

Delegated Report

Householder Planning Application

Planning Application No: 20240542

Location: 18 Saunders Close Northfleet Gravesend Kent

Description: Erection of a two storey side extension.

Applicant: Mr H Sarao

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form
S01 Rev P1 – Existing Block and Site Plan
S02 Rev P1 – Proposed Block Plan
S03 Rev P1 – Existing Plans
S04 Rev P1 – Existing Elevations
S04 A Rev P1 – Existing Plan
S05 Rev P1 – Proposed Plans
S06 Rev P1 – Proposed Plan
S07 Rev P1 – Proposed Elevations

Relevant Planning History

No relevant planning history

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2023) 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 (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving well-designed and beautiful places

Supplementary Planning Guidance

- SPG2 - 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)

Other Relevant Guidance

- Kent County Council Vehicle Crossing: - Guidance and Self-Assessment (2018)
- Driveway Dropped Kerb Guidance
- Front Driveway Guidance

Consultations, Publicity and Representations

Consultees

Ward Councillors
No comments received.

KCC Highways

Referring to the above description, it would appear that this development proposal does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current consultation protocol arrangements. If there are any material highway safety concerns that you consider should be brought to the attention of the HA, then please contact us again with your specific concerns for our consideration.

KCC Heritage

The site lies within an area of multi-period archaeological potential. However, based on existing Historic Environment Record data for the area and the relatively limited extent of the proposed works, I consider it unlikely that these proposals would have a significant below-ground archaeological impact and have no further comments to make in this case.

Neighbouring properties

8no. surrounding properties were consulted, and multiple comments were received from 2 individuals, objecting to the proposals. The final date to submit comments ended on 12th August 2024.

Summary of objections:

- The proposed scheme will impact neighbouring driveway, and ability to enter and exit the vehicle while on the drive.
- The extension will reduce light to neighbouring windows.
- The extension will cause overlooking to neighbouring windows.
- The extension will appear very enclosed and would not be in keeping with the area.
- The area in front of the house is not designated parking and the extension will remove the properties parking spaces, particularly with the increase in bedrooms.
- The block plan is incorrect, it shows the grass area on the left as split down the middle between 18 and 19.
- The changes proposed contravene the original design intentions of the cul-de-sac.
- Construction Noise and Disturbance

- Lack of information provided on where building materials would be stored.
- The plans extend onto property outside of the applicants ownership
- Where will bins be stored?

Photographs of the existing site were also provided by members of the public.

Officer's Analysis

Principle of Development

This application is located inside the Urban Boundary, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development. 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, Highway Safety and Parking Provision.

Design, Character and Appearance

The proposed extension would be two storey and non-uniform in shape as it would follow the angular line of the boundary. The proposed elevations provided below (not to scale), detail how this would appear.



The Householder Extensions/Alterations Guide provides information on how two-storey side extensions to dwellinghouses should be designed at para 10.5.

Two Storey Side

10.5 Two storey extensions can have a more significant impact on the appearance of the street. Care is also needed when considering the relationship between any proposed extension and the boundary with neighbouring properties as the separation between properties can provide access routes to the rear of the property and in some locations are part of the character of the area. Depending on the orientation of the neighbouring property, side extensions also have the potential to impact their amenity. To ensure these potential issues are resolved, two storey side extensions should be designed in accordance with the guidance below.

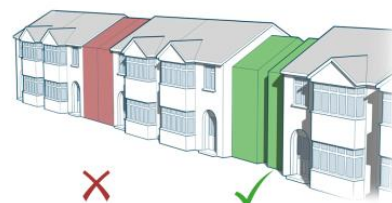
- **Footprint:** Extensions should generally aim to appear subservient to the host building by lying behind the main front building line, though where designed well or having regard to positive local character, other approaches can be supported. See advice of extensions to corner properties in the following section.
 - **Height:** Extensions should not exceed the eaves height of the host building.
 - **Width:** Extensions should generally be no greater than half the width of the host building. The existing rhythm of the street, including for example characteristic gaps between properties, the symmetry of pairs of semi-detached homes or groups of terraced houses, should not be unreasonably interrupted. A minimum gap of 1 metre should be retained between the extension and the flank boundary.
 - **Design:** Extensions are of greater visibility, and should incorporate roof designs to reflect and generally be subservient to the main property's roof. The use of flat or false pitched roofs visible from the street should be avoided. Patterns of windows should reflect the host building and local character. Walls to extensions should not form the site boundary with the public highway, as these can be oppressive and encourage antisocial activities.
 - **Materials:** Matching external materials and window / door frames should be used.
 - **Overlooking:** Extensions should avoid inserting any flank windows where they would allow new, or significantly increased overlooking views into neighbouring gardens / properties.
 - **Light / Outlook:** The 45 / 25 degree rule will be used to assess the impact of the extension on neighbouring light / outlook.
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- **Garden Space:** Adequate garden area for the enlarged house should be retained following development
 - **Bin Storage:** Adequate provision for discreet storage of waste bins in the front garden



Ground floor set back 0.5m



Two storey side extensions should be subordinate in scale to the original house.



Side extensions should be set back and set in to avoid the 'terrace effect'.

The proposed extension would extend out to the side and would meet the front building line. It would not have any set back, and its height would also match the existing dwellinghouse. The existing dwellinghouse has a width of 5.2m. At its widest the proposed dwellinghouse would be 10.2m wide. The result of this scale is a disproportional appearance to the main dwellinghouse, where extensions should be subservient in their appearance.

The proposed development would also meet the flank boundary contrary to the guidance. There is an existing character of wide gaps between existing pairs of semi-detached dwellinghouses and this symmetry and spaciousness between buildings would be corroded by the proposed extension. This dwellinghouse is viewed in conjunction with its attached neighbour. Currently there is symmetry between semi-detached dwellinghouses, including this pair and whilst it is not generally expected that semi-detached dwellinghouses should adhere completely to the design of neighbouring properties to retain symmetry, there should be a balance between these dwellinghouse visually. This symmetry is shown in the google earth image below:



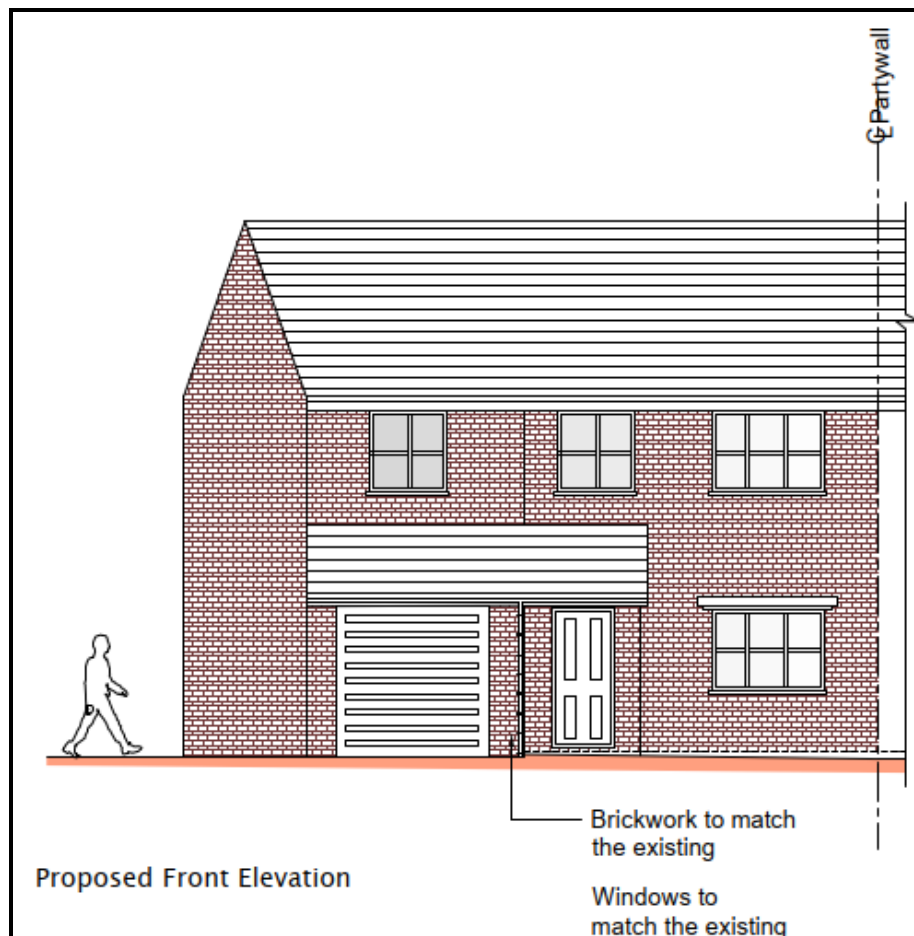
Google image

This proposal in comparison would double the size of the dwellinghouse, in footprint and width, and would visually eradicate any symmetry with this adjoining neighbour.

An example of a two-storey side extension which adheres to the guidance is found on this street at 14 Saunders Close, as shown in the Google image below:



Conversely, the proposed two storey side extension would be prominent, overbearing and uncharacteristic due to its poor design and layout which fill the entire width of the plot.



Unrestrained extension such as proposed here on this semi-detached dwellinghouse, would be out of

character for buildings in this area. The proposed development would be significant in scale, bulk would not appropriately reflect the subservient nature of the existing roof form and would disbalance the existing symmetry with its adjoining neighbour so as to result in a significantly harmful impact to the character of the area and the streetscene.

The proposed development would **NOT** comply with the requirements of Policy CS19 of the Core Strategy 2014 and paragraph 135 of the NPPF (2023) in terms of design, character and appearance.

Amenity of Future Occupiers

The NPPF (2023) states that planning decisions should aim to secure a high standard of amenity for all existing and future users. The impact on amenity is also considered with regard to the criteria with Policy CS19 of the Core Strategy, which states that new development should be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land. The impact on neighbours will be assessed in the next section of the report.

The following tables assess the space provision against the Minimum space standards as applied by the Residential Layout Guidelines (2020)

Room Type	Proposed Internal Floor Area (m ²)	Minimum Space Standard (m ²)
Kitchen/Diner	32.7	12.0
Living Room	19.2	13.2
Double Bedroom	26.4	11.2
Single Bedrooms	5.82, 11.2, 9.2	6.5
Downstairs WC	1.6	1.3
Upstairs WC and Bathroom	3.4	3.6

Garden Measurement	Proposed Internal Floor Area	Minimum Space Standard
Area	120m ²	100m ²
Depth	11.8m	10

In this instance all rooms and garden areas, with exception of 1 single bedroom and the shared upstairs bathroom would meet the required space standards. However, this bathroom and bedroom are existing and are unchanged and so it would be unreasonable to require the spaces to be increased as they are not directly impacted by the development.

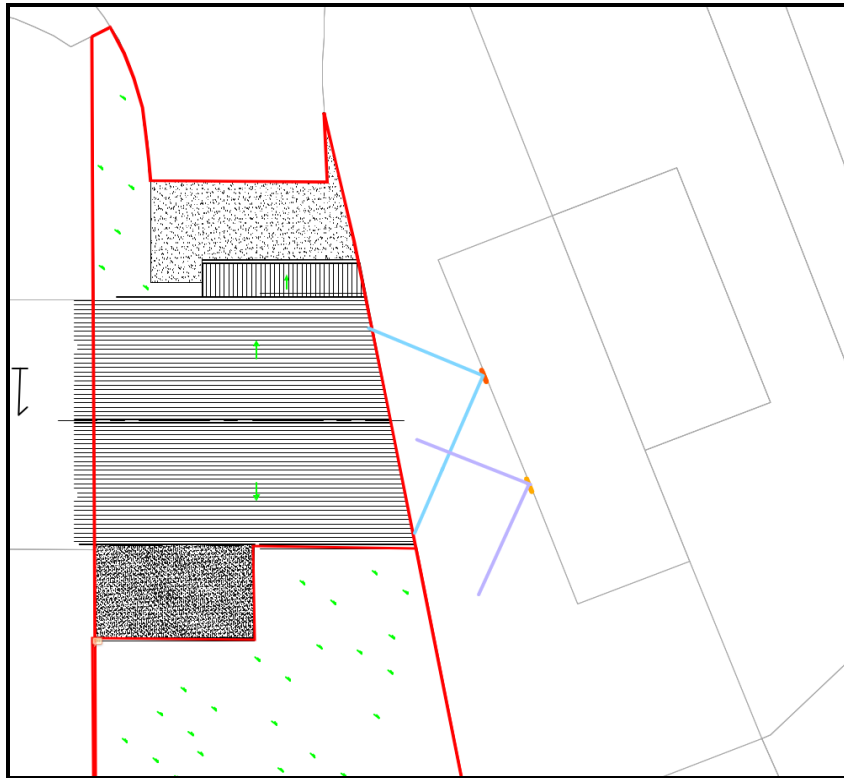
Neighbouring Amenity

As outlined above, it is important that any development safeguards the amenity of neighbouring properties and land. Following a period of consultation with neighbouring properties, no objection to the proposal was received.

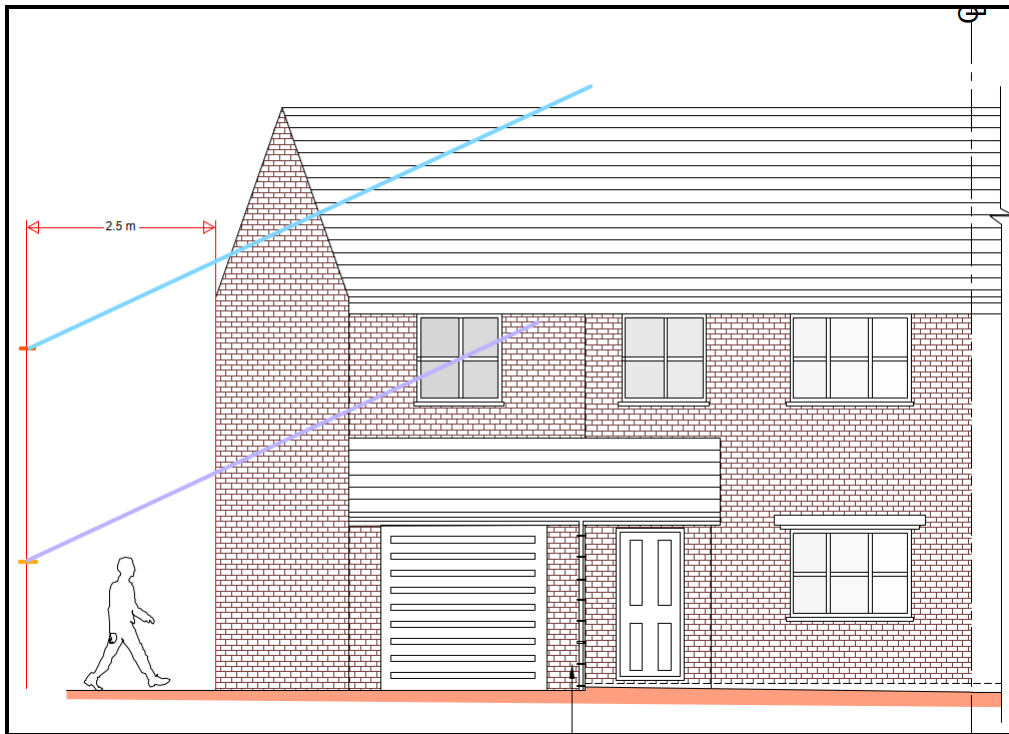
Given the position of the proposed extension, the neighbour most likely to be impacted by the extension would be 19 Saunders Close, located to the east of the dwellinghouse.

The existing distance between these neighbouring properties is 5.6 which would be reduced to 2.5 as a result of the proposed two storey side extension. This neighbour has one ground floor window and one first floor window to the side which could be impacted by the development serving a kitchen and bathroom.

The below 45- and 25-degree tests shows the approximate positions of the windows, taking into account the slightly higher ground level of no.19. The tests show the potential of the proposed extension to overshadow these windows.



45 degree test



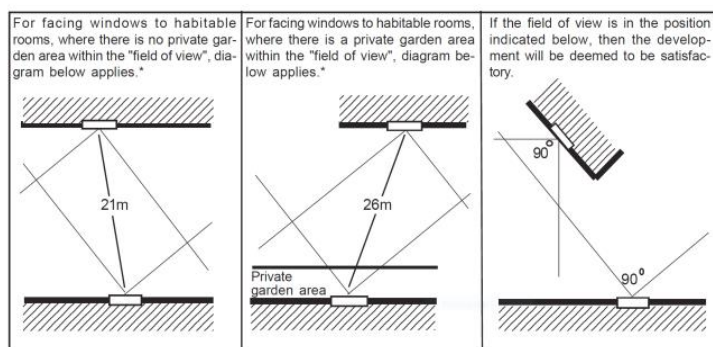
25 degree test

As the above tests show, there is potential for overshadowing to the bathroom and kitchen.

Concerns regarding overlooking have also been raised. No windows are proposed to the side elevation and so no direct overlooking would occur to neighbouring property no.19. The neighbours across the road would have additional front facing windows, facing their property. These neighbours are 21.6m from

the subject dwellinghouse and so the new windows would comply with the minimum 21m privacy distance applied by the Residential Layout Guidelines (2006) and as detailed in the figure below.

Figure 1



* A 90° field of view is measured from the central point of a window of a habitable room on any elevation, to where it overlaps a 90° field of view from the central point of a window to a habitable room on any elevation of another property.

The proposal is therefore **NOT** considered to safeguard the amenity of neighbouring properties in compliance with policy CS19 of the Core Strategy 2014 as it would result in overshadowing of the neighbouring properties windows.

Highway Safety and Parking Provision

The existing number of bedrooms are 3no. and this would increase to 4no. bedrooms as per the proposed plans. As a result of the increase in bedroom numbers there would be an increased required parking provision as detailed in the below table taken from the Kent Parking Standards (2006).

Car Parking	
1 bedroom	1 space per dwelling
2 and 3 bedrooms	2 spaces per dwelling
4 or more bedrooms	3 spaces per dwelling
Sheltered Accommodation	1 space per resident warden + 1 space per 2 units
Notes:	1. For 1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis. 2. The level of car parking provision includes any garages, provided as an integral part of the dwelling or within its curtilage, and/or driveways provided within the curtilage, subject to the preferred sizes set out in Appendix B.

It also requires provision of 1 additional cycle space per additional bedroom. Appendix B sets out the required parking space sizes as follows:

Preferred Garage Size for Single Car	5.5m (length) x 3.6m (width)
Preferred Garage Size for Two Cars	5.5m (length) x 6.0m (width)

	Length	Width
Parking Bay Size for Powered Two-Wheelers ⁽¹⁾	2.5m	1.5m
Parking Bay Size for Cars ⁽²⁾	5.0m	2.5m
Parking Bay Size for People with a Mobility Handicap	5.5m	3.6m
Parking Bay Size for Light Goods Vehicles	7.5m	3.5m
Parking Bay Size for Minibuses ⁽³⁾	8.0m	4.0m
Parking Bay Size for Coaches ⁽³⁾	14.0m	4.0m
Parking Bay Size for Rigid Heavy Goods Vehicles	12.0m	3.5m
Parking Bay Size for Articulated Heavy Goods Vehicles	16.0m	3.5m
Notes:	1. A minimum space of 1.0m should be allowed between each motorcycle. 2. Where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive the preferred bay size should be 6.0m x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2.7m 3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.	

As such, the required parking provision for this site as extended would be 3 parking spaces and 1 additional cycle parking space. The existing drive accommodates up to 2 vehicles. The proposed extension would result in the loss of the existing drive. Parking space would be provided as part of an integrated garage forming part of the proposed extension. SPG 4 – KCC Parking Standards (2006), requires that single bay garages have internal dimensions of 5.5m (Length) x 3.6m (width). This garage would have internal spacing of 4.4m (length) x 3m (width). The garage door would be 2.2m. This would not provide adequate garage spacing for even 1 car. Therefore, the 3 vehicle parking spaces required have not been provided by the proposed scheme. Cycle parking provision for the additional cycle could be preserved by condition if approved.

It is also noted that while land ownership is not a planning matter which would form part of this consideration. The proposed scheme does appear to impact on the neighbouring driveway and would reduce the neighbour's driveway width, whilst also introducing a brick wall at the boundary which which would likely result in their inability to utilise the driveway this exacerbating the parking harm which would result from the proposed scheme.

Adequate vehicle and cycle parking provision is therefore **NOT** available in accordance with paragraphs 110 to 113 of the National Planning Policy Framework (2023), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014 subject to further details of cycle parking provision.

Conclusion & Recommendation

The proposed extensions by virtue of the scale, bulk and massing would be an overly dominant addition which would not respect the character and appearance of the host dwelling or the surrounding area. As such, this proposal is contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (2014), section 12 of the National Planning Policy Framework (2023) and Householder Extensions/Alterations Design Guide (2021).

By virtue of the excessive width, depth and height, the proposed two-storey side extension would result in harm to the living environment of future occupants of neighbouring property at no. 19 Saunders Close,. The ground and first floor flank windows would experience a loss of light and overbearing bulk. The proposal would therefore fail to provide a high standard of amenity for neighbouring's sites which conflicts with the

requirements of Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and paragraphs 131 and 135 of the National Planning Policy Framework 2023

Adequate vehicle and cycle parking provision is not available contrary to paragraphs 114 to 117 of the National Planning Policy Framework (2023), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014.

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

Case Officer:	Mrs Lisa Fisher	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	30th August 2024	Dated:	3rd September 2024