

# Delegated Report

## Householder Planning Application

**Planning Application No:** 20250201

**Location:** 55 Riversdale Northfleet Gravesend Kent

**Description:** Demolition of garage; Erection of single storey rear extension and part two storey and part single storey side extension.

**Applicant:** Ms Frankie Richmond

**Site Visit Date:** 08 May 2025

### Submitted Documents/Plans

Householder Application for Planning Permission form;  
Drawing no. B274215-1100 Rev. A Existing layouts, elevations, section and 3D elevations;  
Drawing no. B274215-3000 Rev. A Existing and proposed block plans;  
Drawing no. B274215-3100 Rev. A Proposed layouts, elevations and section;  
Drawing no. B274215-3101 Rev. A Proposed 3D elevations;  
Site location plan; and  
Site photographs.

### Relevant Planning History

| Reference | Description                                                                                                                                                                                                                                                                            | Decision         | Decision Date |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|---------------|
| 19850066  | Revised site layout and house types substituting 20 no houses in lieu of 12 no bungalows                                                                                                                                                                                               | Refused          | 13.03.1985    |
| 19840792  | Revised site layout and house types                                                                                                                                                                                                                                                    | Permitted        | 26.11.1984    |
| 19820050  | Details pursuant to outline planning permission GR/80/547 for the erection of 235 dwellings, layout of estate roads and associated garaging and car parking, as amended by drawing no 2p/9/13,2p/9/10 na/8194, ma/8195,ma/8179,a8194, a8195, a8945,s5/m/82b and your letter of 21.6.82 | Details Approved | 28.06.1982    |
| 19800547  | Residential development. KCC GRANTED OUTLINE PLANNING PERMISSION                                                                                                                                                                                                                       | No Objection     | 25.09.1980    |

### 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 9 – Promoting sustainable transport
- 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)

### **Consultations, Publicity and Representations**

#### Southern Gas Networks

No response received.

#### Neighbouring properties

The application was publicised by a site notice and to seven neighbouring properties by letter. One representation has been received and is summarised as follows;

- Adverse impacts to access for three neighbouring properties.

### **Officer's Analysis**

#### 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.

The proposed development would involve the erection of a side and rear extension. In relation to single storey rear extensions, the Householder Extensions/Alterations Design Guide (2021) sets out that they should not dominate the original property in terms of depth (extensions to extensions will not generally be supported); they should not rise above the window cill level of any first floor windows; they should not be excessive in height, especially where they are greater than three metres in depth; or excessive in width (no greater than the original building). Flats roofs can be acceptable where they are not widely visible and pitched roof designs should reflect the main roof.

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 proposed development would result in a two storey side extension that is less than half of the width of the existing building and is set back some 3.4 metres from the front building line. The roof pitch and design would match existing but would be set down by some 1.1 metres. These design features ensure that the proposal would be subservient to the main building and would not look out of character with it. It is noted that nos. 28 and 51 Riversdale have two storey side extensions.

The proposal would extend the dwelling across the full width of the application site and would result in the loss of an external access to the rear garden. However, due to the set back of the extension and the set back of no. 53 Riversdale, there would not be any adverse terracing impact. The proposed external facing materials and rear window design would match existing but the front window design would not and as such, it would be preferable for the front windows to be amended. It should be noted that due to there being other in principle objections to the proposal, the applicant has not been asked to amend the window design.

Overall, the proposed development would be acceptable in terms of design and would not have an adverse impact on the character or appearance of existing building or the surrounding area. Therefore, the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) and the Householder Extensions/Alterations Design Guide SPD (2021).

#### 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.

According to the NDSS the minimum floor area for a single bedroom is 7.5 square metres (with a width of at least 2.15 metres). Whilst the proposed third bedroom would have an acceptable width, the floor area would be only 5.6 square metres (including the storage area). As such, the proposal would provide poor

living conditions for future occupiers and be detrimental to their residential amenity.

According to the RLG a three bedroom dwelling should have a minimum garden area of 60 square metres and a minimum depth of 10 metres. The proposed development would result in a small reduction in the size of the rear garden at the application site but sufficient rear garden area (97 square metres) and depth (12-13 metres) would be retained.

It is noted that the proposal would result in the loss of a kitchen window at ground floor level and a hallway window at first floor level but due to there being a replacement rear window for the kitchen and because the hallway is a non-habitable room, there would be no significant loss of natural light.

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.

The proposed development would provide a bedroom with insufficient floor area, which would lead to poor living conditions for future occupiers. As such the proposal would be detrimental to residential amenity and contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (2014), to paragraph 135(f) of the NPPF 2024 and to the Borough Council's adopted Residential Layout Guidelines June 2020.

#### 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 RLG are relevant.

The closest residential properties to the application site are nos. 53 and 57 Riversdale (located to the north and south respectively). Nos. 43 to 49 Riversdale are located to the north east and nos. 28 and 30 Riversdale are located to the east, across the roadway. To the west is Northfleet School for Girls, Hall Road.

Due to the design of the proposed development, to the screening provided by boundary treatments and to the layout and orientation of the surrounding properties, there would be no adverse overlooking, overshadowing or overbearing impacts to the occupiers of the surrounding dwellings.

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

Overall, the proposed development would not be detrimental to the residential amenity of surrounding occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

#### Parking and Highways

Paragraph 115(b) of the NPPF 2024 requires new development to ensure that safe and suitable access can be achieved for all users and paragraph 116 sets out that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety.

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, a three bedroom dwelling should have two 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) car parking spaces should be a minimum of 2.5 metres wide (2.7 metres where the spaces adjoin an enclosed boundary) and 5 metres deep. It is noted that the latest KCC Parking Standards document (January 2025)

sets out that the minimum width of a car parking space where it abuts a hard boundary on both sides, it is 2.9 metres.

The application property has three bedrooms and on-site parking (with substandard dimensions) for at least four vehicles (three on the site frontage and one in a garage). Located immediately in front of the application site is a shared dropped kerb and a turning head. There are no parking restrictions in Riversdale but due to the narrowness of the road and the positioning of surrounding accesses, on-street parking availability is limited.

The proposed development would result in the building maintaining three bedrooms but with the loss of the garage and with a reduction in the length of the existing frontage parking area.

It is noted that the existing garage at 2.3 metres (width) by 4 metres (length) is substandard in size and would not be counted as a usable parking space. The frontage parking spaces are an existing situation but are narrow (being 2.4 metres in width). Therefore, the existing parking spaces are substandard in width and are not very practical to use.

The proposed frontage parking area has a 2.4 metre width and a depth of between 8.7 and 9.7 metres (due to the angle of the land), which would mean that the proposed frontage parking would have insufficient width and depth. Even if it is accepted that one parking space would remain (with a substandard width but as an existing situation), the proposal would lead to additional cars being parked on the public highway, to the detriment of highway safety. It would also result in the potential for cars being parked overhanging the footway/roadway, which would restrict pedestrian and vehicle movements to the further detriment of highway safety.

It is noted that a local resident has raised concerns regarding access to neighbouring dwellings and it is acknowledged that a shared, dropped kerb is located immediately in front of the application property and no. 53 Riversdale. As set out above, due to its substandard size, the proposed parking area has the potential to lead to vehicles overhanging the highway, which could adversely affect access to neighbouring properties via the dropped kerb.

Overall, it is considered that the proposal would make insufficient provision for the parking of cars within the application site in accordance with the Borough Council's adopted Vehicle Parking Standards and would be likely to lead to cars parking on the public highway, inconvenient to other road users and detrimental to highway safety. As such, the proposal would be contrary to Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014), to Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994 and to paragraph 115(b) of the NPPF 2024.

#### Any Other Material Planning Considerations

The application site is located within an area of multi-period archaeological potential, Groundwater Source Protection Zone 2 and in close proximity to a gas pipeline (at the site frontage). However, as the proposed development is 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, archaeology or gas infrastructure. 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.

#### **Conclusion**

The proposed development would be acceptable in terms of design and would have no adverse overlooking, overshadowing or overbearing impacts to surrounding residential occupiers. All of which weigh in support of the proposal. However, the internal layout would result in poor living conditions for

future occupiers and the proposal would be detrimental to highway safety.

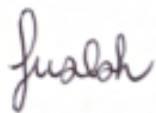
Overall, it is considered that the adverse impacts of the proposed development would significantly and demonstrably outweigh the benefits and therefore planning permission should be refused on highways and residential amenity grounds.

### Recommendation

That planning permission be refused on the following grounds;

1. The proposal would make insufficient provision for the parking of cars within the application site in accordance with the Borough Council's adopted Vehicle Parking Standards and would be likely to lead to cars parking on the public highway, inconvenient to other road users and detrimental to highway safety. As such, the proposal would be contrary to Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014), to Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994 and to paragraph 115(b) of the NPPF 2024.
2. The proposed development would provide a bedroom with insufficient floor area, which would lead to poor living conditions for future occupiers. As such, the proposal would be detrimental to residential amenity and contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (2014), to paragraph 135(f) of the NPPF 2024 and to the Borough Council's adopted Residential Layout Guidelines June 2020.

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

|                      |                                                                                     |                     |                                                                                       |
|----------------------|-------------------------------------------------------------------------------------|---------------------|---------------------------------------------------------------------------------------|
| <b>Case Officer:</b> | Mrs Kelly Joyce                                                                     | <b>Team Leader:</b> | Mrs Faye Walsh                                                                        |
| <b>Signed:</b>       |  | <b>Signed:</b>      |  |
| <b>Dated:</b>        | 12th May 2025                                                                       | <b>Dated:</b>       | 12 May 2025                                                                           |