



Delegated Report

Planning Application

Planning Application No: 20250725

Location: 96 Beaumont Drive Northfleet Gravesend Kent

Description: Demolition of existing garage. Erection of two-storey end of terrace dwelling and associated works.

Applicant: Mr S Sahota

Site Visit Date: 24 September 2025

Submitted Documents/Plans

Application for Planning Permission form;
Drawing no. 100 Rev. A Site location and existing block plans;
Drawing no. 101 Existing outbuilding layouts and elevations;
Drawing no. 102 Existing elevations;
Drawing no. 103 Existing view from Beaumont Drive;
Drawing no. 104 Rev. A Proposed block plan;
Drawing no. 105 Rev. A Proposed layouts;
Drawing no. 106 Proposed elevations;
Drawing no. 107 Proposed view from Beaumont Drive;
Drawing no. 108 Existing layouts;
Certificate B details;
Planning Statement 16 July 2025;
BNG statement;
BNG metric;
SAMMS Contribution Agreement;
Letter from the agent dated 12 August 2025; and
Email from the applicant received 13 October 2025.

Procedural Issues

The Ownership section of the submitted planning application form has been completed to indicate that the applicant owns all of the land, to which the application relates. However, following an amendment to the extent of the application site (to include a rear alleyway, over which the applicant has a right of access for the full extent and ownership of the section behind the application site only), a separate ownership certificate B has been provided, which shows that notice was served on the 12 persons who jointly own the rear alleyway.

The Authority Employee/Member section of the submitted planning application form has been completed to indicate that the applicant is related to a member of Gravesham Borough Council Planning staff. This relationship is acknowledged but has had no bearing on the determination of this application.

Relevant Planning History

Reference	Description	Decision	Decision Date
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20240670	Erection of two storey side extension	Refused	12.09.2024
20050918	Outline application for the erection of a detached dwelling.	Refused	16.12.2005
19800058	Erection of single storey side extension to form kitchen diner	Permitted	18.03.1980

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS11 – Transport
- CS12 – Green Infrastructure
- CS14 – Housing Type and Size
- CS15 – Housing Density
- 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 5 – Delivering a Sufficient Supply of Homes
- Section 9 – Promoting sustainable transport
- Section 11 – Making effective use of land
- Section 12 – Achieving Well-Designed Places
- Section 15 – Conserving and enhancing the natural environment
- Section 16 – Conserving and enhancing the historic environment

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)

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)
- Kent County Council's Parking Standards (January 2025)

Consultations, Publicity and Representations

GBC Environmental Protection Team (Regulatory Services)

There is no objection to this application. The following to be considered:

Watching Brief:

The site falls within the buffer zone of the former Northfleet Power Station and therefore, the applicant shall undertake a watching brief during construction in case any contamination issue is encountered. If during development any contamination is found, the local planning authority should be informed as soon as practical and the work shall not continue until written agreement is provided by the LPA as to the appropriate measures to be taken to resolve the matter and they are satisfied that those measures have been carried out.

Code of Practice on Construction and Demolition:

Please apply as appropriate to minimise any problems to nearby dwellings during the demolition and construction.

Smoke Control Informative:

The proposed development is situated in a smoke control area. As such, only authorised smokeless fuels as listed in the Smoke Control Areas (Authorised Fuels) Regulations 1991 shall be burnt or fireplaces/appliances exempted by Smoke Control (Exempted Fireplaces) Orders shall be utilised. Exempt appliances are appliances (ovens including pizza and tandoori ovens, wood burners and stoves) which have been exempted by Statutory Instruments (Orders) under the Clean Air Act 1993. These have passed tests to confirm that they are capable of burning an unauthorised or inherently smoky solid fuel without emitting smoke. They must be fitted and used according to manufacturer's instructions and they can only be used for the fuel for which they are designed. When purchasing fuels and fireplaces the applicant should clarify with the vendor their suitability with respect to use in Smoke Control Areas. For further information, including confirmation that an appliance and/or fuel is suitable for use in a smoke control area, the applicant should contact the Council's Regulatory Services air.quality@gravesham.gov.uk

Drainage/sewerage informative:

The foul sewage shall be removed by means of the mains drainage system and not by the use of non-mains sewerage systems, unless connection to the drainage system is not reasonably practicable.

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.

KCC Biodiversity Officer

SUMMARY – NO FURTHER INFORMATION REQUESTED

We have reviewed the ecological information submitted in support of this application and advise that no further information is requested from the applicant prior to determination of the planning application. Condition wording is recommended as appropriate.

ECOLOGICAL CONSTRAINTS AND MITIGATIONS

No ecological information has been submitted with this application. As a result of reviewing the data available to us and the information submitted with the planning application, we advise that none will be needed. This is due to the small scale/urban setting of the proposals and limited potential for impacts to protected and priority species and habitats.

The below informative regarding nesting birds should be attached to any decision notice as some limited vegetation clearance is proposed:

NESTING BIRD INFORMATIVE: All wild birds and their nests are protected from harm under

Section 1 of the Wildlife and Countryside Act 1981. As such, any works which may result in impacts to nesting birds should be conducted outside of the core nesting season which is March through August (inclusive) or under ecological supervision. A suitable exclusion zone should be established around any active bird nest in the event one is discovered during works; this exclusion zone should be maintained until all nesting birds have fledged and the nest is unoccupied.

DESIGNATED SITES

The application site falls within the 6km zone of influence of the Thames Estuary & Marshes SPA/Ramsar. This type of development may cause additional recreational disturbance, and likely significant effects on birds using the SPA and Ramsar sites. As such, the North Kent Strategic Access Management and Monitoring Strategy (SAMMS) applies and the applicant will be required to make a tariff payment which is based on the net number of additional dwellings proposed. The payment is to mitigate for additional recreational effects on the designated sites. The local planning authority must ensure that adequate means are in place to secure this mitigation before first occupation. The submitted SAMMS Contribution Agreement (July 2025) indicates that the applicant has already committed to this.

A decision from the Court of Justice of the European Union (CJEU: C-323/17) has detailed that mitigation measures cannot be considered when carrying out a screening assessment to decide whether a full 'Appropriate Assessment' is needed under the Habitats Directive. Therefore, we advise that there is a need for the local planning authority to carry out an Appropriate Assessment as part of a Habitats Regulations Assessment (HRA).

BIODIVERSITY NET GAIN (BNG)

Under the Environment Act 2021 and the Town and Country Planning Act 1990 (as amended), all planning applications received in England (with a few exemptions) must deliver at least a 10% biodiversity net gain (BNG) from April 2nd 2024. Where required, the Statutory Biodiversity Metric will need to be used to demonstrate a minimum 10% biodiversity net gain. Local policy may request a higher level of net gain. Significant gains will need to be secured for at least 30 years.

Biodiversity net gain is a statutory requirement of this proposed development. References to the biodiversity value of any habitat or habitat enhancement are to its value as calculated in accordance with the biodiversity metric.

The submitted Small Sites Metric (July 2025) describes the application site as being 519m² in area. It is currently composed of developed land and vegetated garden with four small trees. One tree and 142m² of garden will be lost to facilitate the proposals. This will result in an onsite biodiversity net loss of -32.15%. A 0.08 biodiversity unit deficit will need to be made up offsite to achieve the necessary 10% net gain. This can be addressed post-permission subject to the deemed condition of planning permission relating to biodiversity gain, as per Schedule 7A 13(1) of the Town and Country Planning Act 1990. The deemed condition is that the development may not be begun unless—

- (a) a biodiversity gain plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The condition cannot be varied or removed. An application must be made to discharge it as any other condition. We recommend it is included in decision notices in the form of an informative. The government's published Biodiversity Gain Plan (BGP) template should be used to discharge it: Biodiversity gain plan - GOV.UK. Please note that the submission of the finalised Statutory Biodiversity Metric/BGP is required by law prior to the commencement of any development.

OTHER ENHANCEMENT MEASURES

Integral swift and bat features are supported by the NPPF 2024 187(d). The adopted Kent Biodiversity Strategy 2020-2045 also contains the target: "stop the decline of swifts by ensuring that every new house built in Kent contains one swift-box or nest-brick."

As such, the proposed dwelling should contain at least one in-built swift nesting brick, with its make, model and location clearly depicted in revised elevations drawings which can be secured via condition. Nest boxes

should be provided in accordance with BS 42021:2022 'British Standard for integral nest boxes'. Swift bricks are a 'universal' bird brick, used by a range of species. Integral nest boxes should be located a minimum of 4m above ground level on north or east elevations.

SWIFT BRICK: Prior to the commencement of works above slab level, updated elevations drawings showing the model and location of at least one integrated swift nesting brick located on the north elevation a minimum of 4m above ground level with a clear drop underneath shall have first been submitted to and approved in writing by the local planning authority. Swift bricks shall be provided in accordance with BS 42021:2022 (British Standard for integral nest boxes) and shall be constructed of durable material, i.e. not wood.

Reason: In accordance with BS 42021:2022 and with consideration for swifts in accordance with paragraph 187(d) of the NPPF 2024.

Natural England

Designated sites:

Further information required - recreational pressure impacts to European Sites (habitats sites)

This development site is within the zone of influence (Zol) for recreational pressure impacts to one or more European Sites (habitats sites).

Within this Zol, proposals for any net increase in residential units will have a likely significant effect on the qualifying features of the European Site(s) (habitats site(s)) through increased recreational pressure when considered either alone or in combination with other plans and projects.

Your authority has measures in place to manage these potential impacts through a strategic solution which Natural England considers will be effective in preventing adverse impacts on the integrity of the site(s).

Notwithstanding this, Natural England advises that these measures should be formally checked and confirmed by your authority, as the competent authority, via an appropriate assessment in view of the Natural England Access to Evidence - Conservation Objectives for European Sites and in accordance with the Conservation of Habitats & Species Regulations 2017 (as amended).

Providing the appropriate assessment concludes that the measures can be secured, it is likely that Natural England will be satisfied that there will be no adverse effect on the integrity of the European Site(s) (habitats site(s)) in relation to recreational disturbance.

Where the proposal includes bespoke mitigation that falls outside of the strategic solution, Natural England should be consulted.

Reserved Matters applications, and in some cases the discharge/removal/variation of conditions, where the permission was granted prior to the introduction of the strategic approach, should also be subject to the requirements of the Conservation of Habitats & Species Regulations 2017 (as amended) and our advice above applies.

Discretionary Advice:

Natural England may provide further advice to the applicant through the discretionary advice service (DAS). Refer to Developers: get environmental advice on your planning proposals - GOV.UK (www.gov.uk) for more information.

Impact Risk Zones for Sites of Special Scientific Interest:

We strongly recommend that local planning authorities (LPAs) use Natural England's Impact Risk Zones for Sites of Special Scientific Interest (SSSI IRZs) (available from the Natural England Open Data Geoportal (arcgis.com) and to use on MAGIC (defra.gov.uk) along with guidance) to decide when to consult Natural England on development proposals that might affect a SSSI.

The SSSI IRZs tool is quick and simple to use and gives instant planning advice as a formal consultation response in certain circumstances. Use of the SSSI IRZs avoids the need for a formal email consultation on some development proposals, reducing unnecessary delays in the planning process. In turn this allows Natural England to concentrate resources on development proposals with the highest risks and opportunities for nature recovery.

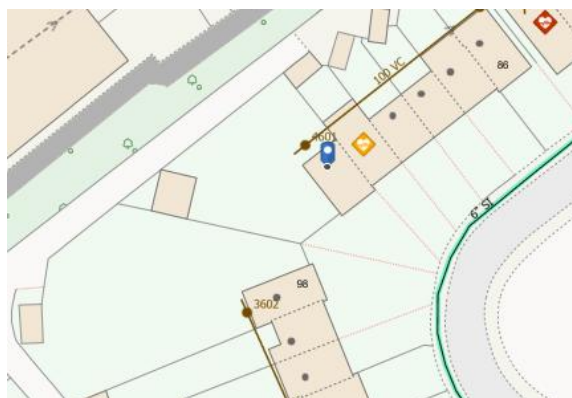
Planning and transport authorities: get environmental advice on planning - GOV.UK (www.gov.uk) provides further guidance on when LPAs must consult Natural England on development proposals.

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

Southern Water

Existing Southern Water Assets:

Please see the attached extract from Southern Water records showing the approximate position of our existing sewer asset crossing/in the vicinity of the development site. The exact position of the public assets must be determined on site by the applicant in consultation with Southern Water before the layout of the proposed development is finalised.



To get in contact to confirm the exact position of the asset please visit;

https://www.southernwater.co.uk/media/ph4fk3pe/ds-location-of-rising-mains_pb.pdf

For information on required stand off distances from public sewers please refer to:

<https://www.southernwater.co.uk/media/st5orjvm/stand-off-distances.pdf>

Existing Gravity Sewer:

The 100 mm diameter gravity sewer requires a clearance of 3 metres on either side of the gravity sewer to protect it from construction works and to allow for future maintenance access. No development or tree planting should be carried out within 3 metres of the external edge of the public gravity sewer without consent from Southern Water. All existing infrastructure should be protected during the course of construction works. Please refer to:

<https://www.southernwater.co.uk/media/st5orjvm/stand-off-distances.pdf>

Proposed works involve demolition:

In order to protect and safeguard the existing water supply apparatus, Southern Water requests formal notification of any proposed demolition works prior to such works being undertaken.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119)

Website: southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk

Neighbouring properties

The application was publicised by a site notice and to 20 neighbouring properties by letter. Four representations (objecting) have been received and are summarised as follows;

- The rear parking would not be adhered to.
- Exacerbate parking pressures in the area, risking obstruction and unsafe parking.
- Vehicle access to the rear is blocked by a concrete slab and is overgrown.
- The rear access should continue to be gated/locked to reduce crime and unauthorised access.
- The rear access should be cleared and properly maintained.
- No clear access to the road for proposed dwelling.
- Neighbours located along an alternative access route have not been notified properly of the application.
- Overdevelopment of the site.
- A two bedroom dwelling would be out of character with the area.
- The proposed gap between nos. 96 and 98 Beaumont Drive shown on drawing no. 107 would be smaller than that shown.
- Adverse daylight, privacy and outlook impacts for existing and future residents.
- The proximity of the development to the boundary with no. 98 Beaumont Drive could affect future development plans for no. 98.
- Adverse flooding impacts from block paved driveway to no. 98 Beaumont Drive due to lower land level.

Officer's Analysis

Principle of Development

Policy CS02 of the Gravesham Local Plan Core Strategy (2014) prioritises development in the urban area as a sustainable location and seeks to achieve this by prioritising redevelopment and recycling of underused, derelict and previously developed land, predominately in Opportunity Areas located within Gravesend and Northfleet.

The application site lies within the urban area of Northfleet and is not subject to any specific local planning policies or constraints that restrict the principle of residential development, other than general policies that seek to protect the character of the area and the amenity of existing and future residents.

The proposal would result in the subdivision of an existing residential plot. In this respect, there are no specific local planning policies which prohibit this form of development. However, it is noted at a national level, the National Planning Policy Framework 2024 (NPPF 2024) at paragraph 75 states that;

‘Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area’.

Furthermore, at paragraph 129, the NPPF 2024 states that planning decisions should support development that makes efficient use of land taking into account (amongst other things) the desirability of maintaining an area's prevailing character and setting (including residential gardens). Lastly, it is noted that land in built up areas, including residential gardens is excluded from the definition of previously developed land in the NPPF 2024.

It is considered that local adopted policies CS14 (Housing Type and Design), CS15 (Housing Density), and CS19 (Development and Design Principles) together provide an assessment framework in line with the guidance provided by paragraphs 75 and 129 of the NPPF 2024. Therefore, the proposal shall be assessed against these policies in the section below which covers design, character and appearance.

Housing Delivery

Gravesham is currently unable to demonstrate a 5-year housing land supply. Based on data for the period 2022-2027, the Council can only demonstrate a supply of 3 years.

Given the Council's current inability to demonstrate a 5-year housing land supply, and as the delivery of housing was substantially below (less than 75%) that required by the Housing Delivery Test, the housing delivery element of Policy CS02 of the Gravesham Local Plan Core Strategy (2014) must be regarded as out of date. As required by the Paragraph 11(d) of the National Planning Policy Framework (NPPF) (2024), this requires that in regard to housing development, planning permission should be granted unless:

- (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

The policies referred to in paragraph 11(d)(i) above are those set out in the NPPF 2024 at footnote 7 relating to any of the following:

- Habitats sites (and those sites listed in paragraph 194) and/or designated as Sites of Special Scientific Interest;
- Land designated as Green Belt, Local Green Space, a National Landscape, a National Park (or within the Broads Authority) or defined as Heritage Coast;
- irreplaceable habitats;
- designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 75); and
- areas at risk of flooding or coastal change.

The application site is not located in one of these areas and is not a designated heritage asset.

The policies referred to in paragraph 11(d)(ii) above are those set out in the NPPF 2024 at footnote 9 relating to paragraphs 66 and 84 of chapter 5; 91 of chapter 7; 110 and 115 of chapter 9; 129 of chapter 11; and 135 and 139 of chapter 12 of the NPPF 2024.

In determining applications for planning permission involving housing, the Council will therefore apply a weighted balance in favour of granting planning permission in accordance with relevant case law and guidance, having regard to the acceptability or otherwise of the proposals when evaluated against these paragraphs, development plan policy, the relative contribution the proposal makes towards the alleviation of any shortfall in housing delivery at that time and any other considerations material to the proposed development.

The proposed development for a net increase of one residential unit would offer a minimum contribution towards meeting local housing need and this should be accorded appropriate weight in support of the application. However, this has to be balanced against other requirements of the Development Plan and the NPPF 2024 which require new development to be well designed, to make effective use of land, to create acceptable living conditions for future and existing occupiers, to provide safe and suitable access and to contribute to and enhance the natural and local environment. These issues will be discussed in detail in the sections below.

Design, Character and Appearance

Policy CS14 requires new housing development to provide a range of dwelling types and sizes, taking account of the existing character of the area and evidence of local need.

Policy CS15 requires new housing to be developed at a density that achieves good design and does not compromise the distinctive character of the local area. In urban areas, residential development should achieve a minimum density of 40 dwellings per hectare. Proposals that fail to make efficient use of land for housing, having regard to the character and location of the area may be refused.

Policy CS19 of the Gravesham Local Plan Core Strategy September 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 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.

Local residents have raised concerns that the proposal would be an overdevelopment of the application site and that a two bedroom dwelling would be out of character with the surrounding area.

The application site comprises of an end of terrace dwelling, with a large garden located to the rear and side. The site frontage is partially block paved with a concrete path and a grassed area with some planting. It is pictured below;



Beaumont Drive is a residential street comprising of predominately two storey, terraced properties. The dwellings have a consistent design and similar external facing materials but many have been subject to significant extensions and alterations.

The proposed development would result in the formation of a two bedroom, two storey dwelling, attached to the side wall of no. 96 Beaumont Drive. The dwelling would be set back some 0.7 metres from the existing front building line and be set down some 0.5 metres from the ridge of the existing roof. The dwelling would be set some 0.9 metres away from side boundary (at its closest) with no. 98 Beaumont Drive. The site frontage would be entirely block paved and used for vehicle parking.

The positive features of the proposal include that the proposed external facing materials and front fenestration would match with the existing building and those in the surrounding area. The proposal would appear subservient to the existing building, retain an external side access for the proposed dwelling and both properties would have a pedestrian access to an alleyway at the rear of the application site. The proposal would make effective use of the application site and provide an additional terraced dwelling in an area that is characterised by such development, which would be in line with Policy CS14 of the Gravesham Local Plan Core Strategy (2014) and paragraph 129 of the NPPF 2024.

Although the density of the proposed development would be less than 40 (39 dwellings per hectare), it would not appear out of character with the surrounding area, because existing end of terrace plots are less

densely developed than mid-terrace ones. As such, the proposal would be broadly in line with Policy CS15 of the Gravesham Local Plan Core Strategy (2014).

As a two bedroom dwelling, it is acknowledged that the proposal would not match with the predominately three bedroom existing properties in the surrounding area. However, due to the design approach, the lack of a third bedroom would not externally visible.

Negative features of the design include that the windows in the rear elevation would be smaller than their counterparts at no. 96 Beaumont Drive and that the whole of the site frontage would be block paved, which would have a harsh appearance and be detrimental to the street scene. Furthermore, that the proposal would reduce the gap between two existing terraces. However, it is noted that the windows would not be widely visible and their design broadly matches with existing, a landscaping condition could be used to incorporate planting around the site and due to the set back and set in from the boundary, a gap would remain between the terraces. As such, these negative features would not be justifiable design grounds of refusal.

Overall, the proposed development would be appropriate in terms of design and would not have an adverse impact on the character or appearance of existing building or the surrounding area. Therefore, the proposal would be in line with Policies CS14, CS15 and CS19 of the Gravesham Local Plan Core Strategy (September 2014) and the Householder Extensions/Alterations Design Guide (2021).

Amenity of Future Occupiers

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants. In this regard, the Nationally Described Space Standards (NDSS) and the Borough Council's adopted Residential Layout Guidelines (RLG) are relevant.

For the existing dwelling, the proposed development would result in the loss of a secondary kitchen window (at ground floor level) and a first floor hallway window. However, due to there being a retained kitchen window/door in the rear elevation and because the hallway is a non-habitable room, any loss of natural light would not be sufficient to justify a refusal.

The existing dwelling would also lose its external side pedestrian access to the rear garden. However, due to there being an alternative external pedestrian rear access being provided via an existing alleyway, then there would be no significant detriment to residential amenity.

The retained garden area for the existing dwelling, would be significantly smaller than existing but would exceed the minimum area and depth requirements for a three bedroom dwelling in the RLG.

For the proposed dwelling, the proposed bedrooms would meet the minimum floor area requirements for double bedrooms in the NDSS and the total floor area would exceed the minimum for a two bedroom, two storey, four person dwelling in the NDSS. The proposed garden area would significantly exceed the minimum area and depth requirements for a two bedroom dwelling in the RLG.

No details of proposed refuse storage arrangements have been provided but sufficient space would be available in the proposed rear gardens and a planning condition can be used to require these details to be submitted and approved.

In order to prevent a loss of privacy for future occupiers, any proposed bathroom/w.c./en-suite windows should be conditioned to be permanently obscure glazed.

Overall, the proposed development would provide a good standard of living for future occupiers and would not be detrimental to their residential amenity. As such, the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Neighbouring Amenity

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of neighbouring occupiers. In this regard, the RLG relevant.

The closest residential properties to the application site are nos. 94 and 98 Beaumont Drive (located to the north east and south west respectively). Nos. 120 to 128 Beaumont Drive are located to the south east across the roadway. A builders yard is located to the north west on significantly lower ground. The proposed access at the rear adjoins nos. 72 to 94 Beaumont Drive.

The proposed side kitchen window would face no. 98 Beaumont Drive but due to its ground floor location and the screening provided by boundary treatments and vegetation, there would be no adverse overlooking impacts to the occupiers of that property. Due to the significant separation between the proposed front windows and nos. 120 to 128 Beaumont Drive, there would be no adverse overlooking impacts to the occupiers of these properties.

In order to prevent any future loss of privacy or adverse noise/odour impacts to neighbours, any planning permission granted should be conditioned to preclude the insertion of any windows or openings (including flues) in the side elevation of the proposed development.

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 introduction of a new dwelling, garden and rear parking area would increase the amount of residential activity and comings and goings in the area, which could potentially cause adverse noise and disturbance impacts. However, in this residential context, any such adverse impacts associated with a single dwelling 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 (September 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 (2006), a two or three bedroom dwelling should have two vehicle parking spaces and according to the Householder Extensions/Alterations Design Guide (2021) car parking spaces should be a minimum of 2.5 metres wide (2.7 metres where the spaces adjoin an enclosed boundary) and 5 metres deep. Although, it is noted that the KCC Dropped Kerb Guidance and Self-Assessment (2025) document requires parking spaces located perpendicular to the roadway to be a minimum of 2.4 metres (width) by 4.8 or 6 metres (depth). Six metres depth would be required if the space is in front of an access door or garage.

According to the KCC Dropped Kerb Guidance and Self-Assessment (2025) pedestrian visibility splays on both sides of an access (2 metres x 2 metres with no obstruction over 0.6 metres) would be required.

The Vehicle Parking Standards (2006) also require cycle parking to be provided at a rate of one space per bedroom for dwellings.

Local residents have raised concerns that the proposed rear parking would not be adhered to, that the rear access is blocked and overgrown and that the proposal would exacerbate parking pressures in the area, risking obstruction and unsafe parking.

In line with the above standards, the proposed new dwelling should have two appropriately sized and located car and cycle parking spaces and the existing dwelling should have two appropriately sized and located car parking spaces.

The existing dwelling at the application site has three bedrooms and there is a frontage parking area capable of accommodating two vehicles. The proposed development would provide three parking spaces on the site frontage and two parking spaces at the rear (accessed by a rear alleyway that is mainly outside the ownership of the applicant but over which he has a right of access). The applicant has set out that the proposed parking spaces would not be assigned to either dwelling but that they would be available for any occupier to use.

All the proposed parking spaces would meet the KCC minimum dimensions of 2.5 metres width by 5 metres depth. The rear spaces would have appropriate pedestrian visibility (which can be secured by a planning condition) but, due to the width of the site frontage, insufficient space would be available to achieve appropriate pedestrian visibility for the front spaces. As an existing driveway, this is an ongoing situation and it is noted that the existing pedestrian visibility could be retained by the imposition of a condition precluding any obstruction above 0.6 metres in height, located within 2 metres of the back edge of the pavement.

The proposed access to the rear spaces is via a rear alleyway and is constrained by lockable gates, overgrown vegetation, a lack of surfacing, passing places and lighting and the likelihood of it being blocked by another vehicle. However, it is acknowledged that it is an existing situation, that the applicant can access the lockable gate, remove the overgrown vegetation and that the application site has an existing rear access gate (albeit overgrown and unused at present). As such, the proposed rear parking spaces would be accessible but, due to their compromised nature, both existing and new occupiers are likely to rely heavily on the site frontage for parking.

The proposed layout of the frontage parking would imply that the two tandem parking spaces would be used by the occupiers of the new dwelling and the single parking space would be used by the occupiers of the existing dwelling (by virtue of their location). However, this would result in a shortfall of one parking space for the existing dwelling. In addition, if the proposed spaces are operated on a first come, first served basis, due to their tandem layout, they are likely to lead to the initially parked vehicles being blocked in, which would compromise their use in practical terms.

It is noted that the Kent Highways & Transportation have provided updated vehicle parking guidance, in January 2025 (as yet unadopted) that requires a minimum of one space to be provided for a two bedroom property and two spaces for a three bedroom property in a suburban location, i.e. for this proposal, three parking spaces would be required overall.

It is also noted that the application site is located in a relatively sustainable location, close to local shops and services and a bus route and in light of this, future occupiers would not be entirely reliant upon their private vehicles. There are no parking restrictions in Beaumont Drive but on street parking is in very high demand. However, even if the proposed development would result in a small increase in demand for on-street parking in the locality, this would not significantly undermine highway safety.

In light of the accessibility issues highlighted above, any planning permission granted would be subject to a condition requiring the submission and approval of a parking management plan (to include details of the allocation of spaces to each dwelling).

Local residents have raised concerns that the proposed rear parking would not be adhered to and the above paragraph has highlighted possible access restrictions. Furthermore, it is noted that the proposed rear parking spaces could also be accessed via a second rear alleyway (that runs to the south west of the application site behind nos. 98 to 112 Beaumont Drive). However, this does not form part of the proposed development and in any event, as an existing rear alleyway used for access, then the addition of traffic movements associated with one dwelling would not lead to adverse highways impacts (or indeed noise or disturbance impacts) above those existing.

As set out in the Design, Character and Appearance section above, the proposed site frontage would be entirely block paved, which would be detrimental to the street scene. Therefore, it would be preferable for the proposed frontage parking layout to incorporate landscaping to soften the frontage. This can be achieved by a suitably worded condition.

No details of proposed cycle parking arrangements have been provided but sufficient space would be available in the proposed rear garden and a planning condition can be used to require these details to be submitted and approved for the new dwelling.

Overall, it is considered that the proposal would make sufficient provision for the parking of cars within the application site and would not be detrimental to highway safety. As such, the proposal would be in accordance with the Borough Council's adopted Vehicle Parking Standards, would be in line with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Ecology and Biodiversity

Policy CS12 of the Gravesham Local Plan Core Strategy September 2014 states that 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. It also states that, where a negative impact on a protected or priority habitat/species cannot be avoided, compensatory provision will be required. Lastly, it states that there will be no net loss of biodiversity in the Borough and that opportunities to enhance, restore, re-create and maintain habitats will be sought, in particular within Biodiversity Opportunity Areas and within new development.

The application site falls within 6 km of the Thames Estuary and Marshes Special Protection Area (SPA), classified in accordance with the European Birds Directive, which requires Member States to classify sites that are important for bird species listed on Annex 1 of the European Directive, which are rare and/or vulnerable in a European context, and also sites that form a critically important network for birds on migration. The Thames Estuary and Marshes is also listed as a Wetland of International Importance under the Ramsar Convention (Ramsar Site).

Studies have shown marked declines in key bird species, particularly in areas that are busiest with recreational activity. Research conducted in 2011, found that additional dwellings were likely to result in additional recreational activity, causing disturbance to protected bird species that over-winter or breed on the SPA and Ramsar Site. The studies found that 75% of recreational visitors to the North Kent coast originate from within 6 km of the SPA boundary and Ramsar Site. The impacts of recreational disturbance can be such that they affect the status and distribution of key bird species and therefore act against the stated conservation objectives of the European Sites.

The Borough Council has mitigated out the impacts of recreational disturbance on every planning application for a new residential development of one or more units within the 6 km zone since September 2015 by accepting a Strategic Access Mitigation and Monitoring Strategy (SAMMS) tariff payment (currently £337.49 per dwelling).

The proposed development would result in the creation of one new dwelling and as such, additional recreational activity would result. A SAMMS tariff payment has been made and no objection has been raised by Natural England or KCC Biodiversity. As such, there would be no adverse recreational disturbance impact associated with this proposal and it complies with the requirements of the Habitats Regulations, Section 15 of the NPPF 2024 and Policy CS12 of the Gravesham Local Plan Core Strategy (2014).

Biodiversity Net Gain (BNG) is a mandatory requirement for all new development and proposals must deliver a BNG of at least 10% unless they are exempt. In this instance, the proposed development is not exempt and a Small Sites BNG metric has been submitted. This describes the application site as being 519m² in area and currently composed of developed land and vegetated garden with four small trees. One

tree and 142m² of garden would be lost to facilitate the proposed development and this would result in an onsite biodiversity net loss of -32.15%. A 0.08 biodiversity unit deficit would need to be made up offsite to achieve the necessary 10% net gain, which can be achieved via an appropriate planning condition (as per Schedule 7A 13(1) of the Town and Country Planning Act 1990). This condition and the need to submit a biodiversity gain plan can be referred to in an informative attached to any planning permission granted.

KCC Biodiversity have not raised an objection to the proposal but highlight that the adopted Kent Biodiversity Strategy 2020-2045 seeks to stop the decline of swifts by ensuring that every new house built in Kent contains one swift-box or nest-brick. As such, a planning condition can be used to ensure that the proposed dwelling has at least one in-built swift nesting brick.

KCC Biodiversity also provide guidance for the applicant regarding the protection of nesting birds during site clearance works. This can be given to the applicant in an informative attached to any planning permission granted.

Overall, the proposed development would mitigate its adverse recreational disturbance impacts and would achieve a 10% BNG. As such, the proposal would be in line with Policy CS12 of the Gravesham Local Plan Core Strategy September 2014.

Climate Change

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 requires new development to take advantage of opportunities to build in resilience to the effects of climate change.

The application contains no specific information regarding climate change. Therefore, to ensure that climate change resilience forms part of the proposed development, a planning condition can be included to this effect, on any planning permission granted. As such, the proposed development would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

Any Other Material Planning Considerations

The application site is located within an area of multi-period archaeological potential and Groundwater Source Protection Zone 2. 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 or archaeology. As such, the proposal would be in line with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policy TC7 of the Gravesham Local Plan First Review November 1994.

The application site is located within the buffer zone for the Northfleet Power Station historic landfill site and the GBC Environmental Protection Team have set out the wording for a watching brief condition. Therefore, provided that this condition is attached to any planning permission granted, then there would be no adverse ground contamination impacts.

The application site is located in a smoke control area. As such, advice regarding smokeless fuels/appliances can be given to the applicant in an informative attached to any planning permission granted.

There is a Southern Water sewer located at rear of the existing dwelling. As such, the comments from Southern Water can be given to the applicant in an informative attached to any planning permission granted.

Local residents have 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;

- *The rear access should continue to be gated/locked to reduce crime and unauthorised access* – The existing gate/locking of the rear access would not be amended by the proposal.
- *The rear access should be cleared and properly maintained* – this is a private matter between the land owners/access users.

- *No clear access to the road for proposed dwelling* – The proposed dwelling would have a frontage parking area that is accessed from Beaumont Drive.
- *Neighbours located along an alternative access route have not been notified properly of the application* – The alternative access to the rear parking spaces is not part of the proposed development and as such, there is no requirement to notify the occupiers of properties along that route. Although it should be noted that, because the application has been publicised by a site notice, these residents have been subject to publicity anyway.
- *The proposed gap between nos. 96 and 98 Beaumont Drive shown on drawing no. 107 would be smaller than that shown* – The submitted block plan clearly illustrates the relationship between the proposal no. 98 Beaumont Drive. Drawing no. 107 is for illustration only.
- *The proximity of the development to the boundary with no. 98 Beaumont Drive could affect future development plans for no. 98* - as a purely private interest, the potential for future extensions at a neighbouring property is not a material planning consideration. The proposal must be determined with reference to existing circumstances and not a hypothetical future situation.
- *Adverse flooding impacts from block paved driveway to no. 98 Beaumont Drive due to lower land level* – a block paved driveway would be porous surface and the requirement for soft landscaping would help to ensure that any surface water run-off would infiltrate into the ground within the application site.

Suggested Conditions

Time Limit

Development in accordance with the approved plans

Landscaping scheme prior to works above slab level

Swift brick prior to works above slab level

Climate change details prior to works above slab level

Refuse storage for both dwellings prior to first occupation

Cycle storage (2 cycles) for new dwelling prior to first occupation

Parking management plan prior to first occupation

Materials to match existing

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

No further openings (including flues) in flank elevation

Formation and retention of proposed parking spaces

Visibility splays for rear parking spaces

No obstruction above 0.6 metres within two metres of the back edge of the footway

Contamination watching brief

Suggested Informatives

Positive/proactive

Building regulations and Party Wall Act

No deviation from plans

BNG

Nesting birds

KCC Highways and Transportation

Southern Water

Smoke control

Drainage/sewage

Works of construction

Conclusion

The proposed development would provide one new terraced dwelling in an area that is characterised by such development. The proposed design would be acceptable and there would be no adverse impacts to residential amenity, biodiversity or highway safety. A negative feature of the proposal would be the adverse accessibility issues for the proposed parking spaces but when this is weighed against the positive impact of the provision of one new dwelling in Gravesham, where housing supply is insufficient and the fact that a planning condition can be used to ensure that the parking spaces are allocated appropriately, then this

would not be a sufficient ground of refusal.

Recommendation

Planning permission subject to conditions is recommended.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	Richard Hart
Signed:	<i>K Joyce</i>	Signed:	<i>R Hart</i>
Dated:	15th October 2025	Dated:	15th October 2025