

Delegated Report

Householder Planning Application

Planning Application No: 20240905

Location: 18 Saunders Close Northfleet Gravesend Kent

Description: Erection of a two storey side extension.

Applicant: Mr H Singh

Site Visit Date: 25th October 2024

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-A Rev P1 – Existing Plan

S05 Rev P1 – Existing Elevation

S06 Rev P1 – Proposed Plans

S07 Rev P1 – Proposed Plan

S08 Rev P1 – Proposed Elevations

Relevant Planning History

Reference	Description	Decision	Decision Date
20240542	Erection of a two storey side extension.	Refused	03.09.2024

Development Plan

Gravesham Local Plan Core Strategy (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 Dropped Kerb Guidance and Self-Assessment (2023)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)
- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)

Consultations, Publicity and Representations

Consultees

Ward Councillors

No comments received.

KCC Heritage

Thank you for consulting us on this application.

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

7no. surrounding properties were consulted and 4no. objections were received from members of the public.

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.
- There would be no space to store materials during construction.
- If the turning point is obstructed during construction or by vehicles parked there, this would impede access to other properties and for delivery vans and larger vehicles, including dust carts and ambulances.
- The turning point is a turning circle for Bin lorries, vans, any form of delivery vehicle to turn around in the Close and has been used for that purpose since development completed in December 1984. Just because the applicants want to build a two-storey extension to their house, does not give them the right to steal the turning circle area as their own. They have a drive for that and should be parked off road.
- If a property is extended in any way the house has to have sufficient driveway to accommodate the owners cars. This was why Wimpey Homes built our homes with driveways attached, to ensure that the turning circle remained clear.

- There is a possibility of subsidence when the foundations are dug.
- This proposed extension will cause a strain on the resources of the small cul-de-sac, there will be no parking available for this property and they will see fit to park in the only turning circle available to traffic turning around in the road and block access to others driveways.
- The extension will cause overlooking to neighbouring windows.
- The extension 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 changes proposed contravene the original design intentions of the cul-de-sac.
- Construction Noise and Disturbance

Officer's Analysis

Proposal

This application follows the recently refused scheme under planning reference 20240542 of the same description. The changes to this scheme include:

- Reduced width
- Addition of a setback at first floor

The elevations for the previous scheme and the one now proposed are included below for information (Not to Scale):

Previously refused scheme



Proposed Elevations



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 Householder Extensions/Alterations Guide provides information on how two-storey side extensions to dwellings 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.
- **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



Unacceptable flat roof

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 side extension has been improved from the previous proposal as it would now be set back at first floor and would have a marginal set down from the roof line. However, this set down is tokenistic at 0.13m and no set back at ground floor.

The scheme however is undoubtedly an improvement from the previous in terms of design. It would have an more subservient appearance and whilst there is opportunity to improve this further, overall, the scheme would not result in significant harm to the character of the area. Refusal reason 1, would therefore be overcome by this scheme.

The proposed development would 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	24	12.0
Living Room	19.3	13.2
Double Bedroom	19.6	11.2
Single Bedrooms	10.9 and 9.4	6.5
Downstairs WC	1.5	1.3
Upstairs WC and Bathroom	3.5	3.6

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

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

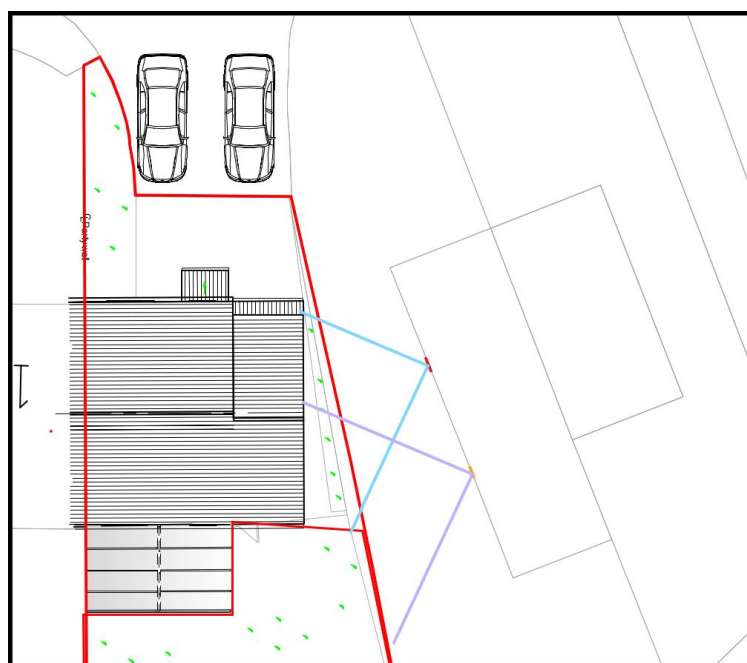
Neighbouring Amenity

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.

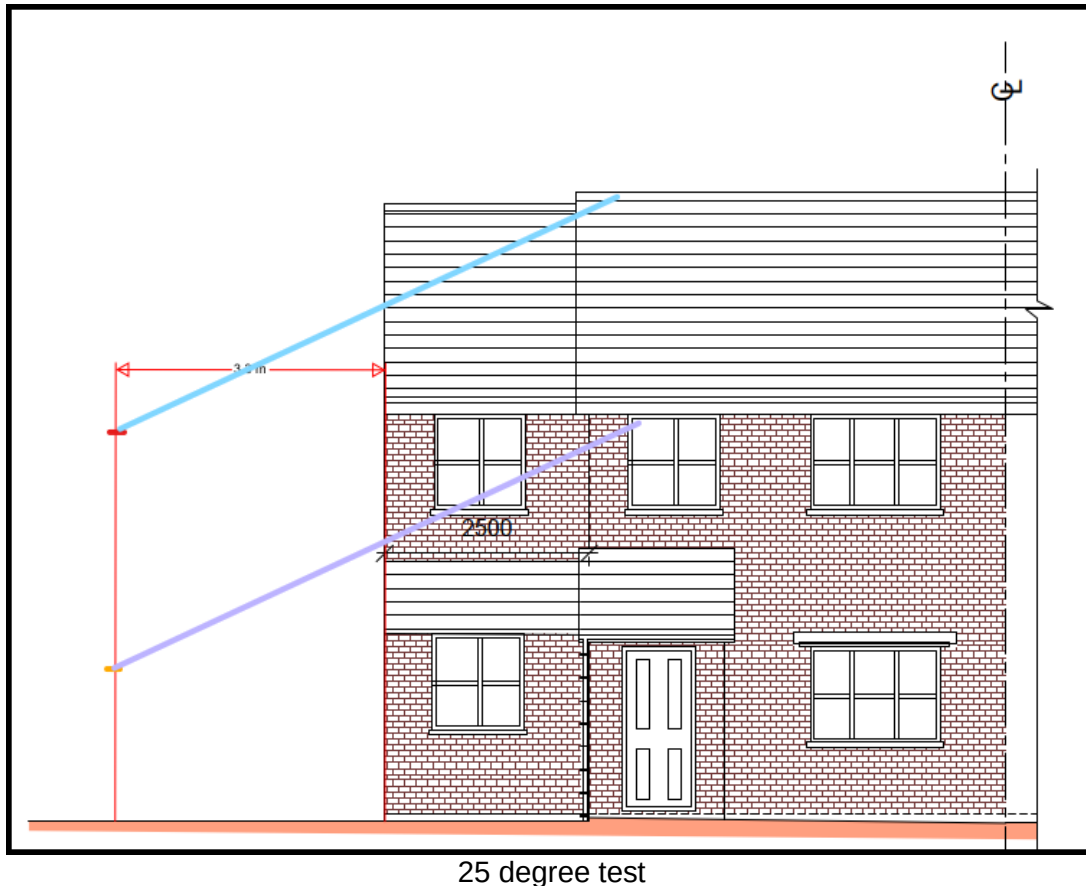
Given the position of the proposed extension, the neighbour most likely to be impacted by the extension would be 19 Saunders Close, located to the east of the dwellinghouse.

The existing distance between these neighbouring properties is 3.3m which would be reduced to 3.3m 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.



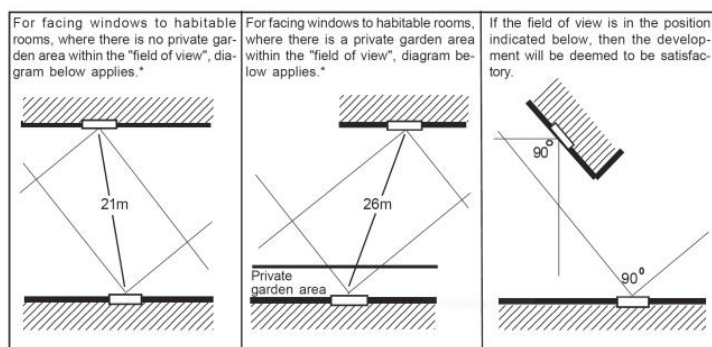
45 degree test



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

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 changes in design therefore would **NOT** overcome refusal reason 2.

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 remain as 3no. bedrooms as per the proposed plans. As there would be no increase in bedrooms the required parking provision would be unchanged. To on-site parking spaces would be required, 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. The bedrooms are no increasing in number and so no cycle provision would be required. 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 2 parking spaces and 0 additional cycle parking space. The existing drive accommodates up to 2 vehicles. The proposed extension would result in the loss of the existing drive. No parking spaces would be provided on site. The

block plan appears to indicate that the two vehicles would park on the public turning area, fronting the house. However, this is not provision of on-site parking spaces. Turning areas are not designed for parking. They are intended to be utilised for safe exit of vehicle particularly on cul-de-sacs such as this. By parking on the turning area, there would be an obstruction of this exit for other road users. It would also obstruct the entrance to the neighbouring properties driveway. Parking in such a location which would cause unnecessary obstruction of the road and in front of an entrance to a property would contravene Rules 242 and 243 of the Highway Code.

Rule 242

You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.

Laws [RTA 1988 sect 22](#) & [CUR reg 103](#)

Rule 243

DO NOT stop or park:

- near a school entrance
- anywhere you would prevent access for Emergency Services
- at or near a bus or tram stop or taxi rank
- on the approach to a level crossing/tramway crossing
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
- near the brow of a hill or hump bridge
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle
- where you would force other traffic to enter a tram lane
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles
- in front of an entrance to a property
- on a bend
- where you would obstruct cyclists' use of cycle facilities

except when forced to do so by stationary traffic.

Therefore, the 2 on-site vehicle parking spaces required have not been provided by the proposed scheme. The proposal to park the two vehicle in the turning area would result in their inability of the neighbouring property to utilise their driveway thus exacerbating the parking harm which would result from the proposed scheme. In addition to this, parking in the turning circle would obstruct the use of the turning circle for those vehicles which would require additional space to turn around and exit the street, such as large goods vehicles, emergency service vehicles etc... This would potential result in such vehicles undertaking dangerous manoeuvres to exit the street, and so would result in highway safety issues on this street, as a result of this scheme.

Refusal reason 3 has been partially resolves as cycle provision would not longer be required. However, the addition of parking in the turning area, raised additional concerns regarding highway safety and so the refusal reason should be amended to reflect these changes.

Adequate vehicle parking provision is therefore not available and the scheme would result in an unacceptable impact on highway safety. The proposed development would **NOT** be in accordance with

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 subject to further details of cycle parking provision.

Conclusion

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 parking provision is not available and the scheme would result in an unacceptable impact on highway safety, 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.

Recommendation

The recommendation is to refuse this application.

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

Case Officer:	Mrs Lisa Fisher	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	22 nd November 2024	Dated:	25th November 2024