

Delegated Report

Householder Planning Application

Planning Application No: 20260418

Location: 73 Beaumont Drive Northfleet Gravesend Kent

Description: Creation of driveway with formation of a vehicle crossover with dropped kerb.

Applicant: Mr G Dosanjh

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form

73BD/A3/01 – Site Map and Existing Block Plan

73BD/A3/02 – Proposed Block Plan and Proposed Front Elevations

73BD/A3/03 – Existing and Proposed Side Elevations

Relevant Planning History

Reference	Description	Decision	Decision Date
20250016	Change of use of a residential house to a children's home.	Pending Consideration	

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 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
- 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 (2023)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)
- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)

Emerging Local Plan as a Material Consideration

Paragraph 48 of the Framework makes it clear that planning applications can only be determined in accordance with the development plan, unless material considerations indicate otherwise. An emerging Local Plan, does not form part of the Development. The Framework, at Paragraph 49 allows local planning authorities to give weight to relevant policies in emerging Local Plans, according to:

- The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the Framework, the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given to those policies.

West Oxfordshire District Council v Secretary of State for Housing, Communities and Local Government & Rosconn Strategic Land Ltd [2018] EWHC 3065 (Admin) is a High Court judgement that deals with the weight to be given to a Regulation 19 Local Plan. In this judgement the Court found that the weight to be given to an emerging Local Plan, was a matter of planning judgement, which had to be reached having fully considered the relevant part (Paragraph 49) of the Framework.

The Council's emerging Local Plan, is in the process of being consulted upon (it has reached Regulation 19 stage), the Council is not yet aware of whether third parties will support or object to specific policies within the Plan, or whether they will consider the policies with the emerging Local Plan to be broadly sound and consistent with the NPPF (2024). Taking this into consideration, one can only conclude that at this stage of the process, **limited (i.e. minimal) weight should be afforded to the emerging Regulation 19 Local Plan**. This position would only change once the emerging Local Plan has progressed towards submission and examination, with the Council being fully aware of policies that are subject to unresolved objections and with knowledge of policies that have had their soundness and conformity against the Framework challenged.

This approach accords with the approach taken in a separate High Court case, Gladman Developments Ltd v SSHCLG & Corby Borough Council; & Uttlesford DC [2020] EWHC 518 (Admin) and Court of Appeal [2021] EWCA Civ 104, which was also the subject of a Court of Appeal Ruling [2021] EWCA Civ 104.

Consultations, Publicity and Representations

Consultees



Ward Councillors

No comments received.

KCC Highways

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.

Neighbouring properties

7no. surrounding properties were consulted and 0 comments were received from members of the public. The overall consultation period expired on 21.05.2026.

Officer's Analysis

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, Highways and Parking.

Design, Character and Appearance

The proposal relates to a mid-terraced dwellinghouse, with a hard surfaced front garden space and parking provision to the rear. The images below show the existing situation. Whilst the evidence is that the front garden space is used for parking of vehicles it is not serviced by a dropped kerb.





This proposal intends to essentially establish a dropped kerb to service the existing concreted parking area with the introduction of a soakaway and drainage channel. Dropped kerbs and front drives are established in the area, and visually the change would be minimal, and is an expected feature for a drive and so would not be uncharacteristic.

On balance, the proposed development would comply with the requirements of Policy CS19 of the Core Strategy 2014 and paragraph 135 of the NPPF (2024) in terms of design, character and appearance.

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.

As established the proposed changes essentially include the introduction of a dropped kerb, soakaway and drainage channel. Both neighbouring drives are served by a dropped kerb. The proposed changes would be minimal and unlikely to cause harm to neighbouring amenity. Ensuring an appropriate dropped kerb and soakaway provision is considered to be a neighbourly form of development in mitigating impact on damaging the pavement and preventing flood water onto the road and neighbouring properties as a result of the hard surfaced drive.

The proposal is therefore considered to safeguard the amenity of neighbouring properties in compliance with policy CS19 of the Core Strategy 2014.

Parking and Highways

The driveway proposed would be 8.646m which is an appropriate length for side by side parking, in front of an access door. It is 5.089m wide. The width requirement per car is 2.5m so it would comply. However, it

would leave narrow space for opening of doors if 2 car were parked. In any case, the scheme provides adequate space for 1 vehicle, the usability for 2cars is questionable. This is a 4 bedroom property, KCC Parking standards requires provision of 3 spaces as a maximum parking standard. The plans provided indicate spacing for two cars in the existing rear parking area. The proposal is capable of accommodating at least an extra 1 parking space and so the scheme would bring the parking provision on the property into compliance with the maximum parking standards by formalising the drive with a dropped kerb.

Adequate vehicle parking provision is therefore available in accordance with paragraphs 109 to 114 of the National Planning Policy Framework (2024), 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.

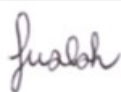
Conclusion

The proposed development complies with all relevant national and local planning policies.

Recommendation

The recommendation is to approve.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Lisa Fisher	Team Leader:	Mrs Faye Walsh
Signed:		Signed:	
Dated:	16th June 2026	Dated:	22 June 2026