

Delegated Report

Householder Planning Application

Planning Application No: 20250705

Location: 11 Ryecroft Gravesend Kent DA12 4QQ

Description: Erection of two storey side extension with residential annexe at ground floor, conversion of garage into store room and formation of vehicle parking area to side/front.

Applicant: Mr and Mrs S. Barker

Site Visit Date: 03 September 2025

Submitted Documents/Plans

Householder Application for Planning Permission form;
Drawing no. 1000 Site location plan;
Drawing no. 1001 Existing block plan;
Drawing no. 1002 Site photographs;
Drawing no. 1010 Existing ground floor layout;
Drawing no. 1011 Existing first floor layout;
Drawing no. 1013 Existing roof plan;
Drawing no. 1020 Existing section AA;
Drawing no. 1030 Existing north elevation;
Drawing no. 1031 Existing south elevation;
Drawing no. 1032 Existing east elevation;
Drawing no. 1033 Existing west elevation;
Drawing no. 1101 Proposed block plan;
Drawing no. 1110 Proposed ground floor layout;
Drawing no. 1111 Proposed first floor layout;
Drawing no. 1113 Proposed roof plan;
Drawing no. 1121 Proposed section BB;
Drawing no. 1130 Proposed north elevation;
Drawing no. 1131 Proposed south elevation;
Drawing no. 1132 Proposed east elevation;
Drawing no. 1133 Proposed west elevation;
Letter from the agent dated 11 July 2025; and
Emails from the agent received 17 July 2025, 03 and 28 October 2025.

Procedural issues

Due to the in principle design and residential amenity issues associated with the proposed development (the details of which are set out below), the applicants were given the opportunity to withdraw the application. However, they declined to do this and sought a determination. For the same reason, the applicants' offer to amend the proposal was not accepted by the Borough Council.

It should be noted that the issues raised by the agent in emails received on 17 July and 24 and 28 October 2025 were taken into consideration during the determination of the application.

Relevant Planning History

Reference	Description	Decision	Decision Date
20100327	Erection of single storey rear extension to form an enlarged kitchen/dining room.	Permitted	28.05.2010
19870788	Erection of 113 no two storey dwellings 24 no bungalows and 12 no chalet bungalows with associated garaging and laying out of an access road Via Michael Gardens and estate roads	Permitted	06.12.1988
19860691	Outline application for residential development with access via Michael Gardens	Permitted	21.10.1986
19860690	Outline application for residential development with access via Michael Gardens	Permitted	21.10.1986

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles
- CS20 – Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards
- T1 – Impact of Development on Highway Network
- TC7 – Other Archaeological Sites

Paragraph 34 of the NPPF (2024) 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 (2024), the Council will also seek to replace these.

National Planning Policy Framework (2024)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 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)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Design for Gravesham – Design Code (2024)

Other Relevant Guidance

- Kent County Council Dropped Kerb Guidance and Self-Assessment (2025)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)
- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)
- Kent County Council's Parking Standards (January 2025)

Consultations, Publicity and Representations

KCC - Highways & Transportation

Initial response:

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

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to

contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>

Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Second response:

Whilst I agree this would be outside our protocol for comments, I can confirm that we would raise no objection to this application. Ryecroft is an unclassified road, which is also a no through road, so driven speeds will be very low. Adequate visibility at the junction would be retained and the applicant is still providing two parking spaces.

Shorne Parish Council

The Parish Council has to object to this application, which is considered to constitute over-development of the site.

The property is a small, 2.5 bedroom, semi-detached house with an originally detached, now corner link-detached garage, and very little private amenity space remaining after a single-storey rear extension had been constructed. It is located on a corner with open grassed areas. It is unknown what covenants or other restrictions to building on these areas are in place.

On-site parking provision is two spaces plus the garage (all tandem). On-street parking in the area is difficult and competitive.

The proposal is for a two-storey side extension, subsidiary but almost the same width as the original house, plus matching extension. The garage becomes a "store" (accessible from the outside), purpose not specified, but proposed use should be clarified and perhaps restricted.

Two parking tandem spaces are retained by being moved sideways, along with the refuse bins.

The house becomes 5-bedroomed, in which case the amount of private amenity space and parking provisions are inadequate.

The extension and parking spaces will reduce driver sightlines around the corner of Ryecroft.

Neighbouring properties

The application was publicised to eleven neighbouring properties by letter. One representation (in support) has been received and is summarised as follows;

- The proposed annexe is ancillary in nature and represents an efficient and sustainable use of the existing residential plot. Such development supports flexible living arrangements, including multigenerational households, and offers a practical response to local housing and care needs without necessitating large-scale new development.
- The conversion of the garage to a store room and the provision of additional parking are positive measures that help manage the impact on local amenity and parking provision.

Officer's Analysis

Principle of a Residential Annex

The application site is defined on the Policies Map of the Gravesham Local Plan Core Strategy (2014) as lying within the urban area. Policy CS02 of the Core Strategy prioritises development in the urban area as

a sustainable location for development. As such, there is no objection to the broad principle of extending/altering the application property subject to the proposed development meeting the detailed requirements of the national and local development plan policy framework.

Residential annexes are an increasingly common form of development that are normally proposed in order to allow relatives to live with their family but to retain some degree of independence. To remain ancillary accommodation and not be considered as a separate unit of accommodation, the use of annexe must be closely tied to the main dwelling.

The proposed development would provide residential accommodation in the ground floor area of a two storey side extension. The residential annexe would incorporate a bedroom, living room and a shower room and would be occupied by one of the applicant's mothers, who would require 24 hour care. The annexe would not have a kitchen and would share living activities with the occupiers of the main dwelling. The annexe would also not have a separate access and would be connected to the main dwelling via an internal door. Therefore, there would be a familial and functional relationship between the occupier of the annexe and the main house and the proposal would not constitute a separate residential unit.

Overall, provided that any planning permission granted was conditioned to ensure that the residential annexe remains linked to the main dwelling and that no separate garden or curtilage area can be created in future, then the proposal would be acceptable in principle.

The following sections will assess the detailed design and amenity impacts of the proposal.

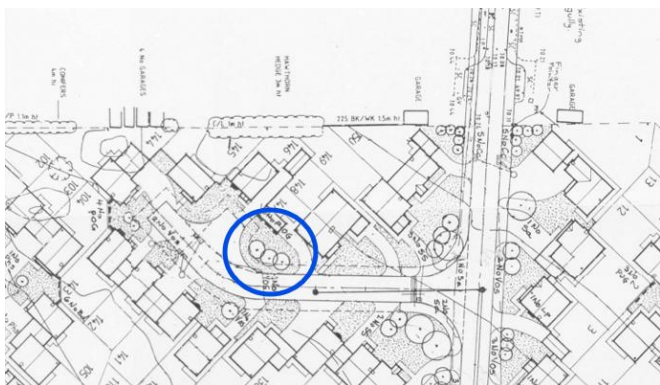
Design, Character and Appearance

Paragraph 135 of the National Planning Policy Framework 2024 (NPPF 2024) sets out various design requirements and includes the need for the development to add to the overall quality of an area; be visually attractive; and be sympathetic to local character, including the surrounding built environment. Paragraph 139 of the NPPF 2024 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 sets out that new development will be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the built environment and take account of the scale, height, building lines and other architectural features of buildings. Account should also be taken of strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place.

In relation to side extensions, the Householder Extensions/Alterations Design Guide (2021) sets out that care is needed when considering the relationship between the proposal and the boundary with the neighbouring property, as the separation between properties can provide access routes to the rear of the property and in some locations be part of the character of the area. In addition, side extensions should appear subservient to the original building; be no greater than half the width of the original building; incorporate roof designs to reflect the main roof; and window designs and proportions to reflect those existing and local character.

The application property is located on a housing estate that was built in the late 1980s. The design and materials are very typical of the surrounding area and the plot is in a highly prominent corner location. As the following images illustrate, the open, side garden forms part of the originally approved landscaping scheme for the housing development and provides a pleasant, open, green break, which softens and reduces the impression of built development in the surrounding area.



19870788 approved landscaping plan (condition 6)



Photograph taken 03 September 2025

Despite the loss of the originally approved trees, the grassed area still contributes to the visual amenities of the surrounding street scene by virtue of its openness and greenery.

The proposed extension would have a width of 4.2 metres (the original dwelling has a width of 5.1 metres) and would be set back at the front and first floor rear by 0.25 metres, with a set down of 0.2 metres from the ridge of the existing roof. A new parking area surfaced in concrete and brick edged asphalt would be provided, alongside the extension.

The proposed development would result in a significant increase in built form at the side of the application property and reduce the size of the open, grassed area by approximately half. Despite the small set backs and set down, the proposal would not appear subservient to the existing building and would add significant size and bulk to the side, in a highly prominent location. This combined with the loss of the open, green space would mean that the proposal would undermine the character and appearance of the application property and the surrounding street scene.

The positive features of the proposal include that the proposed external facing materials, surfacing for the parking area, most fenestration and the roof design would match existing. Although it would be preferable, in terms of surface water run-off, for the parking area to be surfaced with permeable materials and it is noted that the rear fenestration would not match existing, but that it would not be widely visible.

It is also noted that some large, two storey side extensions have been erected in the wider surrounding area, but these are not directly comparable to the proposed development for various reasons. Mainly, they incorporate appropriate set backs and/or are subservient to their original buildings. However, what is consistent about them, is that all their planning permissions pre-date the adopted design guidance, except for no. 5 Ryecroft, where a first floor side extension was permitted in 2024 (20240715). The approved extension at no. 5 was less than half the width of the existing building, significantly set back and down and did not affect any landscaped area and as such, it is not comparable to the current proposal.

Furthermore, it is noted that some gardens/landscaped areas in the wider housing estate have been lost to built development over time. Such development may be as a result of permitted development or may or may not have planning permission. However, in the context of determining a single planning application, it would not be appropriate to consider the specifics of all such alterations, rather their relevance is in providing a general context. In Ryecroft, the open, green area at the application site is highly prominent and the largest of its kind and as such, it is not directly comparable to any previous development.

It should be noted that although existing extensions/alterations provide some context for the proposal (and this context is a material consideration), every planning application must be determined on its own merits, in line with an up to date development plan policy framework (which includes the adopted design guidance, which is a Supplementary Planning Document) and taking into account any material considerations. For the reasons set out above, it is not considered that any existing extensions/alterations surrounding the application site, provide a design justification for this proposal.

Overall, it is considered that the negative impacts of the proposed design would significantly outweigh the

positive features. The proposed development, by virtue of its size, bulk, design and the loss of open land, would not be subservient to the existing building and would be an urbanising, overdevelopment of the application site. As such, the proposal would be out of character with the existing building and the surrounding area, would be detrimental to the visual amenities of the street scene and would be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014), to Paragraph 135 of the NPPF 2024 and to the Householder Extensions/Alterations Design Guide 2023.

Amenity of Future Occupiers

Paragraph 135(f) of the NPPF 2024 sets out that developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants. In this regard, the Nationally Described Space Standards (NDSS) and the Borough Council's adopted Residential Layout Guidelines (RLG) are relevant.

The proposed first floor bedrooms would exceed the minimum floor area requirements (when built in storage is taken into account) for a single (bedroom 4) and a double (bedroom 3) in the NDSS (2015). However, the ground floor bedroom would be below the minimum floor area requirement for a double.

According to the proposed block plan, the proposed garden area and length (some 25 square metres and 5.2 metres respectively) would be significantly below the requirement for a dwelling with four or more bedrooms in the RLG (100 square metres and 10 metres). Whilst it is noted that the original garden at the application site was substandard for a three bedroom dwelling, living conditions have been further compromised by the erection of a rear extension, which reduced the available amenity space. The current proposal would increase the number of bedrooms/occupiers at the property which would compound the existing substandard arrangement and be significantly detrimental to the living conditions of future occupiers.

The proposal would result in the loss of two hallway windows in the side elevation of the application property thereby reducing the levels of natural light available in these areas. However, due a hallway being non-habitable, there would be no significant detriment to the living conditions of future occupiers.

In order to prevent a loss of privacy for future occupiers, any proposed bathroom/w.c./en-suite windows should be conditioned to be permanently obscure glazed.

Due to the ground floor location and its close proximity to the roadway (some 7 metres), to the front elevations of no. 3 Ryecroft (15 metres) and no. 5 Ryecroft (20 metres), the occupants of proposed bedroom five are likely to be subject to adverse overlooking from passers-by and existing occupiers. A single window in the side elevation would be the only means of natural light and outlook for this room and as such, obscure glazing/high level design would not be appropriate methods to mitigate the loss of privacy. This combined with the small floor area of the room would lead to poor living conditions for future occupiers.

Due to the small, high level nature of the proposed rear window for bedroom four, the outlook and natural light for future occupiers would be poor. Although the proposed secondary side window could improve matters, this window would need to be obscure glazed (to preclude adverse overlooking to neighbours as set out below) and therefore, the living conditions for future occupiers of bedroom four would be relatively poor.

Overall, the proposed development, by virtue of the substandard levels of private amenity and bedroom space and its window design, would result in poor living conditions for future occupiers. The proposal would therefore be detrimental to residential amenity and contrary to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014, to paragraph 135(f) of the NPPF 2024, to the NDSS and to the RLG.

Neighbouring Amenity

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of neighbouring occupiers. In this regard, the Borough Council's adopted Residential Layout Guidelines (RLG) are relevant.

The closest residential properties to the application site are nos. 10 and 12 Ryecroft (located immediately to the north west and east respectively). Nos. 1 to 9 Ryecroft are located to the across the roadway.

The proposed development would introduce a number of new windows to the application property. The RLG set out that privacy distances between facing windows should be met, in order to prevent overlooking. A privacy distance of 21 metres is required for facing windows where there is no private garden area in between and a privacy distance of 26 metres is required where a private garden is within the field of view.

A first floor bedroom window would be located in the proposed rear elevation facing the side elevation of no. 10 Ryecroft (which has three windows) and has a privacy distance of some 10 metres. The cill height for the proposed window would be less than 1.7 metres and as such, it would not preclude overlooking to no. 10 Ryecroft. Although it is noted that the existing rear windows at the application site have similar overlooking impacts and the affected windows at no. 10 appear to be non-habitable rooms.

Seven windows would be included in proposed side elevation (at ground floor, a bedroom, two living room and an ensuite and at first floor, two bedrooms and an ensuite). These windows would directly face the front elevations of nos. 3 to 5 Ryecroft and would obliquely face the side elevation of no. 2 Ryecroft. The oblique view towards, what appears to be a hallway window at no. 2, would mean that no adverse overlooking impacts would occur to the occupiers of no. 2. Furthermore, the proposed ensuite windows would be obscure glazed and would not cause any adverse overlooking impacts.

For the other windows, the privacy distances would be 15 metres, 22 metres and 20 metres for nos. 3, 4 and 5 respectively. Which would mean that adverse overlooking impacts would occur to the occupiers of nos. 3 and 5 Ryecroft. As secondary windows, obscure glazing could be used to mitigate any overlooking from the living room and first floor bedroom windows. But for bedroom 5, the side window would be the only means of natural light and outlook and as such, obscure glazing would lead to poor living conditions for future occupiers. Therefore, the overlooking impacts from this window could not be mitigated and would be detrimental to the residential amenity of the occupiers of nos. 3 and 5 Ryecroft.

There would be no adverse overlooking impacts from the proposed front windows, due to the layout and separation of the closest properties.

In order to prevent any future loss of privacy to neighbours, any planning permission granted should be conditioned to preclude the insertion of any additional windows or openings in the side elevation of the proposed development.

Due to the design of the proposed development and to the design, layout and orientation of surrounding properties, there would be no adverse overshadowing or overbearing impacts to any of the surrounding residential occupiers.

Overall, it is considered that the proposed development, by virtue of the inclusion of windows in the side elevation and their proximity to the front elevations of nos. 3 and 5 Ryecroft, would lead to a detrimental level of overlooking and an unacceptable loss of privacy for the occupiers of those properties. The proposal would therefore be detrimental to the residential amenity of the occupants of nos. 3 and 5 Ryecroft and would be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014, to paragraph 135(f) of the NPPF 2024 and to the RLG.

Parking and Highways

Policy CS11 of the Gravesham Local Plan Core Strategy (2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review (1994) require new development to mitigate its impact on the highway

and public transport networks and to provide sufficient parking in accordance with adopted parking standards.

According to the Borough Council's adopted Vehicle Parking Standards (SPG4), a three bedroom dwelling should have two vehicle parking spaces and a four or more bedroom dwelling should have three vehicle parking spaces and a single garage should have dimensions of 3.6 metres (width) by 5.5 metres (length). According to the Householder Extensions/Alterations Design Guide (2021), vehicle parking spaces should be a minimum of 2.5 metres in width (2.7 metres where they adjoin an enclosed boundary) and 5 metres depth.

The existing dwelling at the application site has three bedrooms and there is a frontage parking area capable of accommodating two vehicles and a substandard sized garage. The proposed development would result in the dwelling increasing to five bedrooms, the garage being used as a store and would provide two frontage parking spaces.

Shorne Parish Council have set out that on-street parking in the area is difficult and competitive, that parking provision would be insufficient and that the extension and parking spaces would reduce driver sightlines around the corner of Ryecroft.

Whilst the loss of the garage would be a negative design feature, it is noted that the application site is located in a relatively sustainable location, close to local shops and services and a bus route and that there are no parking restrictions in Ryecroft. Furthermore, Kent County Council's Parking Standards (January 2025) provides recent guidance (as yet unadopted) that requires a minimum of two spaces to be provided for a four or more bedroom property in a suburban location. Therefore, even if the proposed development would result in a small increase in demand for on-street parking in the surrounding area, this would not undermine highway safety.

KCC Highways & Transportation do not raise an objection to the proposal and advise that Ryecroft is an unclassified road, which is also a no through road, so driven speeds will be very low and that adequate visibility at the junction would be retained.

Overall, it is considered that the proposal would not be detrimental to highway safety and would be broadly in line with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Any Other Material Planning Considerations

The applicants have set out that there are specific personal family needs for the proposed development, i.e. the accommodation of an elderly parent who requires 24 hour care. Whilst the personal circumstances of the applicants and their family are sympathised with and acknowledged, it is considered that they do not outweigh the significant design and residential amenity concerns raised above.

The application site is located in an area with some palaeolithic archaeological potential and Groundwater Source Protection Zone 3. However, as the proposed development would be within the confines of an existing residential garden and only a relatively small amount of groundworks would occur, then it is considered that there would be no adverse impacts to groundwater or archaeology. As such, the proposal would be in line with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policy TC7 of the Gravesham Local Plan First Review November 1994.

The application site is located in a smoke control area. As such, advice regarding smokeless fuels/appliances can be given to the applicant in an informative attached to any planning permission granted.

One representation has raised various issues, the majority of which have been covered in the above discussion. The outstanding issue is summarised (in italics) and commented on as follows;

- *The proposed annexe represents an efficient and sustainable use of the existing residential plot,*

which supports flexible living arrangements, including multigenerational households, and offers a practical response to local housing and care needs without necessitating large-scale new development – this is acknowledged and there is no, in principle, objection to the formation of an annexe. However, in this instance, the detailed design of the proposal would be detrimental to the visual amenities of the street scene and residential amenity and it is considered that these issues outweigh the benefits of providing the annexe.

It is noted that Shorne Parish Council have raised an objection to the proposed development. The specific issues they raise have been covered in the above discussion.

Conclusion

The proposed development would have no adverse highways, groundwater or archaeological impacts and the proposed external facing materials, surfacing for the parking area, most fenestration and the roof design would match existing. All of which weigh in support of the proposal. However, the proposed development would not be subservient to existing dwelling, would be out of keeping with its surroundings and be an overdevelopment of the application site, which would be detrimental to the visual amenities of the street scene. Furthermore, it would result in poor living conditions for future occupiers and cause adverse overlooking impacts to the occupiers of nos. 3 and 5 Ryecroft, which would be detrimental to residential amenity.

Overall, it is considered that the adverse impacts of the proposed development attract significant weight and would significantly and demonstrably outweigh the benefits of the proposal. Therefore, following a thorough assessment of the application and all material planning considerations, it is considered that the proposed development cannot be supported.

Recommendation

That planning permission should be refused on the following grounds;

1. The proposed development, by virtue of its size, bulk, design and the loss of open land, would not be subservient to the existing building and would be an urbanising, overdevelopment of the application site. As such, the proposal would be out of character with the existing building and the surrounding area, would be detrimental to the visual amenities of the street scene and would be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014), to Paragraph 135 of the National Planning Policy Framework 2024 and to the Householder Extensions/Alterations Design Guide 2023.
2. The proposed development, by virtue of the substandard levels of private amenity and bedroom space and its window design, would result in poor living conditions for future occupiers. The proposal would therefore be detrimental to residential amenity and contrary to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014, to paragraph 135(f) of the National Planning Policy Framework (2024), to the Nationally Described Space Standards (2015) and to the Residential Layout Guidelines (June 2020).
3. The proposed development, by virtue of the inclusion of windows in the side elevation and their proximity to the front elevations of nos. 3 and 5 Ryecroft, would lead to a detrimental level of overlooking and an unacceptable loss of privacy for the occupiers of those properties. The proposal would therefore be detrimental to the residential amenity of the occupants of nos. 3 and 5 Ryecroft and would be contrary to Policy CS19 of the Gravesham Local Plan Core Strategy September 2014, to paragraph 135(f) of the National Planning Policy Framework 2024 and to the Residential Layout Guidelines (June 2020).

(For detailed reasons for refusal, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	Mrs Faye Walsh
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Signed:	K Joyce	Signed:	Jusabh
Dated:	06 November 2025	Dated:	06 November 2025