal and informatives, see draft Decision)

Case Officer:	Ms Rebecca Harrison	Team Leader:	Richard Hart
Signed:	<i>Rebecca Harrison</i>	Signed:	<i>R Hart</i>
Dated:	5th July 2022	Dated:	5th July 2022