

Delegated Report

Householder Planning Application

Planning Application No: 20251308

Location: 354 Thong Lane Gravesend Kent DA12 4LH

Description: Demolition of existing outbuilding. Erection of a double storey front porch extension.

Applicant: Mr Singh

Site Visit Date: N/A

Preliminary Matters

This application as submitted included a proposed two storey side extension. Although this would fall outside of the planning remit, it was noted that this side extension would impact the shared access way to the rear of the property, and neighbouring property No. 352 Thong Lane. As such, the agent was contacted, and the side extension element was removed from the proposal. As the proposal was being reduced in scale, re-consultation was not considered to be necessary.

Submitted Documents/Plans

Application Form;
Drawing No. 001 B – REVISED Site Location Plan and Block Plans – Existing and Proposed;
Drawing No. 002 – Floor Plans – Existing;
Drawing No. 003 B – REVISED Floor Plans – Proposed;
Drawing No. 004 – Elevations – Existing; and
Drawing No. 005 B – REVISED Elevations – Proposed.

Superseded Documents/Plans

~~Drawing No. 001 – Site Location Plan and Block Plans – Existing and Proposed;~~
~~Drawing No. 003 – Floor Plans – Proposed; and~~
~~Drawing No. 005 – Elevations – Proposed.~~

Relevant Planning History

Reference	Description	Decision	Decision Date
20251310	Application for a Proposed Lawful Development Certificate; Erection of rear box dormer and rooflights at the front to convert the loft space into a bedroom and an en-suite.	Certificate Granted	29.01.2026
20251309	Prior approval application for a single storey rear extension with a depth of 4.00 metres, maximum height of 2.80 metres and eaves height of 2.80 metres.	Prior Approval not Required	28.01.2026

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
- 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)

Consultations, Publicity and Representations

Consultees

Local Ward Councillors

No comments received.

Shorne Parish Council

Demolition of existing outbuilding, erection of double storey front/ side extension with windows to front. Erection of a double storey front porch extension.

This application should be considered together with 20251309 (rear extension) and 20251310 (rear dormer).

The Parish Council overall has no objection in principle to this proposal, which has a number of separate elements;

Demolition of outbuilding:

The outbuilding referred to is a semi-detached garage. Ensuring future integrity of the remaining side wall and roof is a matter between the owners of the neighbouring properties.

Erection of double storey front/ side extension with windows to front:

The proposed side extension shows slight subsidiary at the front.

There is a concern about encroachment onto and narrowing of the shared driveway between the neighbouring houses. No. 352 has previously built a porch that also encroaches but the former wooden structure on the side elevation of No. 354 was offset from that so vehicular access to the garages at the rear was still possible.

There will be visual and possibly light reduction impacts to habitable rooms with windows on the side elevation of No. 352.

These are matters principally between the owners of the neighbouring properties.

Erection of a double storey front porch extension:

This proposal is the same as already in place at the other half of the semi-detached house, No. 356.

Other issues:

Parking – together with application ref 20251310 the house could become 4-bedroomed and the garage space is being lost. There should be sufficient on-site parking remaining if the front garden is fully paved over as common locally. A parking plan should be submitted as well as details of the permeable materials to be used.

National Highways

Council's Reference: 20251308

Location: 354 Thong Lane, Gravesend, Kent, DA12 4LH

Proposal: Demolition of existing outbuilding, erection of double storey front/ side extension with windows to front. Erection of a double storey front porch extension.

National Highways Ref: NH/26/14400

National Highways Case Officer: Kevin Bown

Referring to the consultation on a planning application dated 6 January 2026 referenced above, in the vicinity of the consented alignment of the Lower Thames Crossing that will form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommendation: No Objection

We will be concerned with proposals that have the potential to impact on the safe, reliable, and efficient operation of the SRN, in this case, particularly the consented route of the Lower Thames Crossing in the vicinity of Gravesend.

We have assessed the application from two perspectives:

- a) Impact of traffic attracted to or generated by the proposed development. Given the location and small-scale nature of the potential development we have no objection from this perspective
- b) Impact on the construction and/or operation and maintenance of Lower Thames Crossing. The site is located close to the current red-line boundary for the Lower Thames Crossing. However, if the site is developed it should not affect the Crossing's construction and/or operation and maintenance. Therefore, we have no objection from this perspective

It should be noted that it is assumed that the applicant is fully aware of the proximity of the Lower Thames Crossing route to the site as will be any future investor, developer, purchaser, or occupant and that any party will make any decision in full knowledge of the potential consequences of that proximity.

On this basis, we are content that the above proposed development will not unacceptably impact on the safety, reliability and/or operational efficiency of the current and proposed SRN (the tests set out in DfT Circular 1/2022 and MHCLG NPPF2024).

Consequently, we have No Objection to application 20251308.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

National Highways Planning Response (NHPR 25-01) January 2025

KCC Heritage

While the proposed development does lie in an area of potential archaeological interest the limited nature of the development would make archaeological mitigation in this case unnecessary

Southern Gas Network

Southern Gas Networks have sent a map extract, guidance for third parties and comments in relation to this proposal. The map extract and comments have been included below, however the 16 page guidance has not been included in this report, and can be found on public access.

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 Thomas Skinner on 07974455867 / thomas.skinner@sgn.co.uk 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)
GM20	HP	9.0
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

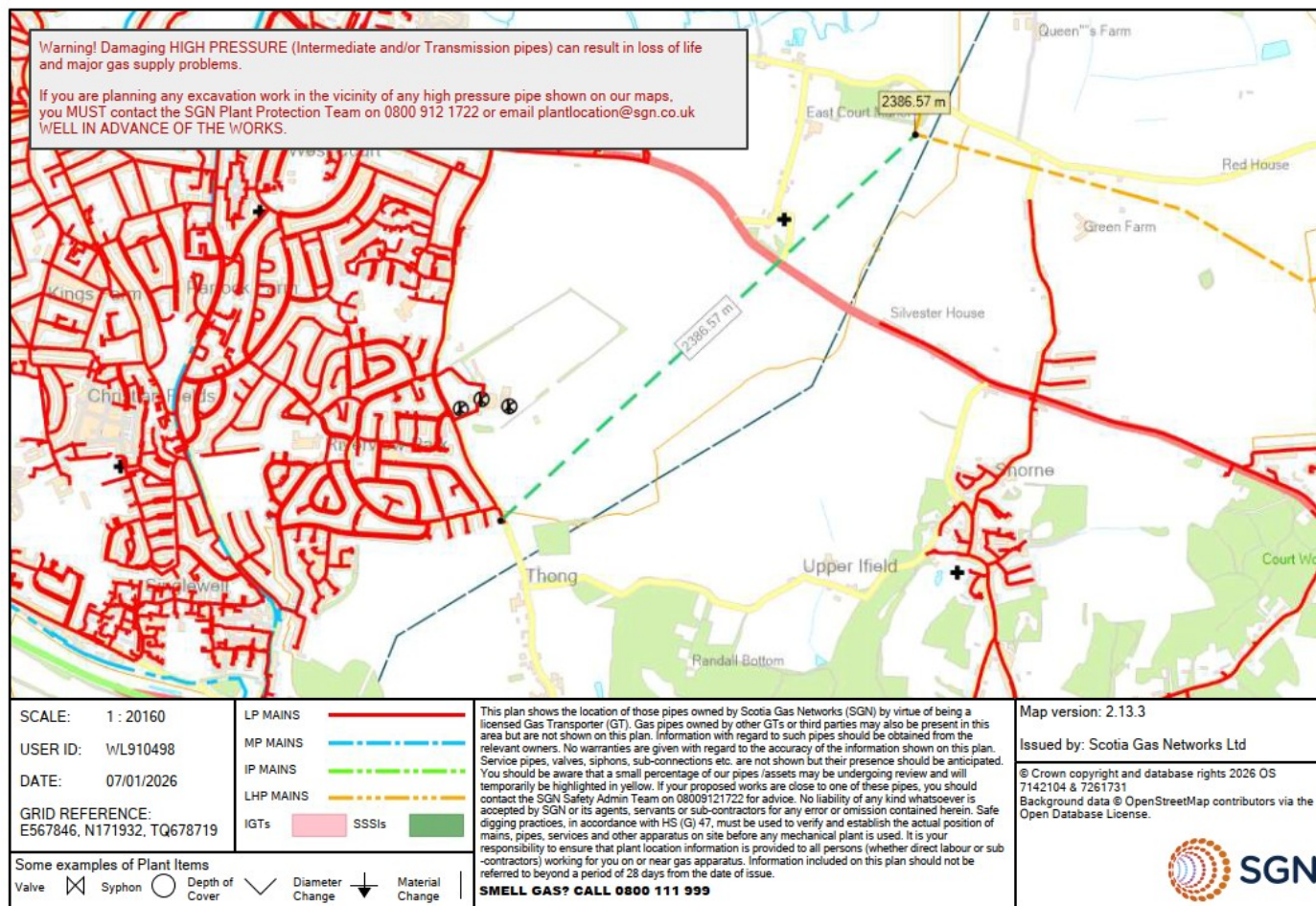
Vehicle crossings over the pipeline must be kept to a minimum and must cross at 90 degrees. The crossing will require agreement with SGN and may require design and calculations, as evidence to prove there is minimal added stress to the pipeline. Method statements must be agreed before works commence.

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.



Neighbouring properties

4 surrounding properties were consulted and no responses were received. The overall consultation period expired on 27.01.26.

Site Description

354 Thong Lane is a two-storey semi-detached Property. A shared access way provides a side access to the rear of the property and garage.

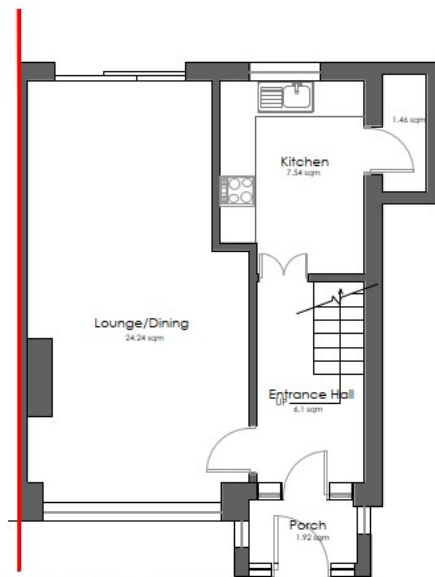
Google Image



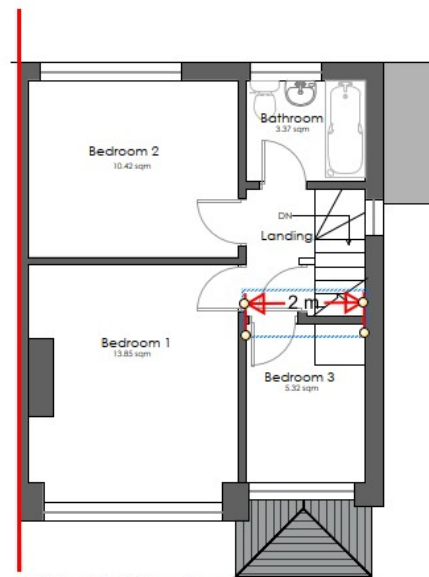
This application proposes the erection of a two-storey front extension and the proposed demolition of the existing outbuilding/garage.

Proposed Development

The development would create a larger entrance/hallway at ground floor level. At first floor level, there would be an extended landing area along with an enlargement of bedroom 3. Case officer measurements are indicated on the below plans:



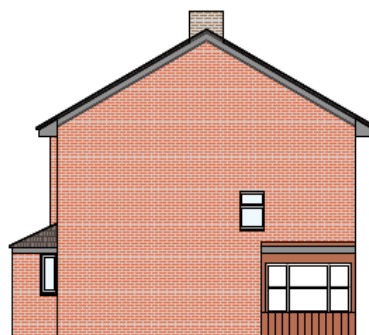
Existing Ground Floor Plan



Existing First Floor Plan



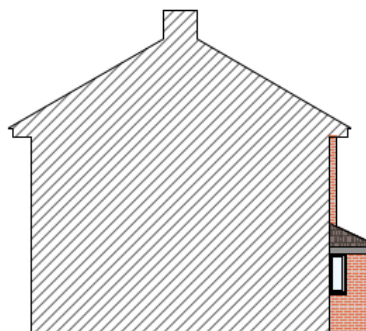
Existing Front Elevation



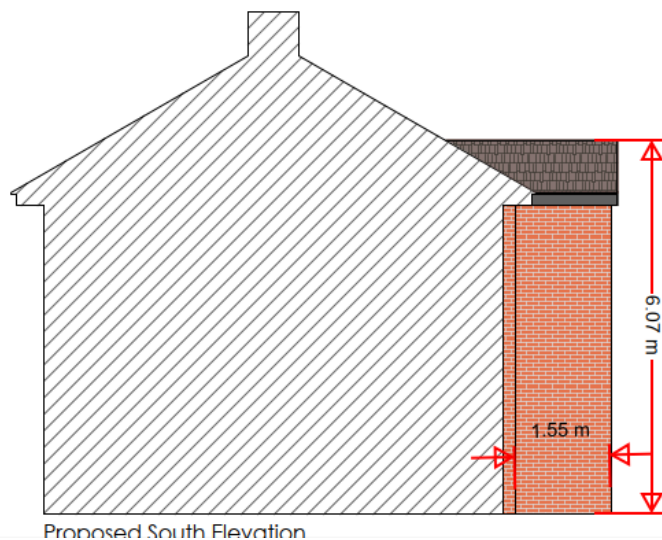
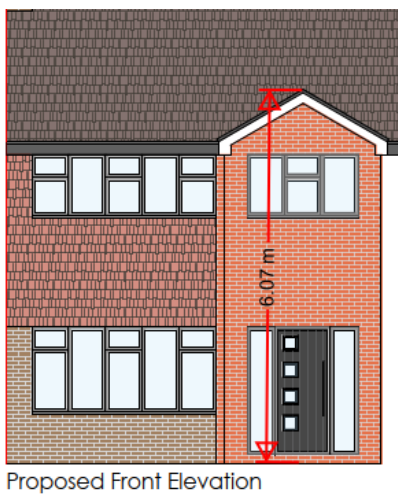
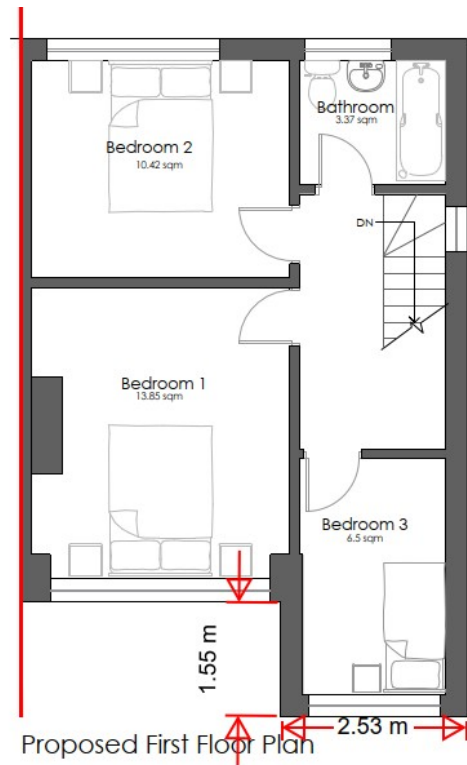
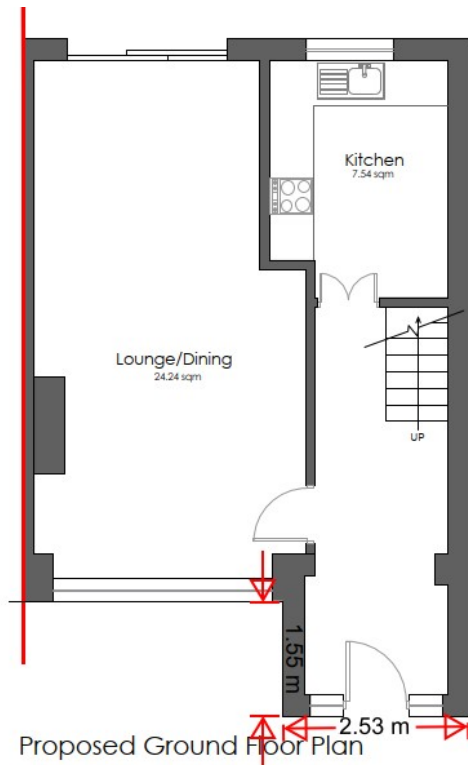
Existing North Elevation



Existing Rear Elevation



Existing South Elevation





Officer's Analysis

Design, Character and Appearance

Policy CS19 (Development and Design Principles) (LPCS) (2014) states that new development will be visually attractive and locally distinctive. It should also conserve and enhance the character of the local built and natural environment and integrate well with the surrounding area. Moreover, Section 12 (Achieving well- designed places) of the NPPF (2024) sets out that the creation of high quality beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It states developments should function well and add to the overall quality of the area, be visually attractive and sympathetic to local character.

The Design For Gravesham Design Code (2024) is a strategic document that sets out Gravesham's vision and expectation for quality place-making. Gravesham's Householder Extensions/Alterations Design Guidance SPD (2021) set out key principles for new developments. Generally, the SPD (2021) highlights the importance of new development complimenting and corresponding to existing character and the wider context.

In terms of the two-storey front extension, there are examples of this type of development in the surrounding area.

Google Images

356 Thong Lane



346 Thong Lane



The extension has been designed to be subservient to the host dwelling by virtue of its overall scale, set down from the roof ridge, and modest depth. Given that two storey front extensions are not an uncommon feature within the area, the development is considered to be acceptable.

In terms of materials, the documents and plans show that the proposed external materials of the proposed extension would match the existing. This can be secured by condition to ensure a good visual relationship between the existing dwelling and proposed development.

The demolition of the existing outbuilding is not considered to raise concerns in terms of design, and would increase the rear garden area of the property.

Overall, the proposal is considered to accord with Policy CS19 of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (2024), for the reasons outlined above.

Amenity of Future Occupiers

Gravesham's SPG2 – Residential Layout Guidelines (RLG) (2020) sets out expected room sizes and garden space post development. The proposal would provide additional room and garden space for future occupiers. Therefore, the proposed development would safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) (2014) and Section 12 (NPPF) (2024).

Neighbouring Amenity

No neighbour representations were received as a result of the consultation carried out for this application.

Neighbouring amenity is assessed in terms of causing a sense of enclosure, loss of privacy, loss of outlook or loss of light. In situ, with consideration to the scale of the proposal, the orientation of the new window in the front elevation only, the path of the sun, and the separation between the development and neighbouring properties; the development is not considered to detrimentally impact neighbouring amenity.

As such, there are no concerns in terms of neighbouring amenity and the development accords with Policy CS19 (LPCS) (2014) and Section 12 (NPPF) (2024).

Parking and Highways

There are no concerns in relation to highways and parking that arise as a result of this proposal. There is no increase in bedrooms and the parking arrangements would not change. It is noted that there have been other recent applications for this property under permitted development rights, however in this instance, this would not impact the assessment of this current proposal.

In addition, National Highways have raised no objection in relation to this proposal.

Any Other Material Planning Considerations

Archaeology

The site lies within an area of multi-period archaeological potential. However, the proposed development is unlikely to have any archaeological impact as set out within the consultee response from KCC Heritage.

Gas Pipelines

Due to a high pressure gas pipeline in the vicinity of the site, the applicant must contact southern gas networks (SGN) prior to carrying out any works.

Conclusion

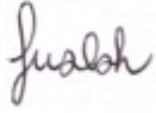
The application has been fully considered and is in accordance with local and national planning policy.

The proposed development is not considered to detrimentally impact the character and appearance of the host dwelling and street scene and has been designed to be subservient to the host dwelling. In addition, the proposal does not harm the amenity of future occupiers and neighbours.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Lucy Hankin	Team Leader:	Mrs Faye Walsh
Signed:	L Hankin	Signed:	
Dated:	12th February 2026	Dated:	13 February 2026