



Delegated Report

Householder Planning Application

Planning Application No: 20220903

Location: 11 The Lapwings Gravesend Kent DA12 5QH

Description: ***REVISED DESCRIPTION***
Erection of single storey side extension and alterations to roof form and fenestration of existing rear projection.

Applicant: Mr Robinder Dhinsa

Site Visit Date: 29th September 2022

Submitted Documents/Plans

Application Form;
001 B – Location Plan/Block Plan;
003 A – Existing Elevations;
004 A – Proposed Floor Plans;
005 A – Proposed Elevations;
006 A – Existing and Proposed Street Scene; and
Cover Letter.

Relevant Planning History

Reference	Description	Decision	Decision Date
20220499	Erection of single storey side extension.	REF	05.07.2022
20171341	Erection of single storey side extension and garage at the rear of the property.	REF	07.01.2019
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.	PER	28.05.2003
19970722	Erection of a detached building at the rear of the existing garage to form a tropical fish house.	PER	26.11.1997

19920183	Erection of first floor extension at the side to form enlarged bedroom.	PER	05.05.1992
19840393	Erection of 100 dwellings with car parking and garages associated earthworks and laying out of access road onto Hillside Avenue and Old Road East	PER	22.11.1984
19760571	Erection of 68 Dwellings	REF	20.10.1976

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);
- Householder Extensions/Alterations Design Guide (2021); and

Consultations, Publicity and Representations

Neighbouring properties

4no. surrounding properties were consulted, and a site notice was posted with an overall expiry date of 16th September. No responses were 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 already been extended with a first-floor side extension and conservatory at the rear permitted under ref. 20030284.

This application follows two similar applications 20220499 for 'Erection of single storey side extension' and 20171341 for 'Erection of single storey side extension and garage at the rear of the property.' Both applications were refused. As this application proposed an alternative to these options previously approved, a brief summary of these applications will follow.

20171341

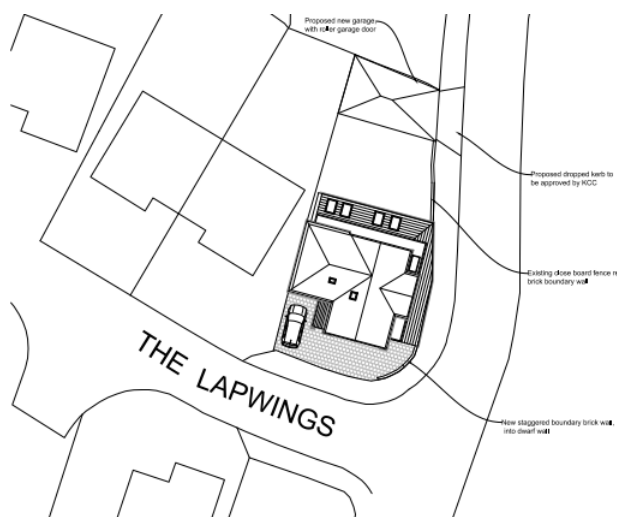
The application was refused on three grounds, the first of which related to the proposed single storey side extension as follows:

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.*

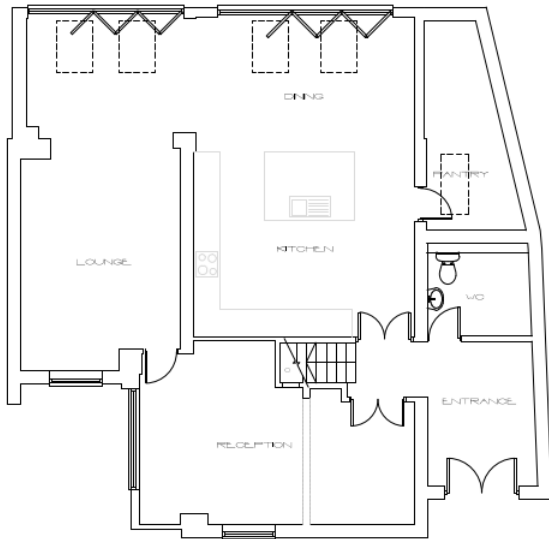
The below images show the single storey side extension that was proposed under ref. 20171341:



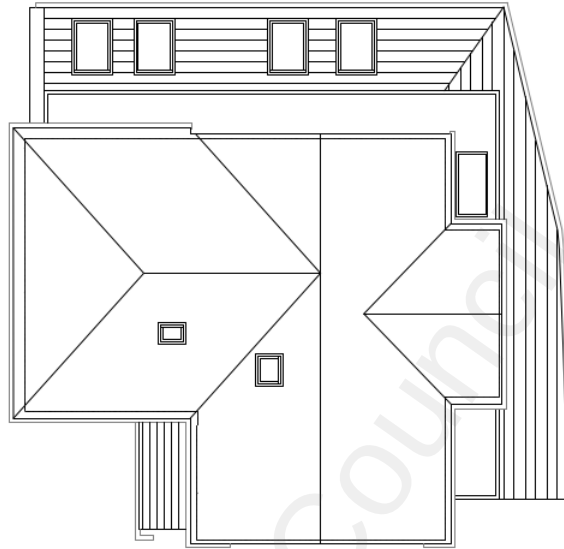
EXISTING BLOCK PLAN
SCALE 1:200



PROPOSED BLOCK PLAN



PROPOSED GROUND FLOOR



PROPOSED ROOF PLAN



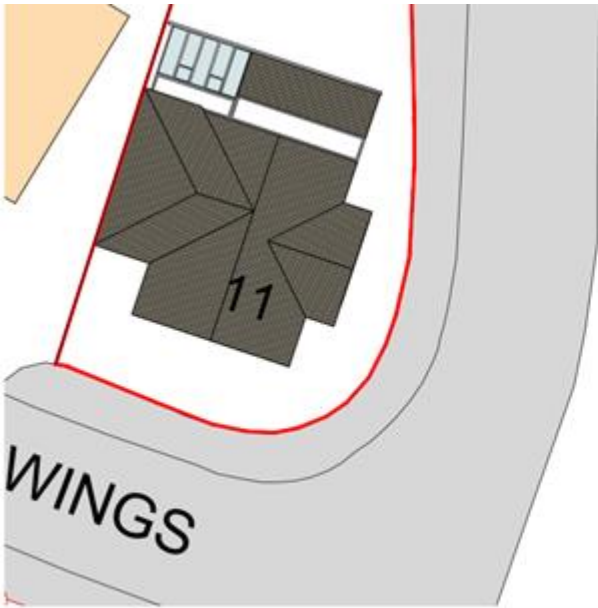
PROPOSED NORTH ELEVATION



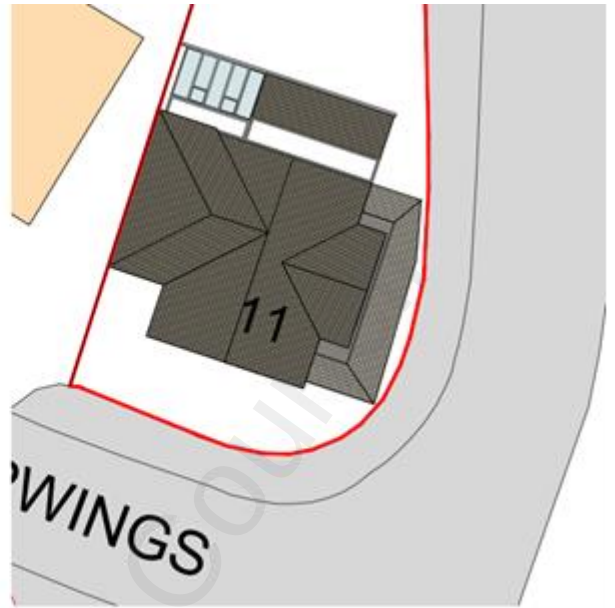
PROPOSED WEST ELEVATION

20220499

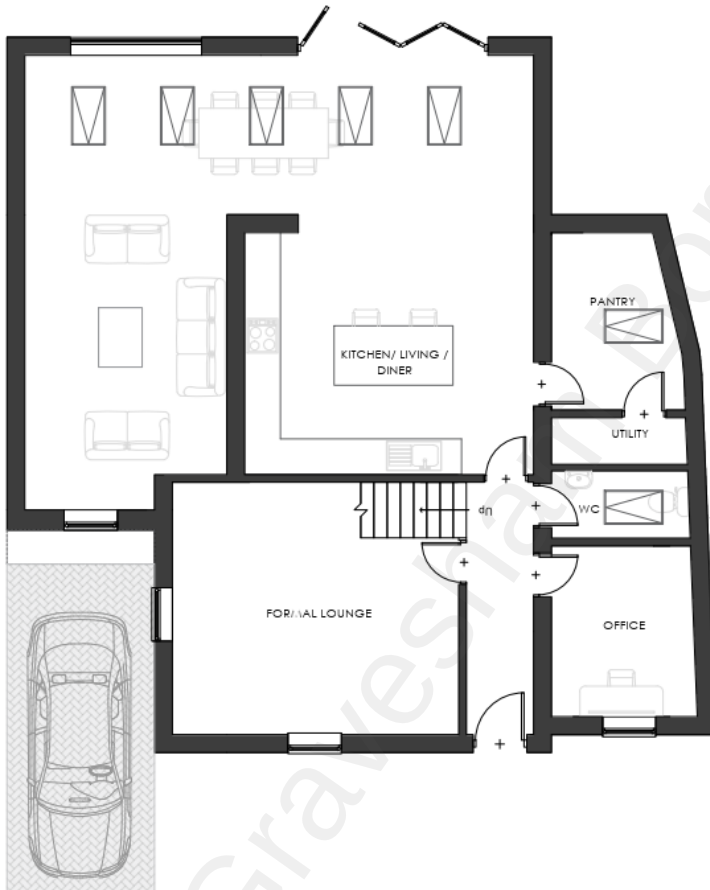
This application was refused on two grounds. The first reason reflects that stated above for 20171341 as it was not overcome by the minor changes made.



Existing Block Plan 1:200



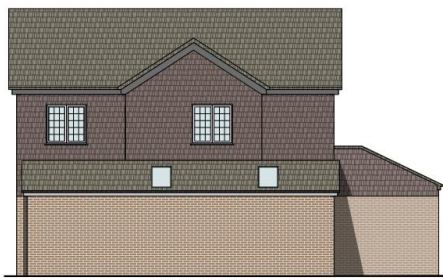
Proposed Block Plan 1:200



Proposed Ground Floor



Proposed Front Elevation



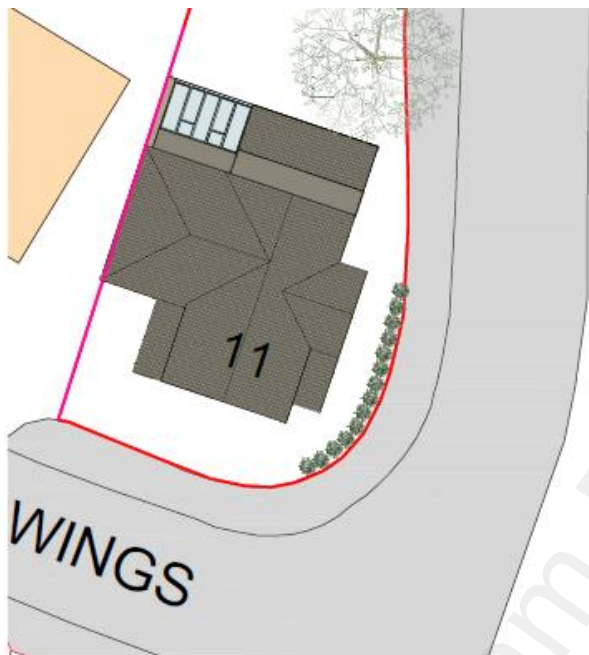
Proposed East Elevation



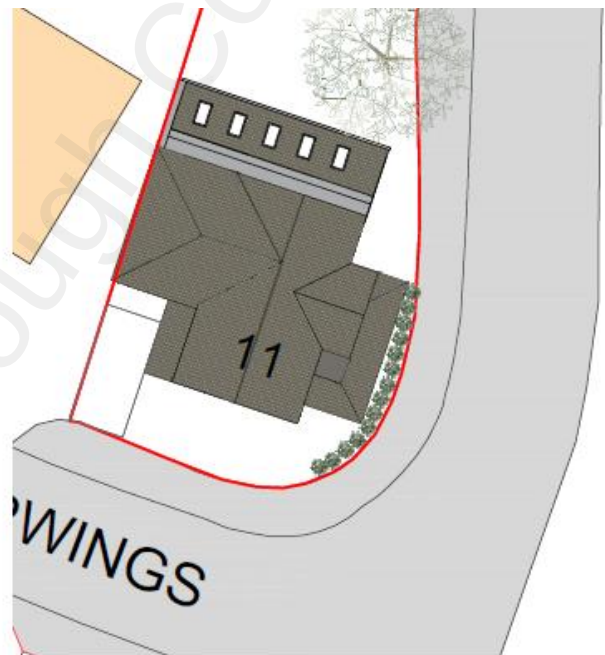
Proposed Rear Elevation

Current Proposal

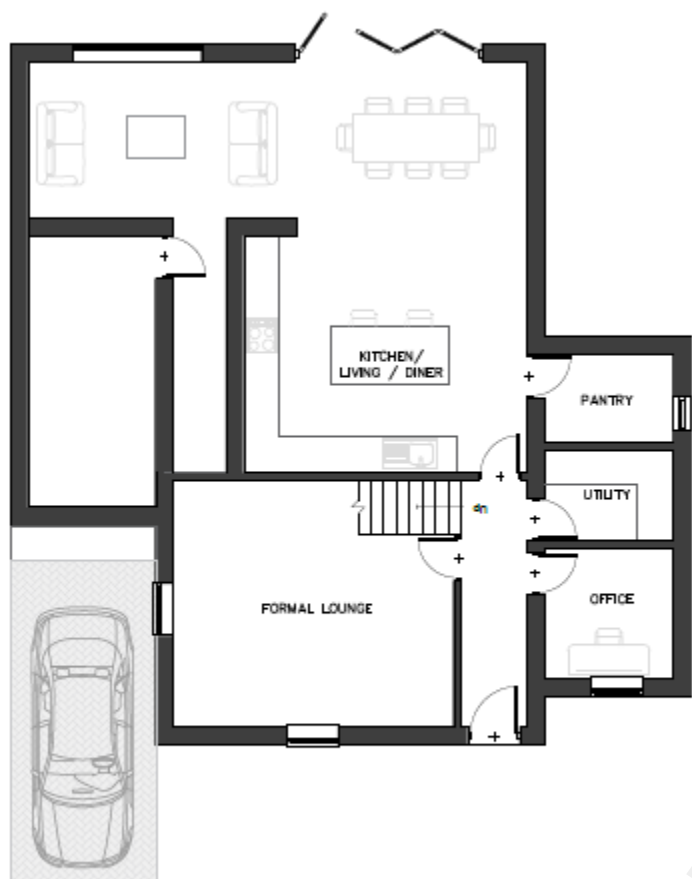
This current proposal for a single storey side extension is as follows:



Existing Block Plan 1:200



Proposed Block Plan 1:200



Proposed Ground Floor



Proposed Front Elevation



Proposed East Elevation



Proposed Rear Elevation



Proposed Street Scene - East Elevation

Summary Information

To fully appreciate the change from the most recent application summary information is provided as follows:

	Refused under ref 20220499 (m)	Proposed Side extension (m)	Change (+/-m)
Max height	3.3	3.3	No Change
Max eaves height	2.3	2.3	No Change
Max Width	2.8	2.5	-0.3
Max Depth	8.8	6.2	-2.6

Aspects of proposal which now differ from previous proposals:

- This application no longer proposes to alter the existing garage, which would be retained for parking provision.
- There is a small reduction in the width and depth of the proposed side extension.
- The side extension would use render to the external walls instead of the originally proposed brick.
- Retention of the existing hedging to the boundary with the highway is proposed.
- Alterations to roof form and fenestration of rear extension.

Principle of Development

This application is located in the urban area where alterations and extensions to residential buildings are generally acceptable in principle. However, all other relevant matters should be considered. In this instance, the main points to consider would be the potential impact on; visual amenity (design, character and appearance), amenity of future occupiers, residential amenity of neighbours and parking and highway matters.

Design, Character and Appearance

A side extension was approved at 25 The Turnstone under reference 20030353 but it is important to note that was approved prior to the most current local plan legislation. In particular this was prior to the Householder Extensions/Alterations Design Guide (2021); which lay outs clearly how additions and alterations should be designed to a high quality. Paragraphs 10.6 focuses on extensions to houses on corner plot, clearly identifying that development should not dominate the street corner and should reflect surrounding building lines. So, whilst the covering letter argues that the extension would be reflective of the character of the area, it would be reflective only of this one property. This extension is considered to be an example of poor design by todays standards.

The images below show first the existing boundary of 25 The Turnstones with the extension bounding the highway with no set back or soft landscaping. The second shows the current boundary viewed from the same highway of the application site, no. 11 The Lapwings. The harm of the bulk and boundary is plain to see on the character of the area, creating an oppressive impact on the streetscene, and it is exactly this harm which should be avoided when considering this application.

25 The Turnstones



11 The Lapwings



However, the proposal for 11 The Lapwings has progressed and improved since the original submission, with substantial changes to the depth and width which has reduced the level of bulk to the boundary. In particular, the inset from the boundary and use of hedging to soften the appearance from the streetscene would be a substantial improvement in comparison to the side extension at 25 the Turnstones. As a single storey extension of such position, design and extent, it would not result in significant unsympathetic harm to the streetscene where the soft landscaping as proposed can be ensured.

As stated in the most recently refused application prior to this submission:

'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.'

Where the hedging can be retained and maintained, this proposal would overcome the concern regarding

the prominent built form directly on the boundary with the street and thus overcoming all previous reasons for refusal.

Rear Alterations

Aside from the side extension, this proposal also seeks to change part of the rear roof and fenestration of the existing single storey rear projection. Currently as can be seen in the below photograph, the rear projection has a lowered section of roof with a conservatory style design closest to the western boundary.



Existing Rear Elevation

The proposed rear elevation below shows that this lowered section would be altered raising its ridge and eave to match the majority of the rear projection, in both scale, appearance and material. It would include the provision of 5 no. rooflights atop and replacement openings to the rear. See proposed rear elevation below.



Proposed Rear Elevation

There would be no change in depth, or width. The main changes to the rear would be an increased ridge height to approximately 3.7m from 3.6m. And increased eave height to 2.6m from 2.5m This would match the majority of the extension and would not be a significant increase. The resulting appearance would be consistent with the existing residential character, and would be more symmetrical. It would not dominate the main building. The proposed openings would be appropriate in size and number.

Amenity of Future 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 regard 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.

Given the minor change to the rear extension, whilst it is plausible an increased height close to the boundary could result in increased harm to the residential amenity of the neighbour, in this instance, the scale of the change would not likely result in significant increase in bulk or overshadowing. The proposed openings would face the rear garden and would not result in immediate and direct overlook of neighbouring properties, greater than currently exists.

In respect of neighbour amenity, the proposal is considered compliant with Policy CS19 (LPCS)

Parking and Highways

The proposed plans no longer show the conversion of the existing garage for ancillary use as in the previous application. 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 retention of the garage the property has space for two cars: one car on the drive, in front of the garage and one in the garage. The area in front of the forwardmost projecting part of the house is not deep enough for a car parking space despite it appearing at times to be used for car parking and overhanging the public footpath. 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 the existing two spaces would be sufficient as required by SPG4 and as such the proposal is now acceptable to saved Policy P3 (LPFR).

Any Other Material Planning Considerations

Landfill Site

This site is located upon the historic Holyoake Mount Landfill Site. As such, development involving ground works will be required to take adequate measures to prevent contamination from Landfill Gas. Therefore conditions would be included to ensure that adequate measures are taken, where approved.

Pre-commencement conditions

In accordance with The Town and Country Planning (Pre Commencement Conditions) Regulations 2018 and

paragraph 36 of the Planning Practice Guidance, the Local Planning Authority has agreed in writing with the planning agent on 17/10/2022 to the inclusion of a pre-commencement condition in relation to a gas impermeable membrane.

Conclusion & Recommendation

The proposed development complies with all relevant national and local planning policies, and has overcome the previous grounds of refusal. The recommendation is to approve.

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

Case Officer:	Ms Lisa Williams	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	21st October 2022	Dated:	21 October 2022