



Delegated Report

Householder Planning Application

Planning Application No: 20251315

Location: 2 Tradescant Drive Meopham Gravesend Kent

Description: Erection of single storey rear/side extension; enlargement of frontage parking area; and installation of dropped kerb.

Applicant: Sophie Plumb

Site Visit Date: 22 April 2026

Submitted Documents/Plans

Householder Planning Application form;
Red line site boundary plan;
Drawing no. A06-P010 Existing ground and first floor layouts;
Drawing no. A06-P011 Rev. A Existing roof plan;
Drawing no. A06-P012 Existing elevations;
Drawing no. A06-P013 Proposed ground floor layout;
Drawing no. A06-P014 Proposed first floor layout;
Drawing no. A06-P015 Rev. A Proposed elevations;
Drawing no. A06-P016 Rev. A Proposed roof plan;
Drawing no. A06-P017 External materials;
Drawing no. A06-P018 Existing block plan;
Drawing no. A06-P019 Rev. B Proposed block plan;
Drawing no. A06-P020 Existing and proposed driveways;
Design and Access Statement;
Email from the agent received 24 April 2026 at 10.20; and
Email from the agent received 24 April 2026 at 14.47.

Superseded Documents/Plans

Drawing no. A06-P019 Rev. A Proposed block plan;

Procedural Issues

Following a request from the case officer, the proposal was amended to reduce the width of the proposed hardstanding and clarifications regarding the use of the proposed garage and bedrooms were provided.

Relevant Planning History

Reference	Description	Decision	Decision Date
20160940	Erection of rear and front first floor extensions.	Permitted	24.11.2016
20010766	Erection of part two storey and part single storey rear	Permitted	21.11.2001

	extension to form enlarged kitchen and enlarged dining room with enlarged bedroom at first floor level and single storey side extension to form double garage.		
19960709	Erection of two storey side extension to form granny annex with dining area, kitchen and living room at ground floor level with two bedrooms and bathroom over and erection of single storey front and rear extensions to form enlarged lounge and porch.	Permitted	20.12.1996

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)
- Gravesham Landscape Character Assessment (2009)

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

KCC - Highways & Transportation

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

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.

Southern Gas Networks

Thank you for your enquiry, there is a high pressure pipeline in the vicinity of your works. Your proposals would require the exact location of this pipeline and other SGN assets to be located before any work commences, either by electronic detection or by hand excavated trial holes as specified in the attached SW/2 document. These works must be supervised by an SGN representative, please contact [redacted] on [redacted] to arrange a pre-works site visit and any future supervision. We would like to reiterate that no works should be carried out within the vicinity of a high pressure pipeline until consultation with an SGN representative has occurred. We thank you for your patience at this time

Please note that no mechanical excavations are permitted within 3m of the pipeline at any time.

This pipeline is registered with the Health and Safety Executive as a Major Accident Hazard Pipeline.

SGN High Pressure Gas Pipelines in the vicinity of your works		
Pipeline Number	Pressure Regime	Building Proximity Distance (Zone 1)
GM11	HP	3.0
GM03	HP	3.0

This table does not include SGN's low medium and intermediate pressure assets, which may be in the vicinity.

Building Proximity Distance:

The building proximity distance (Zone 1) for the pipeline is shown in the table above for all our high pressure gas pipelines in the vicinity of your works. This should not however be confused with the HSE consultation zones 2 & 3 which will be considerably greater, further guidance of the requirements can be found in HSE Document: PADHI: HSE's Land Use Planning Methodology. Zone 1 is a safety factor with reference to habitable buildings as recommended by IGE TD/1. It is calculated from the diameter, material, wall thickness and pressure of the particular pipeline. Under Pipeline Safety Regulations 1996 this distance is declared to the HSE. Any intrusion within this safety zone will not be taken lightly and any intention to proceed should be accompanied by a risk assessment or provision of other supporting evidence, especially in the event of any legal proceedings at a later date.

Vehicle Crossing:

Vehicle crossings over the pipeline must be kept to a minimum and must cross at 90 degrees. The crossing will require agreement with SGN and may require design and calculations, as evidence to prove there is minimal added stress to the pipeline. Method statements must be agreed before works commence.

The pipeline is of prime importance to the gas supplies of this area. It is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW/2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence. Further guidance / restrictions are detailed below:

1. No mechanical excavation is allowed within 3 metres either side of pipeline.
2. No plant or storage of equipment shall be made within any easement strip.
3. If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.
4. All precautions stated in publication SGN/WI/SW/2 (Safe Working in the Vicinity of High Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).
5. No thrust boring shall take place within 3 meters of the pipeline.
6. All planting within the easement strip should comply with 'Notes for Guidance on Tree Proximity'.



7. Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high-pressure gas pipelines can then be discussed.

8. Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.

9. This pipeline is cathodically protected and as such has test cables located in test posts, were these to be lost through this work we would look to you for remedial action at no cost to SGN.

10. Intrusive construction methods will require an agreed method statement prior to work starting.

11. Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.

12. Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3 metres of the pipeline.

Please ensure these conditions, together with any relevant drawings are forwarded for use by the construction personnel of your works.

Please note that further restrictions on activities may need to be imposed as a result of a site inspection.

For any further information please contact SGN on the details above.

Map Extract;



SCALE: 1 : 1000

USER ID: WL910498

DATE: 04/03/2026

GRID REFERENCE:
E564620, N166896, TQ646668

LP MAINS	
MP MAINS	
IP MAINS	
LHP MAINS	
IGTs	
SSSIs	

Some examples of Plant Items

Valve		Syphon		Depth of Cover		Diameter Change		Material Change	
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Meopham Parish Council

No response received.

Neighbouring properties

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

- Questions the size and need for the proposed development when the property is already significantly extended.
- Excessive impact on the Green Belt
- The driveway works would be visually detrimental, giving a garage forecourt appearance.
- Exacerbate the frequent flow of vehicles being maintained in the garage. Is this a business?
- Exacerbate inconsiderate casual parking and turning at this busy junction.

Officer's Analysis

Principle of Development

The application site lies within the village of Meopham, inset from the Green Belt, where extensions and alterations to dwellings are commonplace and which Policy CS02 of the Gravesham Local Plan Core Strategy (2014) identifies as a sustainable location for development. Therefore, it is considered that the principle of extending the dwelling is not objectionable in planning policy terms. However, in order to determine whether the detail of the proposal is satisfactory, it is necessary to examine the potential for amenity and highways impacts and any design and other issues.

Design, Character and Appearance

Policy CS19 of the Gravesham Local Plan Core Strategy (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 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.

In relation to frontage parking, relevant considerations in the Householder Extensions/Alterations Design Guide (2021) and the GBC Front Driveway Guidance 2023 are that;

- Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt.
- Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces.
- Allow sufficient space between the car and the dwelling to allow access to the front door and side of the property.
- Must be designed to avoid cars overhanging the pavement.
- Should not include gates
- Avoid removing any existing trees or established hedges and introduce new planting wherever possible.
- Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues.
- There should be no water run-off from the forecourt onto the public highway.
- Pedestrian and vehicle visibility splays should be provided.

The application site is located in the Meopham Downs Landscape Character Area (LCA) and as such, Policy CS12 of the Gravesham Local Plan Core Strategy (2014) is also relevant. This policy states that the overall landscape character of the Borough will be conserved, restored and enhanced and that the Gravesham Landscape Character Assessment will be taken into account in determining applications.

The application property is a two storey, detached dwelling (with five bedrooms and a study/bedroom) located on the corner of Tradescant Drive and Green Lane, which has been significantly extended previously. Surrounding dwellings are similar in design and style to the application property with a number

of extensions and alterations. Although none appear to be as large or extended as the application property.

The proposed extension would be L-shaped, single storey and set back behind the front building line of the application property. It would also be set away from the side boundary of the application site (by between 0.6 and 2.3 metres). The roof would be flat and the walls faced with bricks to match those existing. The proposed development would also involve the removal of a chimney, the widening of an existing frontage parking area and the provision of a second vehicle access.

It is noted that a local resident has raised concerns regarding the size and need for the proposed development, when the property is already significantly extended.

The proposed development would result in an increase in the footprint of the building to provide an accessible ground floor bedroom, ensuite and living room to be used by a disabled family member and her carer(s). The existing ground floor layout would be altered with a lift being provided to access the first floor. At first floor level, internal alterations would accommodate the lift, relocate and slightly extend a study/bedroom and alter the dimensions of two other bedrooms. A first floor, rear window would be bricked up to accommodate the lift.

The application property is already a large and dominant feature of the street scene, which has been significantly extended above the original floor area. Whilst the proposal is subservient to the existing building, it would add to the already increased bulk and mass above the original building. However, due to the design of the proposal and the existing vegetative screening on the side boundary, the extension would be softened and not especially visible in the surrounding street scene and it is an important consideration that the proposed development would provide improved facilities for a disabled family member. Furthermore, the loss of the chimney and first floor, rear window would not detract from the visual amenities of the building and an external access would be retained to the rear garden.

The alterations to the site frontage would result in the loss of part of an existing boundary wall and an area of garden laid to grass. The extended hardstanding would be surfaced to match existing and be permeable. Landscaping would be introduced to soften the site frontage, which can be secured by an appropriate planning condition.

Whilst it is noted that a local resident has raised concerns regarding the adverse visual impacts of the proposed frontage alterations, it is considered that they would not significantly detract from the visual amenities of the street scene and the proposed soft landscaping would provide some mitigation for the loss of an existing grassed area.

The application site is located at the edge of the village, adjacent to the Green Belt and the proposed development would be within an existing residential curtilage. The proposal would result in an increase in the amount of built development on the plot but it would not undermine its domestic nature, nor would it be significantly excessive in terms of size or scale. As such, the proposed development would not undermine the visual amenities of the edge of village location or adversely affect landscape character.

Overall, the design would be considered acceptable and the proposed development would not be detrimental to the character or appearance of the existing dwelling or the surrounding area. As such, the proposal would be in line with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy (2014).

It is noted that the alterations could result in a separate, two storey, living area, with a separate external access via an existing front gate. However, due to the inclusion of internal access doors (at ground and first floor level), no separate residential unit would be created. To ensure that there is no future separation of the application property, a condition requiring these openings to be maintained permanently, can be attached to any planning permission granted.

Amenity of Future Occupiers

The proposed bedrooms would exceed the minimum floor area requirements for single and double bedrooms in the Nationally Described Space Standard (2015) and sufficient rear garden area and depth

would be retained (exceeding the requirement for a dwelling with four or more bedrooms in the Residential Layout Guidelines (June 2020)).

The proposal would result in the loss of various windows and a door in the rear/side elevation of the application property (to lounge and living room) thereby reducing the levels of natural light available in these rooms. However, due to internal layout alterations and the provision of alternative windows, there would be no significant detriment to the living conditions of future occupiers.

The proposed development would include a rear projection that would cause some adverse overshadowing impacts to the existing family/living room but due to the orientation of the property and the low depth and height of the proposed extension, there would be no significant detriment to the living conditions of future occupiers.

The proposal would result in an accessible dwelling, which would improve the living conditions for future occupiers. As such, the proposal would not be detrimental to the residential amenity of future occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (2014), the Nationally Described Space Standard (2015) and the Residential Layout Guidelines (June 2020).

Neighbouring Amenity

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 overshadowing or overbearing impacts to the occupiers of the surrounding dwellings.

The proposed rear windows would obliquely face the first floor, rear windows of no. 2 Dormers Drive, with a 25 metre privacy distance. In light of this, any adverse overlooking impacts would not be so significant as to warrant a refusal of planning permission.

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 (2014).

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, a four or more bedroom dwelling should have three vehicle parking spaces and according to the KCC Dropped Kerb Guidance and Self-Assessment (2025) document, parking spaces located perpendicular to the roadway and not in front of a garage or access door should be a minimum of 2.4 metres (width) by 4.8 metres (depth) and parking spaces located parallel to the roadway should be a minimum of 6 metres (width) by 3 metres (depth).

The application site contains an existing garage and a frontage parking area, which can accommodate two vehicles in total and the application property has 5/6 bedrooms.

The proposed development would not increase the number of bedrooms at the application property but would provide a new parking space on the site frontage. The proposed parking space would meet the minimum dimensions to be used for either perpendicular or parallel parking.

It is noted that the KCC Dropped Kerb Guidance and Self-Assessment (2025) document discourages multiple vehicle accesses at single properties and provides size and separation guidance where such layouts are proposed. In this instance, it would appear that the proposal meets the minimum KCC requirements.

Overall, it is considered that the proposal would make sufficient provision for the parking of cars within the site in accordance with the Borough Council's adopted Vehicle Parking Standards and would be in line with

Policy CS11 of the Gravesham Local Plan Core Strategy (2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Any Other Material Planning Considerations

The application site is located within an area of multi-period archaeological potential and Groundwater Source Protection Zone 3 and close to a high pressure gas pipeline. 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 (2014) and Saved Policy TC7 of the Gravesham Local Plan First Review November 1994.

The comments of Southern Gas Networks and KCC Highways and Transportation can be brought to the attention of the applicant by informatives attached to any planning permission granted,

A local resident has raised a number of concerns, the majority of which have been covered in the above discussion. The outstanding issues are summarised (in italics) and commented on as follows;

- *Excessive impact on the Green Belt* – the application site is not located in the Green Belt and as such, Green Belt policies do not apply. However, it is noted that the site does adjoin the Green Belt boundary and therefore the size and scale of the proposed built form has been carefully considered.
- *Exacerbate the frequent flow of vehicles being maintained in the garage. Is this a business?* – The proposed development would not alter the existing access to the garage and any commercial use of the application site would require planning permission in itself. However, this is not proposed here and the use of the garage for domestic purposes has been confirmed by the applicant. Any future unauthorised commercial activities should be reported to the GBC Planning Enforcement Team.
- *Exacerbate inconsiderate casual parking and turning at this busy junction* – The proposed development would be likely to discourage on-street parking by introducing a second dropped kerb at the application site. Any future illegal parking/turning activities should be reported to the police.

Suggested Conditions

Time Limit

Development in accordance with the approved plans

Materials to match existing

Obscure glazing to en-suite/w.c. windows

Prior to frontage works, submission and approval of details of hard and soft landscaping

Provision of dropped kerb prior to first use

No gates across the vehicle access

Permanent retention of internal doors in the ground floor and first floor hallways to the family/living room and bedroom 2

Conclusion

The proposal would comply with local and national planning policies and subject to the conditions set out above, the proposal would be acceptable.

Recommendation

Planning permission subject to conditions is recommended.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	Mrs Faye Walsh
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Signed:	K Joyce	Signed:	Jusaboh
Dated:	18 June 2026	Dated:	23 June 2026