



Gravesham Borough Council
Planning Department
Civic Centre
Gravesend
Kent
DA12 1AU

14th March 2025

Planning Assessment

Proposal: Redevelopment of the site to the erection of single storey

Location: Land adjacent, 77 New House Lane, Northfleet, Gravesend, Kent. DA11 7HJ

The proposed site is situated within the designated "Urban Area" as defined in the Gravesham Local Plan Policies Map.

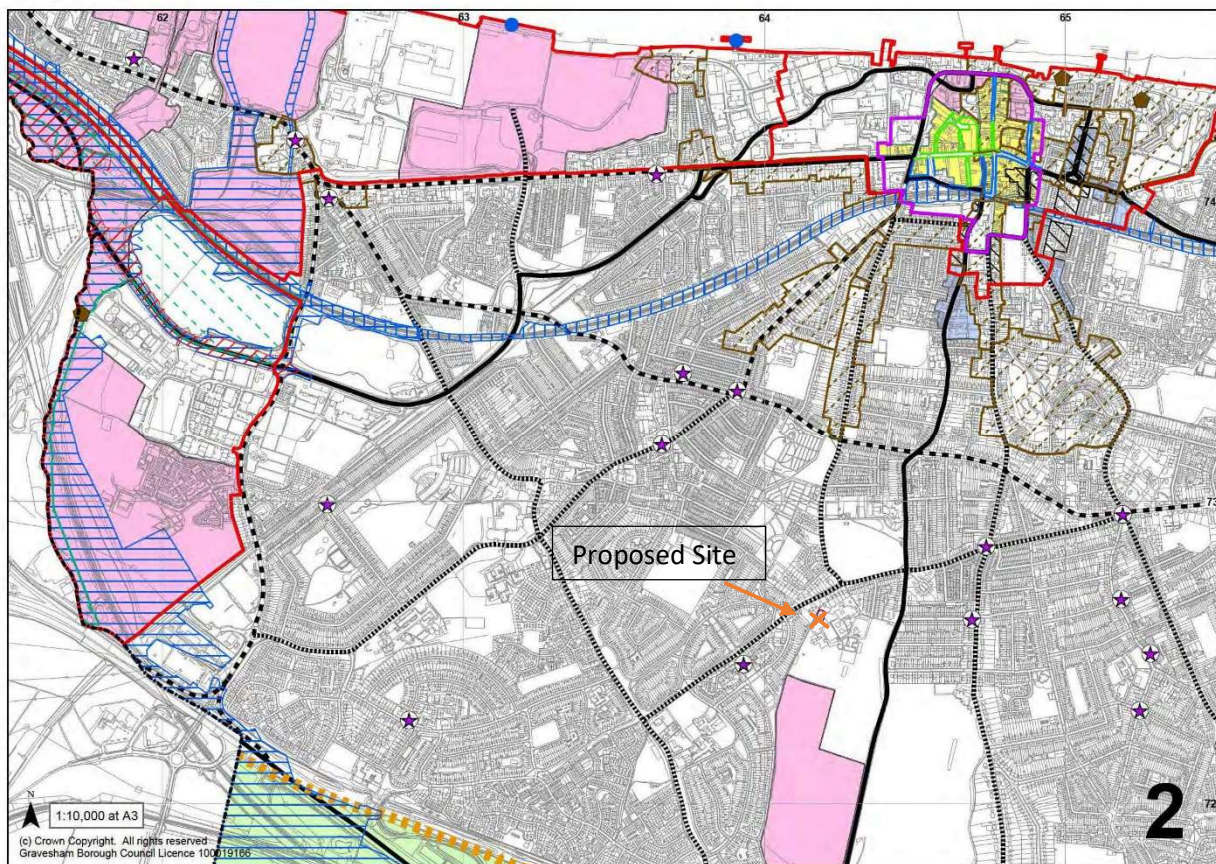
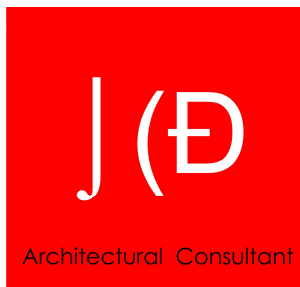


Fig 1. Gravesham Local Plan Core Strategy – Policies Map, Opportunity Areas map 2; Adopted September 2014



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The following policies in the **Gravesham Local Plan Core Strategy 2014** have been taken into account:

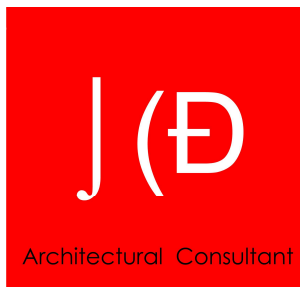
Policy CS01: Sustainable Development

1. *Planning applications that accord with the policies in the development plan for Gravesham will be approved without delay, unless material considerations indicate otherwise.*
2. *When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and in this Core Strategy. It will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*
3. *Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:*
 - *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
 - *Specific policies in that Framework indicate that development should be restricted.*

CS01 (1)-(3) The proposed development includes the installation of a water butt at the rear for rainwater harvesting, an EV charging point at the front to support electric vehicles, and a bike shed to encourage more environmentally friendly transportation options. These features are designed to promote sustainability and reduce the environmental impact of the development.

Policy CS02: Scale and Distribution of Development

1. *The development strategy for the Borough is to retain and improve the existing stock of housing and suitable employment land and to make provision for the Borough's objectively assessed need for at least 6,170 new dwellings delivered at a variable rate as follows; at least 325 dwellings per year for 2011/2012 – 2018/2019, at least 363 dwellings per year for 2019/2020 – 2023/2024, at least 438 dwellings per year 2024/2025 – 2027/2028, and at least 186,490 sq m gross employment floorspace (within use classes B1, B2 and B8) during the plan period.*
2. *Development will be distributed throughout the Borough as follows: around 3,890 new dwellings and around 186,490 sq m gross employment floorspace (within use classes B1, B2 and B8) will be provided in the Opportunity Areas at Northfleet Embankment and Swanscombe Peninsula East; Gravesend Riverside East and North East Gravesend; Ebbsfleet (Gravesham) and Gravesend Town Centre and on land at the Coldharbour Road Key Site; around 2,280 new dwellings will be provided on other site in the urban area and rural settlements inset from the Green Belt.*
3. *The strategy prioritises development in the urban area as a sustainable location for development. This will be achieved by:*
 - *Promoting regeneration by prioritising the redevelopment and recycling of underused, derelict and previously developed land in the urban area. This will be principally through redevelopment of former industrial sites in the Opportunity Areas of Northfleet Embankment and Swanscombe Peninsula East, and Gravesend Riverside East and North East Gravesend to create new residential neighbourhoods and employment areas;*
 - *The continued development of a new sustainable mixed use community in the Ebbsfleet (Gravesham) Opportunity Area, which will include the provision of high quality employment floorspace;*
 - *Revitalising the Gravesend Town Centre Opportunity Area as a focal point for retail, leisure, cultural and tourism facilities and small scale office provision to serve the needs of the Borough whilst preserving and enhancing its character as a riverside heritage town; and*



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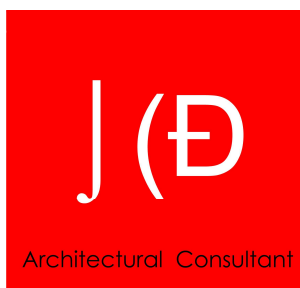
- Bringing forward a range of suitable sites in other parts of the urban area for residential and employment
 - development, including Land at Coldharbour Road Key Site.
4. In the rural area, development will be supported within those rural settlements inset from the Green Belt and defined on the Policies Map. Development outside those settlements, including affordable housing and proposals to maintain and diversify the rural economy, will be supported where it is compatible with national policies for protecting the Green Belt and policies in this plan. The extent of the Green Belt is defined on the Policies Map. A strategic Green Belt boundary review will be undertaken to identify additional land to meet the housing needs up to 2028 and to safeguard areas of land to meet development needs beyond the plan period, while maintaining the national and local planning purposes of the Green Belt.

CS02 (1)-(3) The proposed development is located within the urban area, aligning with Policy CS02's emphasis on directing growth to sustainable locations. This single development is designed to address the demand for housing in Gravesham, contributing to the borough's housing targets as set out in the Local Plan. The layout and dimensions of the development comply with the Nationally Described Space Standard (NDSS), ensuring high-quality living spaces that meet the needs of future residents. By focusing on an urban location, the proposal supports the efficient use of existing infrastructure and services, while avoiding unnecessary development on greenfield or rural sites. This approach aligns with Policy CS02's objectives of promoting sustainable development, balanced distribution, and meeting community needs.

CS02 (4) Not apply

Policy CS11: Transport

1. New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.
2. Sufficient parking in new development will be provided by adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities.
3. The Council will support proposals which improve public transport provision and facilities in the Borough. In particular, it will:
 - seek to maintain and expand, where justified, segregation lanes for Fastrack and existing bus priority measures elsewhere;
 - require Key Sites to include provision for buses;
 - support the development of transport hubs at Gravesend Town Centre and Ebbsfleet (in Dartford Borough Council area) to provide high quality interchange facilities between bus, rail, walking and cycling; and
 - Ensure an adequate supply of public car parking.
4. The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, as part of the proposed Thames Estuary Path.
5. Land required for the possible future extension of Crossrail and to protect the High Speed 1 (HS1) railway is safeguarded on the Policies Map and proposals that would prejudice these will be refused.
6. The Council will support proposals which improve the efficiency of freight transport and provide opportunities for alternatives to road transport where possible. The Council will safeguard wharves, as shown on the Policies Map, subject to the provisions of paragraph 5.1.36 of Policy CS07 (Economy, Employment and Skills).



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7. *The Council will support proposals which facilitate the use of the River Thames for passenger transport and enable cruise liners to visit the Borough.*

CS11 (1)-(4) & (6) The proposed development includes 2 parking spaces within the boundary, featuring electric vehicle (EV) charging facilities to support low-carbon transport. Additionally, a bike shed is provided to encourage cycling as a sustainable and environmentally friendly mode of travel. While the train station is not within walking distance, the development promotes cycling as a convenient option to connect to it. Safe cycle routes are incorporated to facilitate easy access to the station, reducing reliance on private car use and supporting sustainable travel options.

CS11 (5) Not apply

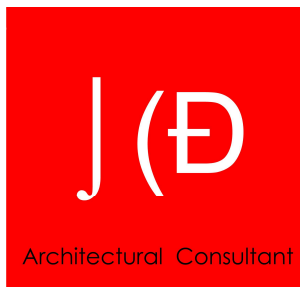
Policy CS12: Green Infrastructure

1. *A multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors will be created, protected, enhanced and maintained. The network will improve access within the urban area, from the urban area to the rural area and along the River Thames. The key parts of the network are identified on Figure 19: Strategic Green Infrastructure Network.*
2. *Sites designated for their biodiversity value will be protected, with the highest level of protection given to internationally designated Special Protection Areas, Special Areas of Conservation and Ramsar sites, followed by nationally designated Sites of Special Scientific Interest, followed by Local Wildlife Sites and then by other areas of more local importance for biodiversity.*
3. *There will be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought, in particular within the Biodiversity Opportunity Areas shown on the Strategic Green Infrastructure Network map and within new development.*
4. *Where a negative impact on protected or priority habitats/species cannot be avoided on development sites and where the importance of the development is considered to outweigh the biodiversity impact, compensatory provision will be required either elsewhere on the site or off-site, including measures for ongoing maintenance.*
5. *The overall landscape character and valued landscapes will be conserved, restored and enhanced. The greatest weight will be given to the conservation and enhancement of the landscape and natural beauty of the Kent Downs Area of Outstanding Natural Beauty and its setting. Proposals will take account of the Kent Downs Area of Outstanding Natural Beauty Management Plan, the Gravesham Landscape Character Assessment, and the Cluster Studies where relevant.*

CS12 (1)-(5) The development retains the majority of the rear landscaping, ensuring the protection of existing green infrastructure and ecological functions. New planting has been introduced at both the front and rear of the site to enhance green spaces and support biodiversity. A water butt has been installed for rainwater harvesting, promoting sustainable water management and reducing reliance on mains water. Additionally, a bat box, bird box, and hedgehog highway have been incorporated to provide habitats and wildlife corridors, meeting biodiversity requirements. These measures not only strengthen the green infrastructure network but also offer opportunities for residents to engage with nature, while supporting climate resilience and sustainable development objectives.

Policy CS14: Housing Type and Size

1. *The Council will protect the mix of housing in the existing housing stock and will resist the conversion of family sized residential units to smaller properties.*
2. *The Council will expect new housing development to provide a range of dwelling types and sizes taking into account the existing character of the area and evidence of local need to create sustainable and balanced communities.*



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3. *Sheltered housing and extra care housing for people with special needs will be supported on suitable sites in areas with access to a range of services that provide for the needs of future occupants.*

CS14 (1) & (3) Not apply

CS14 (2) The site is adjacent to a two-storey semi-detached house, with the side garden of No. 79 situated at the front. The proposed low-profile, single-storey dwelling has been carefully designed to ensure the privacy of No. 79 is maintained, with no overlooking from the front elevation. The layout and size of the dwelling comply with the Nationally Described Space Standard (NDSS), ensuring it meets the needs of its occupants. Furthermore, the design incorporates sustainable measures, such as energy-efficient materials and high-performance insulation, to reduce energy consumption. This development not only provides housing suitable for older residents or those with limited mobility but also addresses community needs by safeguarding neighbour privacy and enhancing the overall quality of the design.

Policy CS15: Housing Density

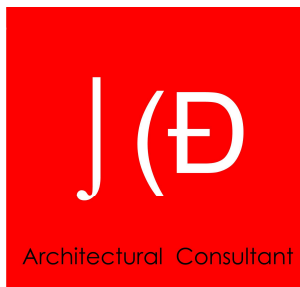
1. *Sites will be developed at a variety of densities, depending on their location and accessibility to public transport. The form and density of housing will vary across the larger sites, in response to accessibility and other characteristics of each part of the site. Variations in density across a site should be used to develop different character areas.*
2. *All new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. Subject to this overriding consideration:*
 - *Within the urban area, new residential development will be expected to achieve a minimum density of 40 dwellings per hectare. In suitable locations close to the transport hubs of Gravesend Town Centre and Ebbsfleet, higher densities will be sought;*
 - *In the rural area, new residential development will be expected to achieve a minimum density of 30 dwellings per hectare.*
3. *Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, may be refused planning permission.*

CS15 (1) – (3) The proposal is for a low-profile, single-storey dwelling situated adjacent to a two-storey semi-detached house. The design has been carefully planned to ensure the privacy of the side garden of No. 79 is maintained, with no overlooking from the front elevation. The single-storey design and low-density approach are well-suited to the location, ensuring a high-quality living environment that complements the existing neighbourhood. The proposal demonstrates an efficient use of land while safeguarding the privacy, amenity, and sustainability of the area.

Policy CS18: Climate Change

Flood Risk

1. *With the exception of the previously developed sites along the Thames Riverside (see Policies CS03, CS04 and CS05) and those other regeneration sites which have already been evaluated in accordance with the sequential and exception tests at the application stage, development will be directed sequentially to those areas at least risk of flooding.*
2. *Proposals in areas at risk of flooding must be accompanied by a Flood Risk Assessment (in accordance with national policy and Environment Agency standing guidance as appropriate) and a Flood Risk Management Plan (if required) to demonstrate that they are adequately defended and safe over their lifetime. Planning permission will be refused for schemes which do not pass the sequential and exception tests.*



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3. The Council will prioritise the maintenance, improvement or replacement of flood defence infrastructure over other land uses where relevant. In addition to meeting their own flood defence and management needs, the Council will expect new development to take advantage of opportunities to reduce the causes and impacts of flooding from all sources where it is technically and financially feasible.

Water Quality

4. As part of its approach to climate change and environmental improvement, the Council will have regard to the delivery of the Water Framework Directive and associated Thames River Basin Management Plan objectives to support water bodies being progressively improved to "good" status over the plan period.

Sustainable Drainage and Surface Water Run-Off

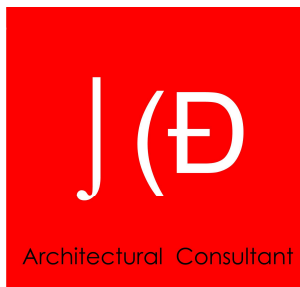
5. The Council will seek to minimise the impact of drainage from new development on waste water systems. In particular, the Council will:
 - Require that surface water run-off from all new development has, as a minimum, no greater adverse impact than the existing use; and
 - Require the use of Sustainable Drainage Systems on all developments where technically and financially feasible.

Water Demand Management

6. The Council will seek to manage the supply of water in the Borough and reduce the impact of new development on the supply of potable water as much as possible. In particular, the Council will:
 - Require all new homes to be built to at least level 3/4 of the Code for Sustainable Homes in terms of water use (105 litres per person per day consumption). Where it can be demonstrated that a development is unable to meet these standards, or the additional standards set out below, permission will only be granted if provision is made for compensatory water savings elsewhere in the Borough;
 - Seek 5% of homes on Key Sites to act as exemplars by meeting level 5/6 of the Code for Sustainable Homes in terms of water use (80 litres per person per day consumption);
 - Require all non-residential developments of 1,000 sq m and above to meet the BREEAM "excellent" standards of water efficiency and include provision for the collection of rainwater; and
 - Support proposals to retrofit existing residential properties in ways which reduce water consumption.

Carbon Reduction

7. The Council will seek to reduce the overall carbon footprint of the Borough. In particular, the Council will:
 - In the context of national policy on the transition to zero carbon development via amendments to Part L of the Building Regulations, require proposals for development of the Key Sites throughout the Borough and other major development elsewhere in the Gravesend Town Centre Opportunity Area to consider the potential and include proposals for low carbon and renewable energy generation, including combined heat and power. Where choosing not to do so, applicants must submit evidence which demonstrates that compliance is not technically or financially feasible or that improved fabric energy efficiency or an allowable solution results in improved carbon saving benefits;
 - Support stand-alone decentralised, renewable or low carbon energy development where it is compatible with national policies for protecting the Green Belt and where it accords with policies in this plan, in particular those relating to Development and Design Principles, Transport, Green Infrastructure, and Heritage and the Historic Environment; and



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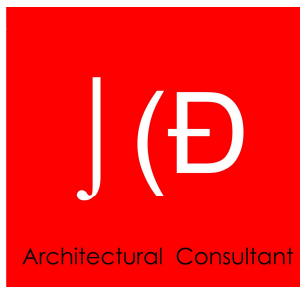
- *Support other proposals which lead to a reduction in carbon footprint including the retrofitting of existing homes and businesses, including local initiatives based on carbon off-setting via allowable solution*

CS18 (1) - (4) Not apply

CS18 (5) – (7) The proposed development includes the installation of a water butt at the rear for rainwater harvesting, supporting sustainable water management and enhancing climate resilience. The scheme also features electric vehicle (EV) charging facilities and a bike shed to promote low-carbon transport options and reduce reliance on fossil fuels. Additionally, the development incorporates renewable energy technologies, such as solar panels, and energy-efficient design measures, including high-performance insulation, to minimise energy consumption. The building is designed to meet the new housing requirements for energy efficiency, ensuring compliance with the latest sustainability standards. Green infrastructure, such as rain gardens, has been integrated to further enhance climate adaptation. Through community engagement and educational initiatives, the development also aims to raise awareness of climate change and encourage sustainable lifestyles among residents.

Policy CS19: Development and Design Principles

1. *New development will be visually attractive, fit for purpose and locally distinctive. It will conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area and meet anti- crime standards. The design and construction of new development will incorporate sustainable construction standards and techniques, be adaptable to reflect changing lifestyles, and be resilient to the effects of climate change. This will be achieved through the criteria set out below:*
 - *Using the collaborative approach advocated in Building for Life 12 and in line with the guidance set out in Kent Design, the design, layout and form of new development will be derived from a robust analysis of local context and character and will make a positive contribution to the street scene, the quality of the public realm and the character of the area. Account will be taken of the scale, height, building lines, layout, materials and other architectural features of adjoining buildings. Account will also be taken of the wider site context, including 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;*
 - *New development will encourage sustainable living and choice through a mix of compatible uses which are well connected to places that people want to use, including the public transport network, local services and community facilities; encourage sustainable travel; enhance Green Grid links and encourage healthier lifestyles;*
 - *New development will be located, designed and constructed to:*
 - *safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land;*
 - *avoid adverse environmental impacts from pollution, including noise, air, odour and light pollution, and land contamination; and*
 - *not pose an unacceptable risk or harm to the water environment, including the quality and/or quantity of ground waters, surface waters, wetlands and coastal water systems;*
 - *The design and layout of new residential development, including conversions, will accord with the adopted Residential Layout Guidelines;*
 - *New development will be designed in an inclusive way to be accessible to all members of the community;*
 - *New development will provide appropriate levels of private and public amenity space;*
 - *New development will include details of appropriate hard and soft landscaping, public art, street furniture, lighting and signage and will ensure that public realm and open spaces are well planned, appropriately detailed and maintained so they endure;*
 - *Car parking will be well related to the development it serves;*



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- New development will protect and, where opportunities arise, enhance biodiversity and the Borough's Green Infrastructure network. Support will be given to environmental enhancements where opportunities arise;
- New development will be fit for purpose and adaptable to allow changes to be made to meet the needs of users;
- The design and layout of new development will take advantage of opportunities to build in resilience to the effects of climate change. This will include protection against flood risk, where relevant, delivering carbon reduction, provision for low carbon and renewable energy, and minimising energy consumption and water use;
- New development will incorporate appropriate facilities for the storage and recycling of waste; and
- The layout of new development will create a safe and secure environment and provide surveillance to minimise opportunities for crime and vandalism.

CS19 (1) The proposed development is a single-storey dwelling located in Gravesham's urban area, adjacent to a two-storey semi-detached house. The design has been carefully planned to ensure the privacy of No. 79's side garden, with no overlooking from the front elevation. The dwelling provides spacious and high-quality living areas that meet the needs of future residents.

The development incorporates a range of sustainable features to minimise its environmental impact. These include a water butt for rainwater harvesting, electric vehicle (EV) charging points, and a bike shed to encourage low-carbon travel. Solar panels and high-performance insulation have been integrated to reduce energy consumption and enhance energy efficiency.

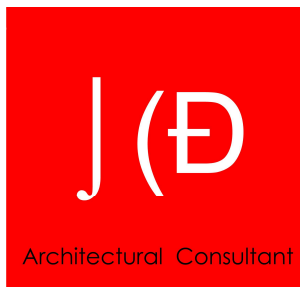
To support local biodiversity, the scheme includes new planting at the front and rear of the site, alongside wildlife-friendly features such as a bat box, bird box, and hedgehog highway. These measures create habitats for local species and strengthen the area's ecological network. The majority of the rear landscaping has been retained, preserving existing green infrastructure and contributing to climate resilience.

The development prioritises efficient land use within the urban area, avoiding unnecessary development on greenfield or rural sites. It provides housing suitable for older residents or those with limited mobility, while also safeguarding the privacy of neighbouring properties. Safe cycling routes have been incorporated to improve access to sustainable travel options, reducing reliance on private vehicles.

Community engagement initiatives are a key part of the development, aiming to raise awareness of environmental issues and encourage residents to adopt more sustainable lifestyles. By combining thoughtful design, eco-friendly practices, and community-focused measures, the proposal delivers a development that is both environmentally responsible and socially inclusive.

The following policies in the **Gravesham Local Plan Core First Review Saves and Deleted Policies Version (September 2014)** have been taken into account:

Policy P3: *The Borough Council will expect development to make provision for vehicle parking, in accordance with the Kent County Council Vehicle Parking Standards, as interpreted by Gravesham Borough Council, unless justified as an exception. All vehicle parking provision should normally be made on the development site. In the case of proposals for development in Class B1, as defined in the Town and Country Planning (Use Classes) Order 1987, the Borough Council will expect car parking provision to be made at the standard for offices and will also require lorry parking and manoeuvring areas to be provided, unless the applicant is willing to enter into an agreement to restrict the uses to which the permission relates.*



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Policy T1: *The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network identified on the Proposals Map.*

Policy TC7: *Throughout the Borough Plan Review area, development on important archaeological sites will not normally be permitted. On archaeological sites where permanent preservation is not warranted, applications will normally be refused unless arrangements have been made by the developer to ensure that time and resources are available to allow satisfactory archaeological investigation and recording of, by an approved archaeological body to take place in advance of or during development. The specification and programme of work for the archaeological investigation, including its relationship to the programme of development are to be submitted to and approved by the Borough Council. In order to determine a planning application the Borough Council may require the developer to provide additional information, in the form of an assessment of the archaeological or historic importance of the site in question and the likely impact of development. In certain cases, such an assessment may involve an evaluation excavation. Planning permission may be refused without adequate assessment of the archaeological implications.*

The Proposal & Impact

The proposed single-storey home in Gravesham's urban area ensures privacy for No. 79's side garden, with no overlooking, and provides spacious, high-quality living spaces. It includes sustainable features like rainwater harvesting, EV charging, a bike shed, solar panels, and insulation to reduce energy use and support local sustainability goals.

New planting and wildlife features (bat box, bird box, hedgehog highway) enhance biodiversity, while retained landscaping protects green spaces. The development avoids greenfield sites, provides housing for older or less mobile residents, and improves access to sustainable travel through safe cycling routes.

Community engagement initiatives promote eco-friendly lifestyles and strengthen local environmental awareness.

In summary, the proposal delivers high-quality housing, boosts biodiversity, supports sustainability, and fosters community engagement, making a positive impact on the area.