



Delegated Report

Planning Application

Planning Application No: 20260120

Location: 13 The Hive, Northfleet, Gravesend DA11 9DE

Description: Change of use from the Breakfast and Tuition Club (use class F1) to an Adult Education Service (use class F1).

Applicant: Kent County Council

Site Visit Date: 11 February 2026

Submitted Documents/Plans

Application form
Planning Statement
Drawing no. DHA/37323/01 (site location plan)
Drawing no. DHA/37273/02 (existing and proposed site layout plan)
Drawing no. DHA/37273/03 (existing floor plan)
Drawing no. DHA/37273/04 (proposed floor plan)

Relevant Planning History

20190600	Change of use from (B1) office to (D1) breakfast and tuition club.	Permitted	16.01.2020
20020118	Change of use of premises from retail to offices.	Permitted	17.04.2002

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS03 – Northfleet Embankment and Swanscombe Peninsula East Opportunity Area
- CS07 – Economy, Employment and Skills
- CS08 – Retail, Leisure and Hierarchy of Centres
- CS10 – Physical and Social Infrastructure
- CS11 – Transport
- CS08 – Retail, Leisure and Hierarchy of Centres
- CS18 – Climate Change
- CS19 - Development & Design Principles

Gravesham Local Plan: First Review (1994)

- T1 – Impact of Development on Highway Network
- P3 – Vehicle Parking Standards

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 4 – Decision-making
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- Design for Gravesham: Design Code (2024);
- SPG 4 - KCC Parking Standards (2006);

Consultations, Publicity and Representations

Consultees

KCC Highway Officer

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

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.

Kent Police Design Out Crime

We have reviewed this application in regard to Crime Prevention Through Environmental Design (CPTED) and in accordance with the National Planning Policy Framework (NPPF).

Applicants/agents should consult us as Designing out Crime Officers (DOCO's) to address CPTED and incorporate Secured By Design (SBD) as appropriate. We use details of the site, relevant crime levels/type and intelligence information to help design out the opportunity for Crime, Fear of Crime, Anti-Social Behaviour (ASB), Nuisance and Conflict.

There is a carbon cost for crime and new developments give an opportunity to address it. Using CPTED along with attaining an SBD award using SBD guidance, policies and academic research would be evidence of the applicants' efforts to design out the opportunity for crime.

We recommend SBD guidance is utilised to address designing out crime to show a clear audit trail for Designing Out Crime, Crime Prevention and Community Safety and to meet our Local Authority statutory duties under Section 17 of the Crime and Disorder Act 1998. The points below identify my recommendations for the layout and design of this scheme.

1. We recommend natural surveillance for parking areas. As a secondary layer of security, we would also recommend CCTV be installed to further monitor use. We also strongly recommend gating access roads/ parking areas to prevent nuisance parking and misuse out of hours.
2. CCTV to be installed, especially covering any access points including emergency access doors, reception/waiting area, main office/ safe, any areas with limited natural surveillance, bin stores. The CCTV must not infringe any lighting plan.
3. Alarms. A suitably designed, fit for purpose, monitored intruder alarm system should be installed and all

fire doors should be fitted with alarms to help prevent unlawful access and trespassing if doors are left unsecured. Alarms should be monitored by an alarm receiving centre, where calls can be passed to a security company, the police or someone who has a key. The police will only respond to alarms fitted and monitored by companies accredited by the National Security Inspectorate (NSI) or the Security Systems and Alarms Inspection Board (SSAIB).

4. If new external doorsets are proposed (a doorset is the door, fabrication, hinges, frame, installation, and locks) we recommend these to meet PAS 24: 2022 UKAS certified standard, STS 201 or LPS 2081 Security Rating B+.

5. If new windows are proposed we recommend these to meet PAS 24: 2022 UKAS certified standard, STS 204 Issue 6:2016, LPS 1175 Issue 8:2018 Security Rating 1/A1, STS 202 Issue 7:2016 Burglary Rating 1 or LPS 2081 Issue 1.1:2016 Security Rating A. Glazing to be laminated. Toughened glass alone is not suitable for security purposes.

6. Bin Stores associated with this proposal must be secure, lit and, if in an area with limited natural surveillance we recommend CCTV cameras be installed. We also strongly advise against placing this store close enough to the building that it can be used as a climbing aid into the building when closed. Please note where there is a mixed-use building, residential and commercial bins must be segregated.

7. Pre-existing and new trees should help protect and enhance security without reducing the opportunity for surveillance or the effectiveness of lighting. Tall slender trees with a crown of above 2m rather than low crowned species are more suitable than "round shaped" trees with a low crown. New trees should not be planted within parking areas or too close to street lighting. Any hedges should be no higher than 1m, so that they do not obscure vulnerable areas.

8. All visitors must report to reception and the reception desks should provide the receptionist with a clear view of the reception/waiting area and have restricted access from the public side. Full audio-visual access control measures should be installed at the main entrance and reception door. Sign in and registration registers/logs should be kept, if not already part of the management processes

9. Access control. Adequate access control is required for entrances used by staff only such as storage areas.

If approved, site security is required for the construction phase. There is a duty for the principle contractor "to take reasonable steps to prevent access by unauthorised persons to the construction site" under the Construction (Design and Management) Regulations 2007. The site security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to geography and site requirements.

We welcome a discussion with the applicant/agent about site specific designing out crime. If the points above are not addressed, they can affect the development and local policing.

This information is provided by Kent Police DOCO's and refers to situational crime prevention. This advice focuses on CPTED and Community Safety with regard to this specific planning application.

Neighbouring properties

The application has been advertised by site notice and individual letters to eight neighbouring properties. No letters of representation have been received.

Officer's Analysis

Proposal

This application seeks planning permission for the change of use from the Breakfast and Tuition Club (use class F1) to an Adult Education Service (use class F1).

The F1 use is not changing however the permission for change of use to breakfast and tuition club (20190600) contained a condition restricting the use to a breakfast and tuition club only and therefore an application is required to change the use to an adult education service.

The opening hours are proposed to be 08:30-16:30 with the potential for evening classes.

There will be one teacher and one assistant and occasionally a non-teaching officer therefore the number of staff will be two or three.

The applicant's agent has added the following from the applicant, The Adult Education Service:

- *The courses would be things like English, maths, employability skills or family learning support courses. We're not planning music or classes where things would be banged about (jewellery making).*
- *That timing restriction would prevent us from being able to offer any evening classes should we so wish it. In other locations we often run courses until 9pm or 9.30pm for up to 12 learners. Evening classes are an essential part of the Adult Learning framework.*
- *In The Hive complex there are:*
 - o Costcutter - closes at 9.30pm*
 - o Ebbsfleet Fried Chicken - closes at 10pm*
 - o The Launderette - on a Wednesday, closes at 8.30*

Appropriateness of the development in principle

The application site is located in a neighbourhood shopping centre within the urban area of Northfleet, where Policy CS08 of the Gravesham Local Plan Core Strategy September 2014 is relevant. It is also located within the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area, where Policy CS03 of the Gravesham Local Plan Core Strategy (September 2014) is relevant.

Policy CS08 sets out that existing local centres will be protected and enhanced and that their retail character and function will be safeguarded by resisting development that would adversely affect their vitality and viability. Policy CS03 states that the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area is a substantial opportunity for major riverside regeneration in Gravesham, which will bring new jobs and homes. The application site is located within sub-area 1.6 (Existing Old Northfleet Residential Area) which is described as a series of residential neighbourhoods and local centres, where support will be given to proposals which support the improvement of local centres to meet the needs of the local community.

The proposed development would result in the loss of one educational establishment (breakfast club) and the creation of a new educational establishment and as such, Policy CS10 of the Gravesham Local Plan Core Strategy (September 2014) is relevant. Policy CS10 provides support for additional infrastructure that improves community well-being.

Policy CS07 states that the Council will support the upgrading of educational and training facilities.

It is considered that the proposed use would provide equivalent employment opportunities as the existing use, would maintain local infrastructure and would not undermine the commercial functions of The Hive as a local centre. Therefore the proposal would be in line with Policies CS03, CS07, CS08 and CS10 of the Gravesham Local Plan Core Strategy (September 2014) and as such, it would be acceptable in principle.

Character and Appearance

The proposed development would result in a change of use only. The signage will change to the front however this would appear to benefit from deemed consent under class 5 (advertisements on business premises) of the Town and Country Planning (Control of Advertisements) Regulations 2007. There will be no other external works and as such there would be no adverse impacts on the character or appearance of the surrounding area. Therefore the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Neighbouring Amenity

The closest residential properties are located at nos. 17 to 19 The Hive (above the application site), nos. 21 to 62 The Hive (from first floor level and above, to the west of the application site) and nos. 20 to 37 Rayners Court (to the east of the application site).

There is potential for adverse noise/disturbance impacts to be associated with the proposed use, for example from persons visiting the premises. However it is noted that the existing breakfast and tuition use would be likely to have similar numbers of visitors and that the surrounding area is commercial in nature.

Overall in this relatively noisy context, it considered that, provided the hours of operation are controlled by planning condition, then there would be no adverse noise/disturbance impacts to surrounding residential or commercial occupiers.

An informative can be attached to any planning permission granted to ensure that sufficient capacity for commercial refuse storage is provided.

The proposed development would have no adverse impacts to residential amenity and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy September 2014.

Parking and Highways

The proposed development would not alter the external layout of the application site. There is no existing on-site parking and some of the roads surrounding the site are reserved for resident's parking. As such, visitors and employees would be reliant upon the available on-street parking. It is noted that the application site is located close to a bus stop on Northfleet High Street, where various bus routes are available and that Northfleet Train Station is within 350 metres of the site. Therefore future users could travel using public transport.

Overall, in light of the existing F1 use of the application property, the availability of on-street parking and the close proximity of public transport, it is considered that any adverse impacts to highway safety would not be so significant as to warrant the refusal of planning permission.

Conclusion

The proposed use will have no detrimental impact on the character and appearance of the area, amenity, parking or highway safety and therefore accords with the above mentioned policies and is recommended for approval.

Recommendation:

Permit

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

Case Officer:	Mrs Alison Webster	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	17 March 2026	Dated:	17th March 2026