

Delegated Report

Householder Planning Application

Application No:	20250658
Location:	37 New House Lane, Gravesend, Kent, DA11 7LP
Description:	Creation of a vehicular access and associated hardstanding area.
Applicant:	Mr John Christie
Site Visit:	N/A Desktop Assessment

Submitted Documents/Plans

- Application Form – dated 28 June 2025;
- Un-numbered Location Plan – Ordnance Survey Site Location Plan (scale – 1:1250);
- Un-numbered Location Plan – Block Plan (scale – 1:500);
- Drawing no. SD37/PL01 – Rev. A – Existing and Proposed Frontage Plans;
- Drawing no. SD37/PL02 – Existing and Proposed Elevations.

Relevant Planning History

Reference	Description	Decision	Decision Date
20210429	Creation of a vehicular access and associated hardstanding area.	Permitted	15.06.2021
20210064	Creation of a vehicular access and associated hardstanding area.	Application Refused	26.03.2021
20181038	Erection of a single storey rear extension.	Permitted	14.02.2019

Planning History Note

The planning history shows that applications have been submitted for vehicular access and formation of hardstanding to enable parking. The recent permission (ref. 20210429) was subject to revisions, reducing the parking provision from 2 spaces to 1, to conform with guidance. The earlier refusal (ref. 20210064) sought 2 spaces, contrary to guidance.

The latest permission (ref. 20210429) has now expired.

This application has reverted to a 2-space driveway and will be considered against current guidance and planning policy.

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
- T1 – Impact on Highway Network
- T5 – Access to the identified Highway Network

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 4 – KCC Parking Standards (2006)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Design for Gravesham – Design Code (2024)

Other Relevant Guidance

- Manual for Streets 2 (2007)
- 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)

Consultations, Publicity and Representations

External Consultees

Kent County Council Highways – There does not appear to be the necessary 6m depth in front of the pedestrian access to the property, to provide the two parking spaces, as shown on the submitted plans. In addition, 2m x 2m pedestrian visibility splays are required either side of the access. These should be drawn behind the footway on both sides of the access, with no obstruction over 0.6m within the splays.

There is a street lighting column located near to the proposed access. It should be noted that if this need to be relocated, this would be at the expense of the applicant.

Please note: Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web:

www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

I look forward to the additional information being provided, to assist me in determining this application from

a highway perspective.

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.

Internal Consultees

Local Ward Councillors – No comment received.

Neighbouring properties

A notice was displayed on site 23 July 2025.

In addition, five surrounding properties were consulted and two representations were received, both registering support for the proposal.

The consultation period expired 15 August 2025.

Officer's Analysis

37 New House Lane is a semi-detached property, located on the southern side of the highway. The property has a decorative boundary wall and a raised front lawn area with a pedestrian path to the property along the western boundary.



This application proposes an engineering operation to create a driveway and vehicle crossover. The proposed driveway would accommodate two vehicles, will be formed using a permeable material and include a drainage channel.

Design, Character and Appearance

The proposal will remove the decorative boundary wall and front garden area which contribute to the quality of the street scene. This boundary wall is a feature of this property and although others have similar walls is a unique style for this property and is constructed using stock brickwork. Therefore, the removal of the boundary wall is not considered significant. Additionally, the removal of the front garden is offset by the re-introduction of a front boundary wall, as well as the retention of the hedging along the eastern boundary with further hedging introduced on the western edge. The boundary wall will have a height of 0.6m with two pillars at a height of 0.8m.

Another neighbouring property has installed a driveway (no.41 New House Lane), however this was constructed without planning consent in the 1980s and was granted retrospective permission in 1992. As this application was determined under historic planning policy it holds little weight in the decision making process.

Overall the character and appearance of the driveway is not considered to detrimentally impact on the quality of the street scene. As such the proposed development is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2024).

Amenity of Future Occupiers

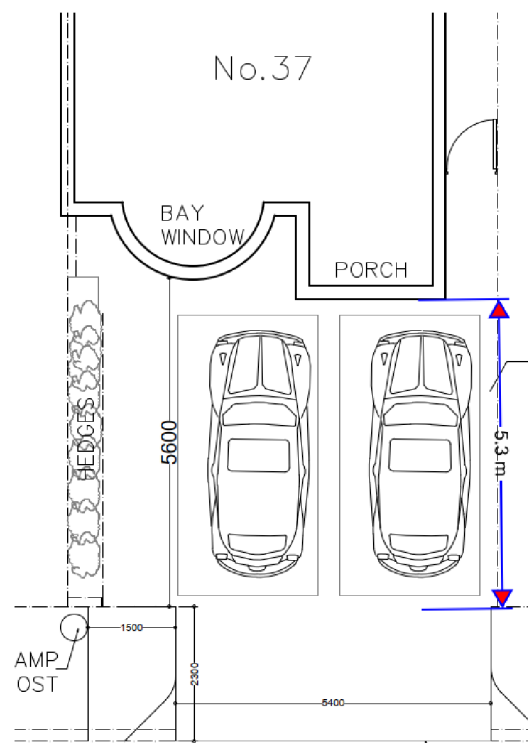
The proposed development provides acceptable living conditions that safeguard the amenity of existing and future occupiers in accordance with Policy CS19 (LPCS).

Neighbouring Amenity

The development will not cause material harm to the amenity of any adjoining properties. As such the application is considered to safeguard the amenity of neighbouring properties in accordance with Policy CS19 (LPCS).

Parking and Highways

The proposed driveway has space for two vehicles, with a width of 5.6m and a varied depth between 5.3m to 5.6m. These dimensions are in accordance with Kent County Council parking standards (SPG4) (2006). However, the proposed parking arrangement, in-front of a pedestrian access is unacceptable and substandard. The Kent County Council Dropped Kerb Guidance (2023) states that any driveway where a vehicle parks directly in front of a pedestrian access to a property must have a minimum depth of 6m, in this case the depth in front of the access is 5.3m.



Moreover, the new driveway is required to deliver 2m x 2m pedestrian visibility splays on either side of the access, with no obstruction over 0.6m. The plans do not demonstrate the visibility splays and are not achievable in the proposal layout. Therefore, the proposal is contrary to Manual for Streets (2007) and Kent County Council's Dropped Kerb Guidance (2024).

It is important to note that the Local Planning Authority do not object to the principle of this development on 37 New House Lane, however the constraints with the porch restrict the ability to have a two car driveway.

The proposed driveway represents a risk to pedestrian safety by virtue of substandard and unenforceable visibility splays, and insufficient depth in front of an access. Therefore, the proposed driveway is contrary to Manual for Streets (2007) and Kent County Council's Dropped Kerb Guidance and Self-Assessment (2023), as well as Policy CS11 of Gravesham's Local Plan Core Strategy (2014), saved policies T1 and T5 of Gravesham's Local Plan First Review (1994), and paragraph 116 of the National Planning Policy Framework (2024).

Conclusion

The proposed driveway represents a risk to pedestrian and highway safety by virtue of substandard and unenforceable visibility splays, with a lack of on-site turning and insufficient depth in front of an access. Therefore, the proposed driveway is contrary to Manual for Streets (2007) and Kent County Council's Dropped Kerb Guidance and Self-Assessment (2023), as well as Policy CS11 of Gravesham's Local Plan Core Strategy (2014), saved policies T1 and T5 of Gravesham's Local Plan First Review (1994), and paragraph 116 of the National Planning Policy Framework (2024).

Recommendation

Refusal

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

Case Officer:	Mr Ethan Bonthron	Team Leader:	Richard Hart
Signed:		Signed:	
Dated:	18 th August 2025	Dated:	19 th August 202